

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Fitting the Rear Left Tyre



Custom Cars of the 1970s

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 35

ASSEMBLY GUIDE

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The left rear tyre is fitted to the wheel assembly that was constructed in the previous issue.

CUSTOM MADE

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Hard rock, fuel shortages and a 55mph speed limit ushered in a new direction for vehicle customisation in the United States in the 1970s.

YOUR MODEL

You will be building a 1:8 scale replica of a customised 1973 Ford Falcon XB GT. Features include a lift-up bonnet that reveals a detailed engine, opening doors, wind-down windows and an 'active' steering wheel. A remote-control fob illuminates the main lights, brake lights and indicators.

Scale: 1:8
Length: 62cm
Width: 25cm
Height: 19cm
Weight: 7+kg



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All parts belong to a kit. Collectors' item for adults. Not suitable for children under 14. Some parts may have sharp edges, please handle them with care.

The installation of electronic parts must always be carried out by an adult. When replacing batteries, use the same type of batteries. Please ensure that the battery compartment is securely fastened before you use the model again. Used batteries should be recycled. Please make sure to check with your local council how batteries should be disposed of in your area. Batteries can present a choking danger to small children and may cause serious harm if ingested. Do not leave them lying around and keep any spare batteries locked away at all times.

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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 35: Rear Left Wheel (2)

The tyre is fitted to the wheel assembly from the previous issue.



List of parts:

35A Tyre

35B Hub cap

Area of assembly



Stage 35: Rear Left Wheel (2)



STEP 1

Place the tyre **35A** in a bowl of hot (65°-75°C) water to make it more flexible. Be careful working near the hot water. Leave it for a few minutes.

STEP 2

Take the wheel rim assembly from issue 34. Carefully remove the tyre **35A** from the water and dry it. Check the Completed Assembly image below to see how the tyre looks when it is fitted: the ring of wheel nuts **34D** is on the inside of the wheel; there is no writing on the inner side of the tyre. Ease the tyre over the rim assembly. It is a very tight fit, so you may need to re-heat the tyre to make it more pliable.



COMPLETED ASSEMBLY

The tyre has been fitted to the left rear wheel rim. The hub cap will be fitted at a later stage, so store it carefully.



Custom Cars of the 1970s

America in the 1970s seemed markedly different from previous decades; hippies, flower power and pop had given way to hard rock, fuel shortages and a 55mph speed limit. Changing times ushered in a new direction for car customisation.



While the kids of the 1960s spent carefree times in the sunshine, their 1970s counterparts seemed more serious in attitude. Riots, the war in Vietnam and an emphasis on clean air and smaller, more fuel efficient vehicles sucked a lot out of life's fun, although initially things had still felt much like the 1960s. Muscle cars with big V8 engines were enjoying their last moments before emissions regulations and high insurance costs suffocated their power with catalytic converters.

Hot rodding didn't go away, but it largely followed the rules laid down in previous decades; take a 1920s or

1930s car, drop in a big V8 and strip off everything not essential to performance or looks. The Ford Model T became immensely popular, leading to these hot-rodded T roadsters earning the nickname 'Fad Ts', since it seemed like nearly everybody was building one.

STREET CRED

Cars were becoming bigger and more luxurious, with their customised versions being defined by wider wheels and large extended wheel arches to contain them.

The typical custom car of the early 1970s was a Chevrolet Camaro or Corvette, with fat tyres and flared

Graphic paint schemes became popular during the 1970s, as on this Chevrolet Corvette, with flared wheel arches for the wide tyres that were popular with street racers.

wheel arches that imitated race cars. Spotlights were often added up front, with scoops in the bonnet and a spoiler on the boot lid. Roof spoilers were also fitted too, although its debatable if they had any real effect on aerodynamics. As the decade progressed it seemed like there was a competition to bolt on as much custom junk as possible; scoops, plastic window louvres and small, cheap sunroofs ruined many a

Custom Cars of the 1970s



previously clean, tasteful custom car. Subtle wasn't cool, garish was in. Vinyl roofs were added to some, as were decals advertising performance parts – sometimes parts that weren't even fitted to that vehicle. Side pipe exhausts – preferably loud ones – below the doors were an essential addition, as were a set of five spoke mag wheels, usually larger in the back. Squeezing them under the car often required raising the rear suspension. This is still the mental image of a customised car that many people have today.

