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123

THE ICONIC FORD FALCON XB GT

SCALE 1:8



Stand (Centre Front)



The Gumball Rally (1976)

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 123

ASSEMBLY GUIDE 3

Another panel is fitted to the base assembly and a bleached animal skull is fitted to one of the rough verges.

CARS ON SCREEN 7

The open road, the wind in the hair and high speeds in classic cars — that's what the action comedy *The Gumball Rally* (1976) celebrated. Just beautiful cars being driven fast!

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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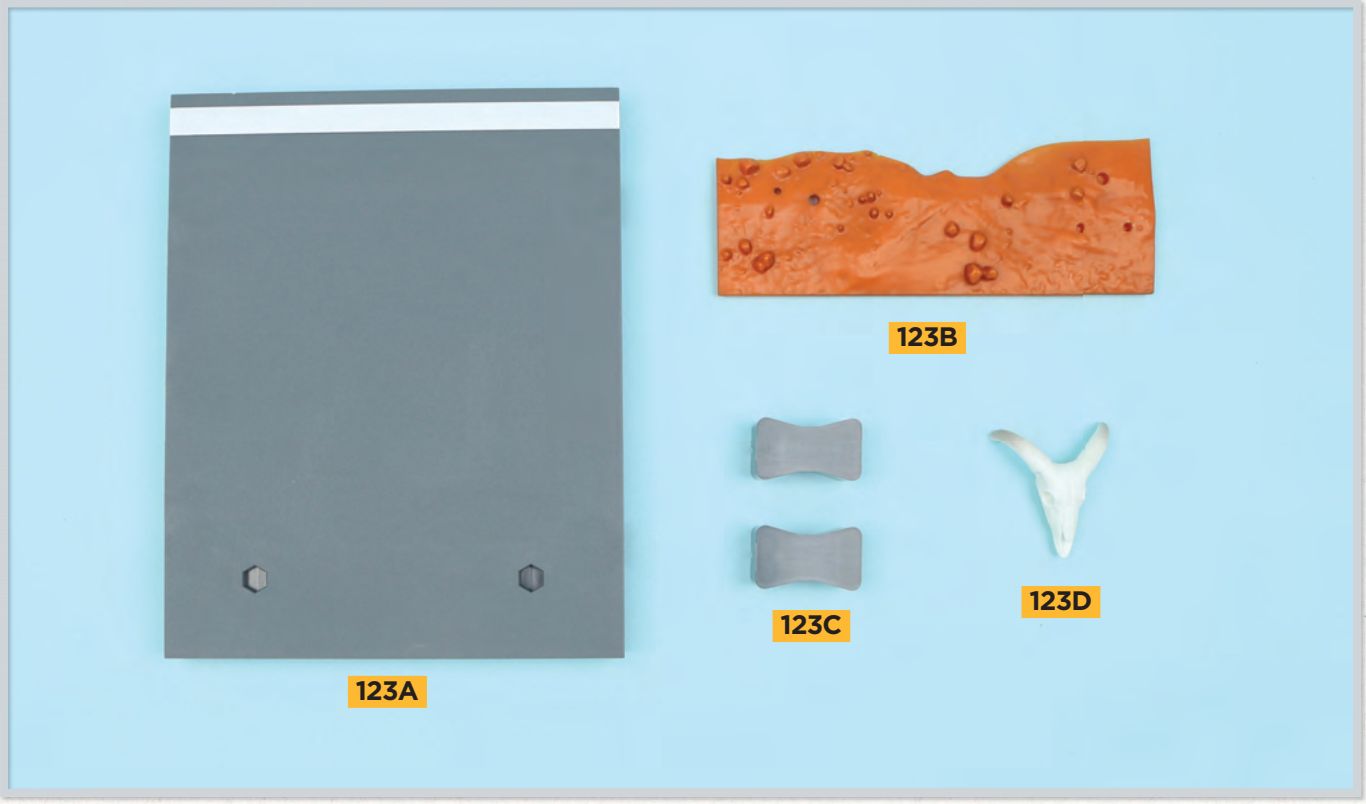
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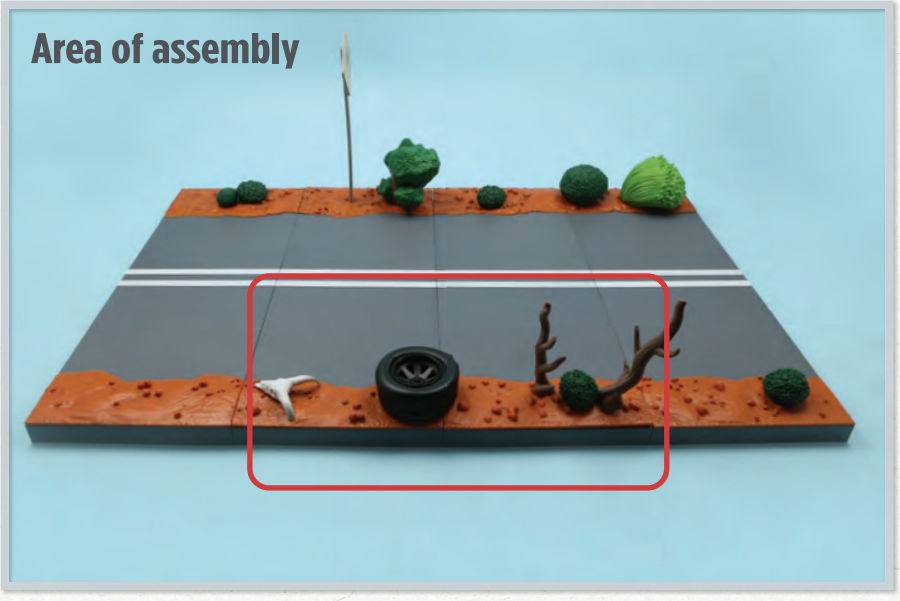
Stage 123: Stand (Centre Front)

