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124

# THE ICONIC FORD FALCON XB GT

SCALE 1:8



Stand (Front Left)



Ford GT40

Published weekly
UK: £10.99 AUS: $21.99

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POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

## ISSUE 124

### ASSEMBLY GUIDE 3

The fourth front panel is fitted to the stand assembly from the previous issue.

### HISTORY OF THE FORD FALCON 6

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, and it's gestation was far from simple.

## 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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Published by Hachette Partworks Ltd
4th Floor, Jordan House, 47 Brunswick Place,
London, N1 6EB
www.hachettepartworks.com

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Distributed in the UK and Republic of Ireland by Marketforce.
Printed in the United Kingdom
ISSN 2976-5811

Complete in 130 issues.

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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.

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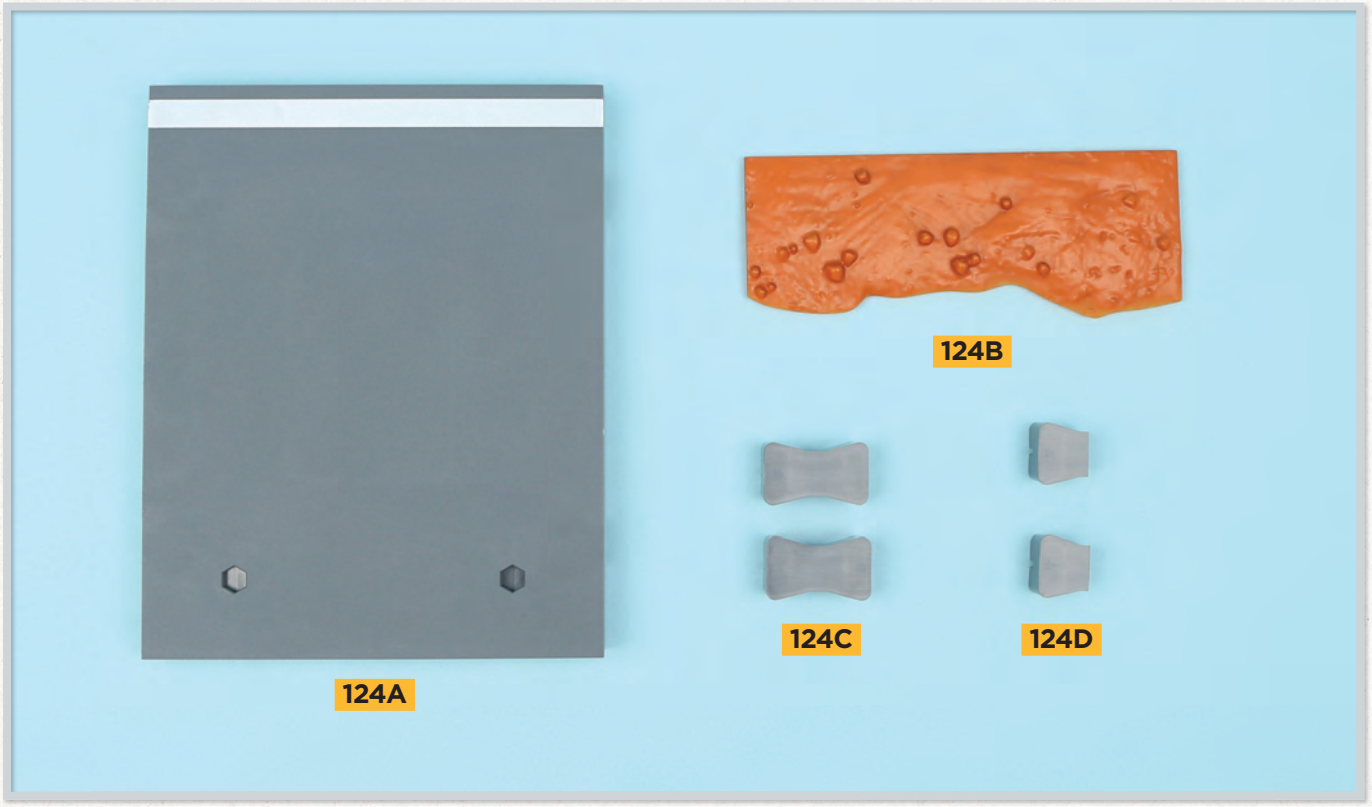
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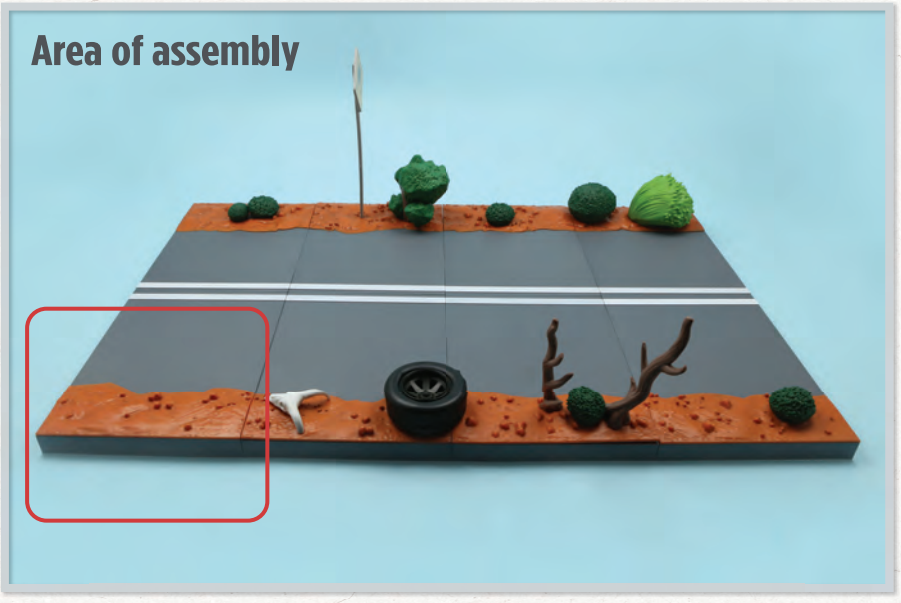
# Stage 124: Stand (Front Left)