Paintwork depended on how much attention you wanted to gain. Street racers keeping a low profile from police favoured subtle, factory-style paint jobs. Show-offs picked the brightest colours they could and added multiple stripes along the top and sides, along with the best and worst paint tricks that had been used on cars in the previous decades.

When the cars from Detroit factories were forced to adapt to

clean air laws, particularly in California – the spiritual home of hot rodding and customising – car freaks looked at alternatives to the increasingly small, uncool compact AMC Gremlins, Ford Pintos and Chevy Vegas.

VANS IN THE VANGUARD

While bikes, choppers, trikes, go-karts, dune buggies and foreign

An enlarged hood scoop and 'go faster' stripes were simple additions to a give character to a muscle car like this Plymouth Roadrunner.

sports cars from Britain and Japan were all popular in the USA in the 1970s, there was one major custom vehicular trend that stood out above all the rest. Vans and pickups. Having been largely used as working



Hot rodding remained popular, and Model T Fords remained a go-to choice for extreme treatment.



Truckers were the first to adopt CB radio, but the trend spread to many more road users during the 1970s.

installed. The rule was that if you would have it in your home then add it to your van.

While stereos and eight-track tape players were important, the must-have was a CB radio. In previous decades customisers went to great lengths to disguise the origins of a base vehicle, but vanners were proud to turn a simple Dodge or Chevy into a rolling work of art and badges were left in place. Vans were so popular that several manufacturers began offering customised vans ready-built from the factory. Then as quickly as it began, the trend was all over.

The 1980s dawned as an era of conspicuous performance, body kits and turbocharging, with Europe delivering lasting icons such as the Lamborghini Countach, Ferrari Testarossa and Volkswagen GTI.

The casual style of hippie campers gave way to sophisticated finishes such as leather and polished wood.

vehicles rather than for leisure, vans were not subject to the clean air regulations that impacted performance cars and, being designed to carry heavy loads, many were equipped with powerful V8 engines. An entire industry developed around customising vans, using many of the same modifications as cars, particularly with regard to wider wheels and extended wheel arches.

Your van wasn't complete unless it had a name, preferably a humorous one such as 'The Vanpire' or 'Captain Vantastic.' While the outside offered a large canvas for creative custom paint, stripes and some stunningly detailed murals, it was usually the inside where the real work was done. Acres of shag pile carpets, furs, leather chairs, bars, mirrored ceilings, televisions and even water beds were



COMING IN ISSUE 36



• ASSEMBLY GUIDE

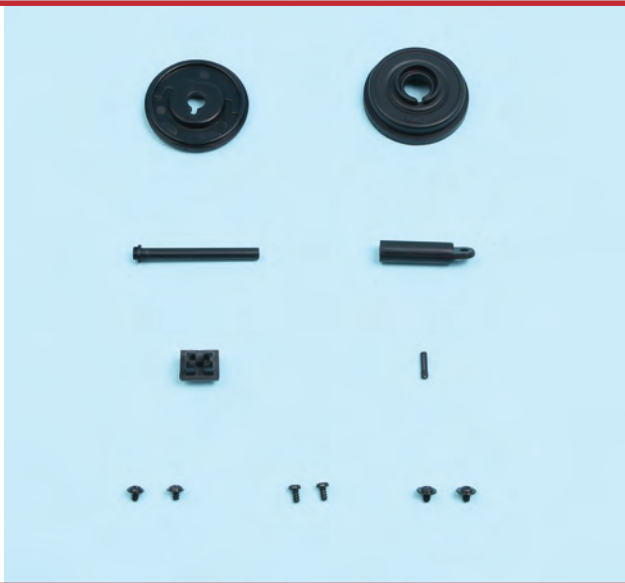
Shock absorbers are attached to the assembly. The supplied brake plates will be fitted in the next issue.

• HISTORY OF THE FORD FALCON

Ford launched the first Ford Falcon in Australia on 14 September 1960, setting in motion a story that would become an enduring Australian motoring legend until the last Falcon FG X left the production line in October 2016.

NEW PARTS

Rear left wheel brake plates, left shock absorbers, shock absorber connection plate and hinge pin and assorted screws.



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