Another panel is fitted to the base assembly and a skull is fitted to a rough verge.

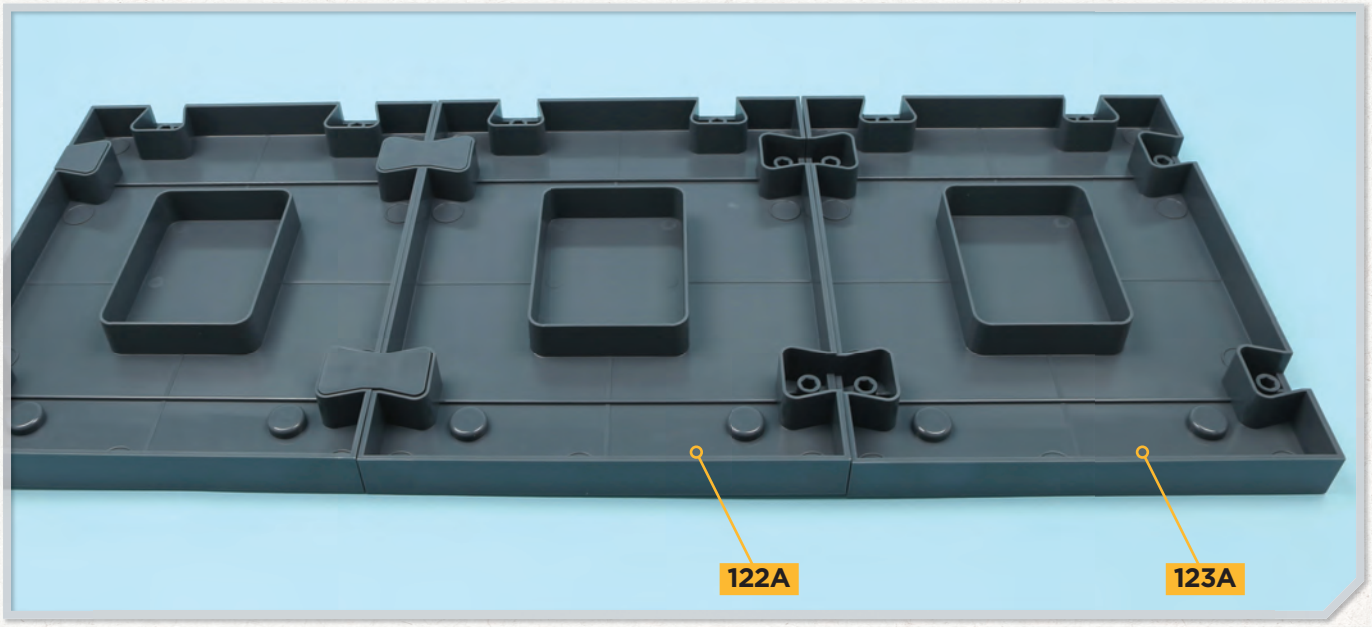


List of parts:

- **123A** Base panel
- **123B** Rough verge (L3)
- **123C** Connection catch (x2)
- **123D** Skull (L6)