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

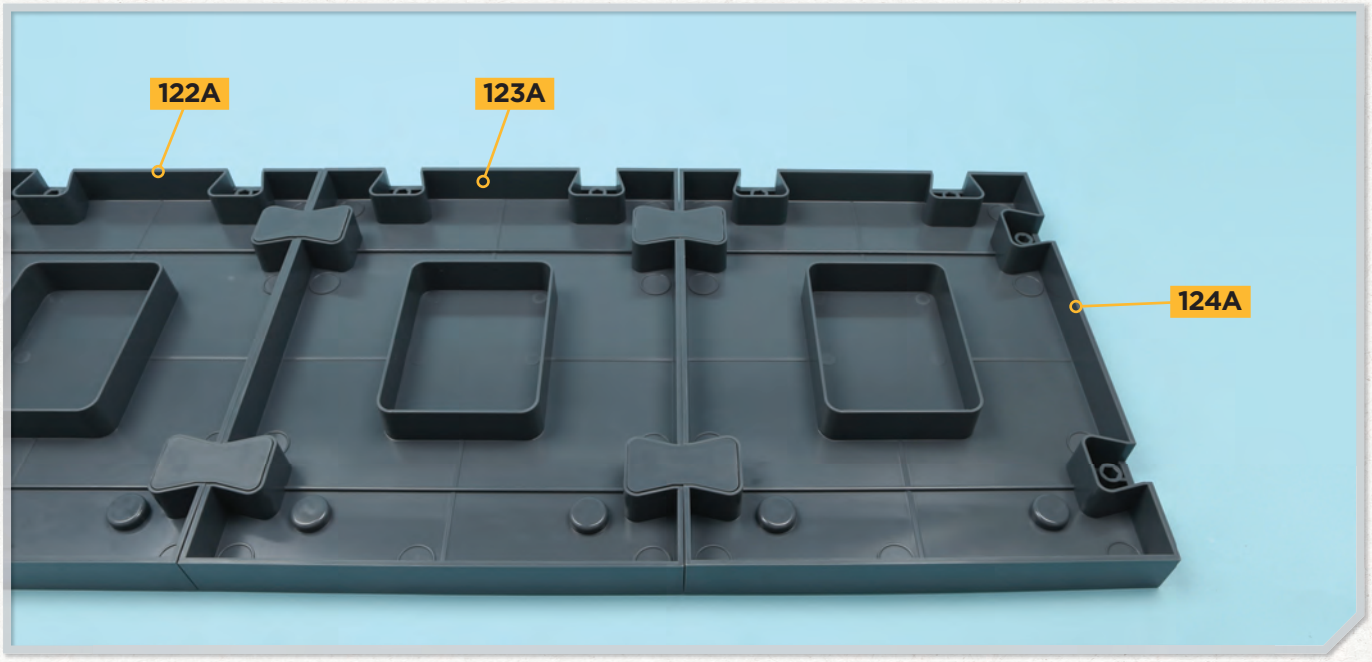



## List of parts:

- **124A** Base panel
- **124B** Rough verge (L4)
- **124C** Connection catch (x2)
- **124D** Side filler (x2)

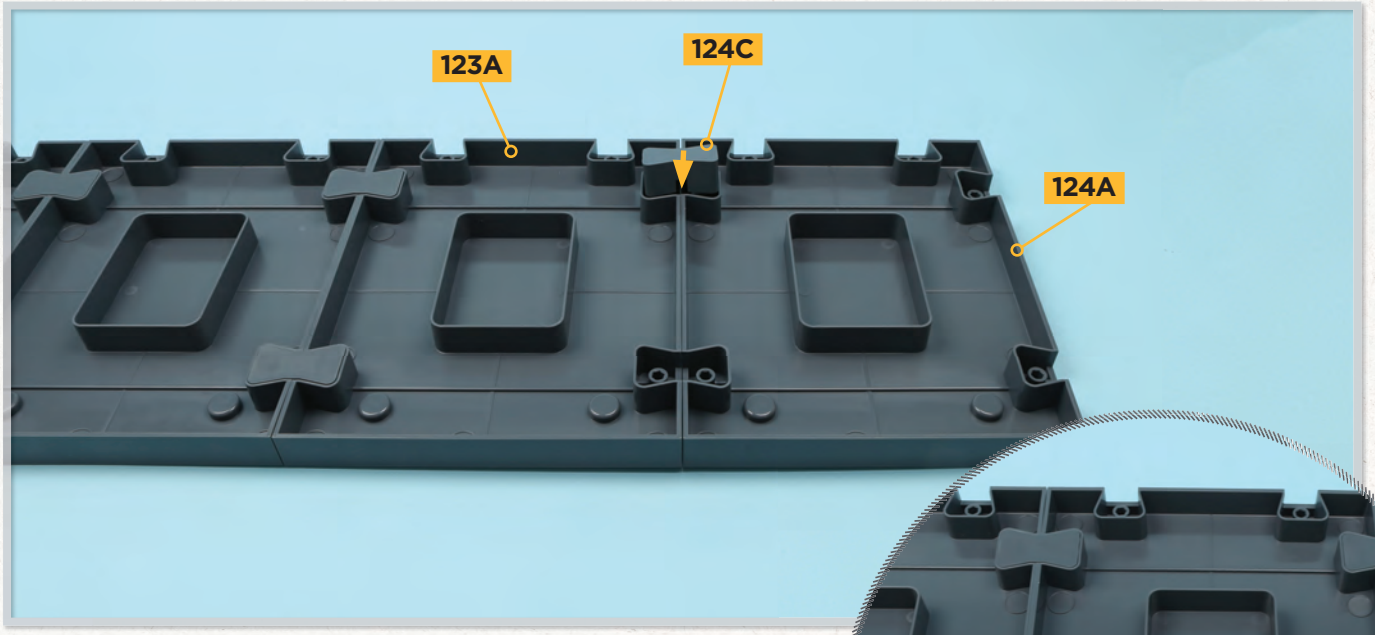


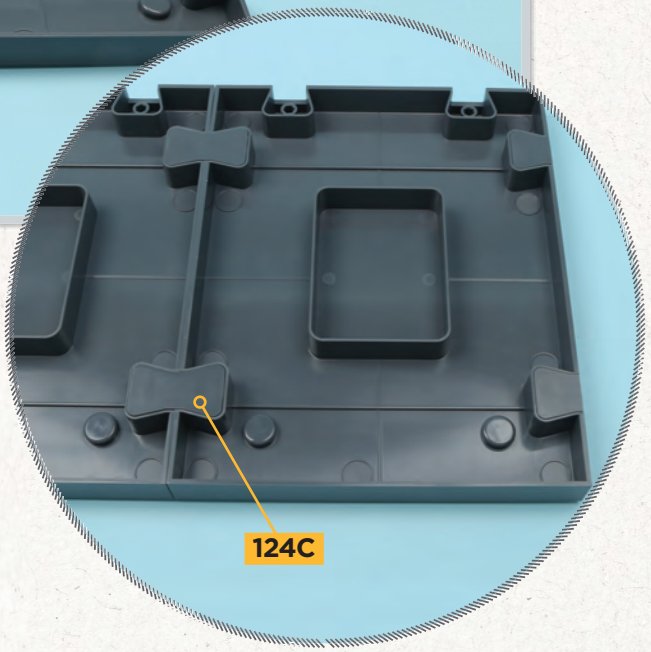
# Stage 124: Stand (Front Left)




## STEP 1

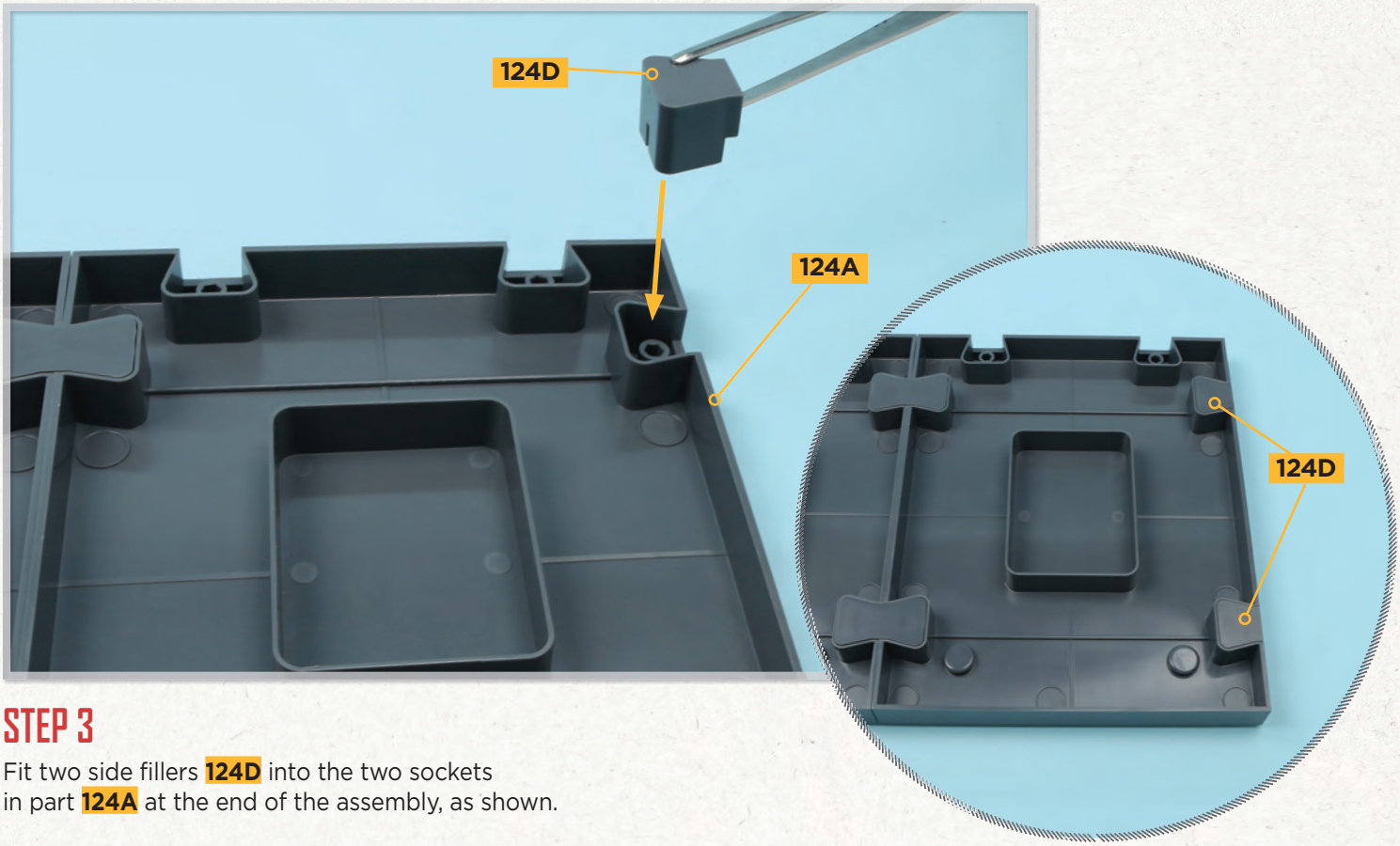
Position the main assembly from the previous issue upside down on your work surface. Place panel **124A** next to panel **123A**, as shown above.