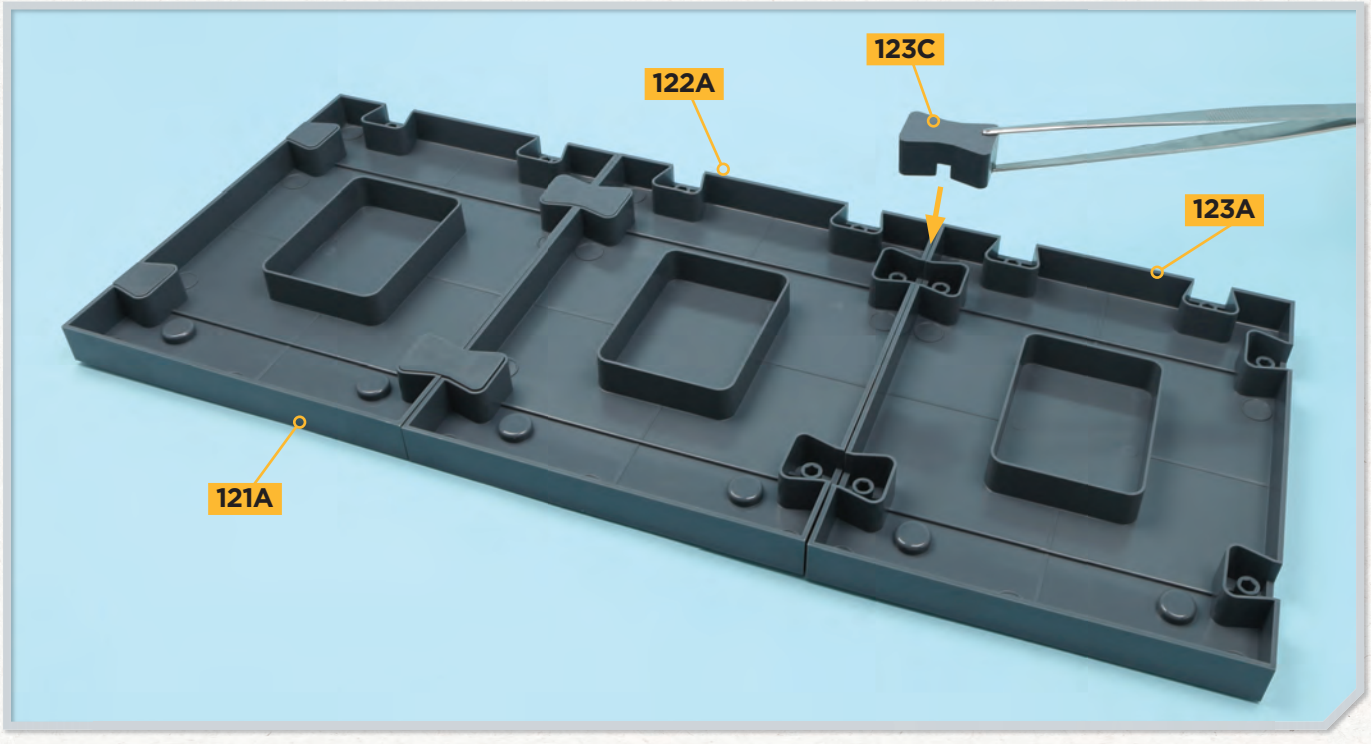


Stage 123: Stand (Centre Front)



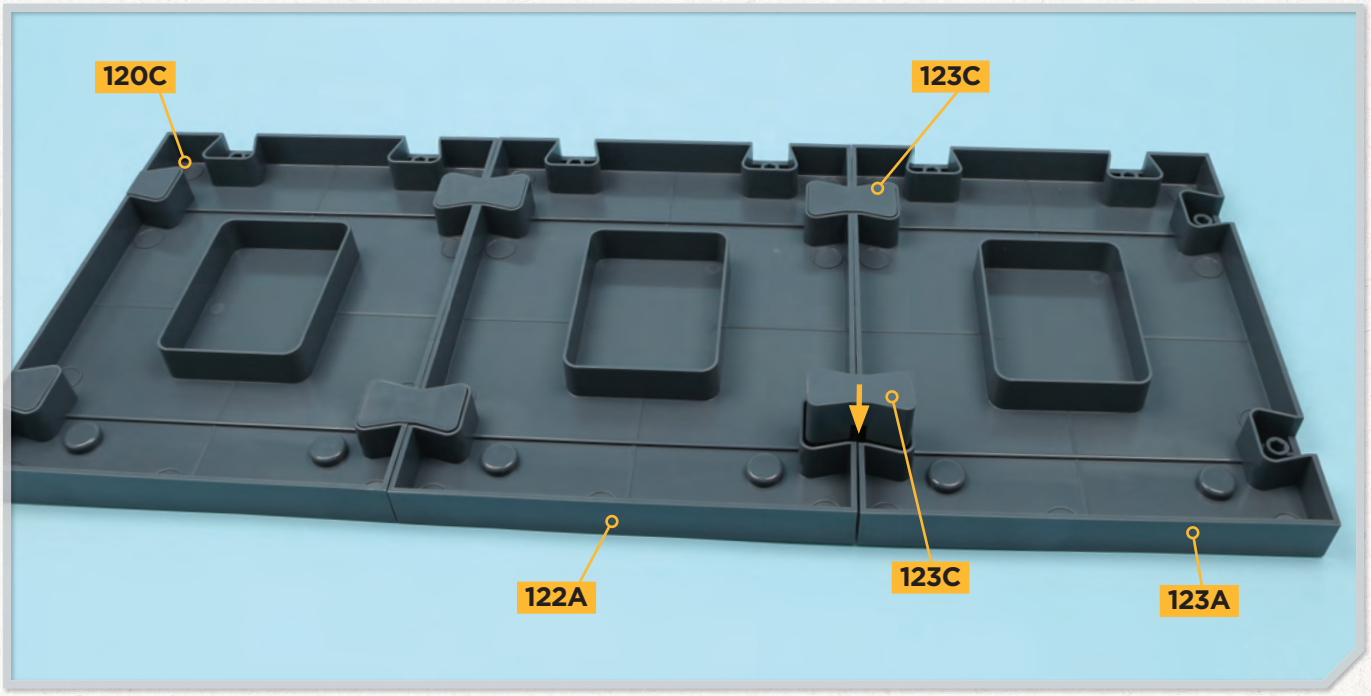
STEP 1

Position the main assembly from the previous issue upside down on the work surface. Place panel **123A** next to panel **122A**, as shown.



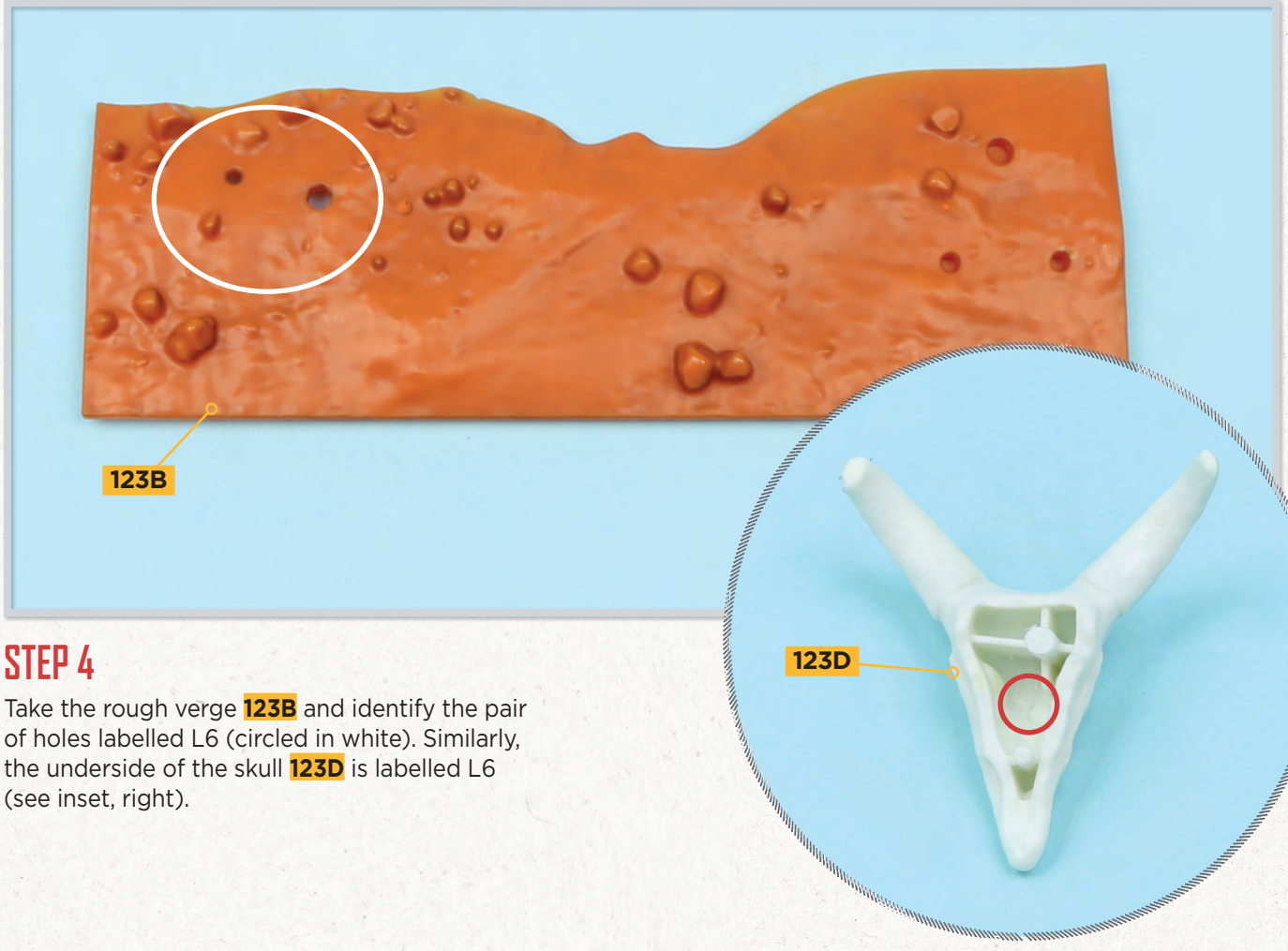
STEP 2

Fit the first connector **123C** across the sockets in parts **122A** and **123A**, as indicated. This is a push-fit connection.