## STEP 2

Fit the first connector **124C** across the sockets in parts **123A** and **124A**, as shown. This is a push-fit connection. Fit a second connector **124C** in the second pair of sockets to join parts **123A** and **124A** (right)

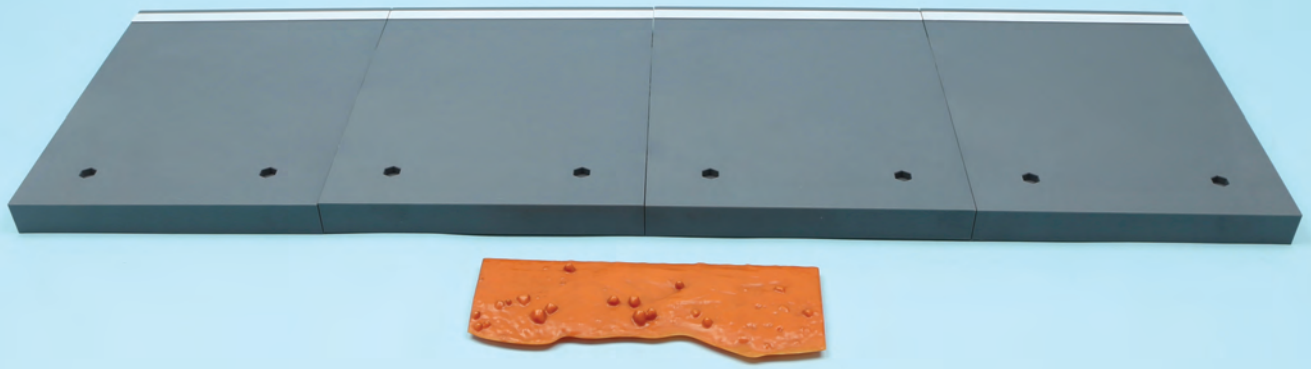



## STEP 3

Fit two side fillers **124D** into the two sockets in part **124A** at the end of the assembly, as shown.

## COMPLETED ASSEMBLY

The fourth front panel has been attached to the assembly. The rough verge will be fitted in a future issue.



# Ford GT40

## THE GRUDGE THAT CREATED A LEGEND

**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.**




Henry Ford only raced once, at the Detroit Driving Club's event on 10 October 1901, in a car he and Oliver Barthel had built. He won but frightened himself and famously said "Once was enough." He realised, however, that wins on Sunday led to sales on Monday and built the fearsome 18.9-litre, 80hp, 999 racer for the 1902 event. Driver Barney Oldfield won easily, and Ford have competed in motorsport ever since. However, no matter what Ford has achieved and may achieve, the GT40 will always be Ford's most iconic car. It looked fabulous, was impossibly fast for its era, and had a complex gestation story full of intrigue and drama that excited Hollywood enough to inspire the film *Le Mans '66* (2019).

In the early 1960s, Ford's research showed they needed to renew their performance image to appeal to a new generation. Executives Lee Iacocca and Donald Frey championed this to Henry Ford II, and he endorsed their 'Total Performance' marketing blitz. This included NASCAR and drag racing, but HFII craved success in two events, the Indianapolis 500 and the 24 Hours of Le Mans. With Jaguar and Aston Martin having proven their point and retired, Le Mans now belonged to Ferrari who had won three times before the 1960s and would win every year from 1960 until 1965.