STEP 3

Fit a second connector **123C** in the second pair of sockets to join parts **122A** and **123A**.



STEP 4

Take the rough verge **123B** and identify the pair of holes labelled L6 (circled in white). Similarly, the underside of the skull **123D** is labelled L6 (see inset, right).

Stage 123: Stand (Centre Front)



STEP 5

Fit the skull **123D** into the rough verge **123B**, as indicated.
This is a push-fit connection.

COMPLETED ASSEMBLY

A third panel has been attached to the base and a skull has been fitted to a rough verge.



The Gumball Rally (1976)

The open road, the wind in your hair and high speeds in classic cars. That's what *Gumball Rally* celebrated and, as Mike Renaut reports, the cars were the stars!

America wasn't pleasant for car freaks in the 1970s as the 55mph speed limits and fuel crisis outlawed performance cars already strangled by emissions laws and high insurance. Fortunately there came a reminder of the good times: *The Gumball Rally* (1976). Rarely will you find a film so clearly made by car enthusiasts. The crew borrowed many of the cars and, unusually, let the actors do most of the driving, sometimes reaching racing speeds. Although exciting, this resulted in lots of damage.

WINNERS AND LOSERS

Two genuine AC 427 Cobras were employed. Red paint can be glimpsed under the metallic blue. The main Cobra is a 1966 that sustained front end damage from the LA river's concrete walls — obvious during the freeway scenes directly before the riverbed race. This car has since been repainted red, restored and still exists, as does the other Cobra that's now painted a darker blue. The 1957 Mercedes Benz 300SL suffered a blown engine — watch the smoke as the car leaves New York. The hero Camaro was a four-speed LT1 350ci Z28 Camaro, minus the front bumper, with Stinger style Corvette hood scoop and Cragar wheels. Its 400bhp race engine wasn't properly run in and blew up in Arizona. Several Camaros were rented from Hertz, borrowing their engines until the original motor was rebuilt. Other vehicles that didn't finish included a white 1968 Corvette C3 and the blue 1971 GMC van that crashes into the fireworks factory. A 1969 Rolls Royce Silver Shadow had its paint sanded off before being crashed into a pickup.

The Ferraris fared little better, but a 1972 365 GTS/4 survived intact. The second, believed to be a 1974, was crashed during the riverbed race and replaced by one the crew found in Scottsdale, Arizona, at a cost of $35,000. The police team drive a 1971 Dodge Polara, probably a genuine ex-cop car, with a 440ci V8. It has a few chrome dress up parts which can be glimpsed briefly when the bonnet is open.

Another team use a 1974 Jaguar XKE (American spec E-type) that fails to leave the startline after refusing to run. This was in revenge for Jaguar's refusal to lend them a car for filming. The female team was originally supposed to drive the Jaguar, but the script changed to have them in a Porsche instead. The Porsche was a 1974 era 911E Targa, little else is known about it or the motorcycle ridden by 'Lapchik the Mad Hungarian'. The bike was badged a Kawasaki KH400, and the dubbed engine sound appears to be a two stroke, but various other bikes were used and disguised for stunt work.

Gumball remains an all-time favourite for many. There's no CGI, just fantastically beautiful cars being driven extremely fast. ■

Tim McIntire and Michael Sarrazin discuss their options and get going in the red Ferrari Daytona and Blue Shelby Cobra, before slowing to 55 mph and waving to the cops who have formed a speed trap along the route.



COMING IN ISSUE 124



- **ASSEMBLY GUIDE**
  The fourth front panel is fitted to the stand assembly from the previous issue.

- **HISTORY OF THE FORD FALCON**
  The Ford GT40 remains the Ford Motor Company's most famous car, despite it being almost 60 years since the vehicle's last big international victory. But the GT40's gestation was far from simple, and the car didn't even start out as a Ford project.

NEW PARTS

Base panel, rough verge, connection catches and side fillers.



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