Ferrari was perpetually short of money, however, and in 1963 Ford entered negotiations to buy the Italian company. A Ford delegation travelled to Italy and examined Ferrari's finances and facilities, negotiating a deal worth approximately $15 million. However, it collapsed at the last moment because Ford would not give

**The GT40 with chassis number GT/105 is the most active of the early cars still seen on the tracks. Built in June 1964 using 25swg steel, it raced extensively and was gradually modified, wearing many different colours. In 2005 the owner had GT40 experts Gelscoe Motorsport restore it to its 1964 specification and livery.**

**The first prototype had a range of innovations. It was low, and the door cutouts extended into the roof to allow drivers to get in and out easily.**





The Duke of Richmond and Gordon, owner of the Goodwood racetrack, takes a turn around his own circuit in the Lola Mk6 GT, the car that started the GT40 story.

Enzo Ferrari absolute control over his competition activities. Ferrari walked away and Fiat took a small share in Ferrari in 1965, upping their share to 50 percent in 1969. Enzo retained control of the racing department until his death in 1988.

Henry Ford II was furious, and Donald Frey, a Ford executive involved in the negotiations, recalled his reaction: Ford was to go out and beat Ferrari, not merely in America, but at Le Mans! Ford had enormous engineering resources but no experience of building a sports prototype capable of racing for 24 hours at almost 200mph. Britain, however, was at the world's centre of racing-car technology.

## STRIKING A DEAL

Ford sent three trusted engineers, Roy Lunn (an Englishman partly trained at Aston Martin before joining Ford), Ray Geddes and Don Frey to observe the 1963 Le Mans, then go to England to meet likely partners. They visited Cooper Cars, flying high on Jack Brabham's World Championships and the success of the Mini Cooper. Ford's team concluded, however, that they didn't have the resources or technology. Next, they visited Lotus, who even sketched a very pretty rendering of what the car could look like, but Colin Chapman wanted the cars to be called Lotus-Fords as his successful joint Indianapolis and Cortina projects were — Ford didn't. The third option was Eric Broadley, who had founded Lola Cars in 1958 and rapidly established a reputation as a gifted designer. The Ford team had seen his Ford V8-powered Lola Mk6 GT fail to finish Le Mans because of a gearbox failure, which had apparently left Broadley distraught. It was, however, almost a realisation of the concept Ford had envisaged and had shown a good turn of speed. A deal was struck that brought Lola's expertise into the new Ford GT programme. This has subsequently created one of the enduring misconceptions about the GT40: that it was essentially a Lola Mk6 with a Ford badge; it wasn't.

Broadley was central to the early programme, but the Ford GT was a fresh design done by the newly formed Ford Advanced Vehicles. Lunn headed the programme, with Broadley and his team working alongside. John Wyer, who had masterminded Aston Martin's 1959 Le Mans victory, was brought in to run the operation. The development became a fascinating collision of cultures, where the immense resources and corporate processes of Detroit met the small and intensely creative world of the British racing-car industry. The first tests on the modified Lola Mk6 were conducted at Monza by Bruce McLaren and Roy Salvadori (again, ex-Aston Martin) but showed it was aerodynamically unstable at high speeds. Lunn would cut the test short against Wyer's wishes. Wyer would be proved correct.

The first finished car, GT/101, created a sensation when it was unveiled in England on 1 April 1964. It employed a semi-monocoque structure fabricated largely from steel with much of the design work done by a team led by British engineer Len Bailey. The 289 ci Ford V8 engine sat behind the driver, driving through a transaxle, while unequal-length wishbones located the front wheels, the rear employed a sophisticated multilink arrangement. The attractive body, largely styled by British designer Ron Martin, had doors that cut deeply into the roof to allow occupants to climb aboard and was extraordinarily low, at only about 40 inches from the ground, which would eventually provide its immortal epithet but, initially at least, it was just the Ford GT.

Ford had made what looked like a world beater, but turning it into something that could win races, or even be sold to the public as a road going supercar, would prove harder than they imagined. ■

# COMING IN ISSUE 125

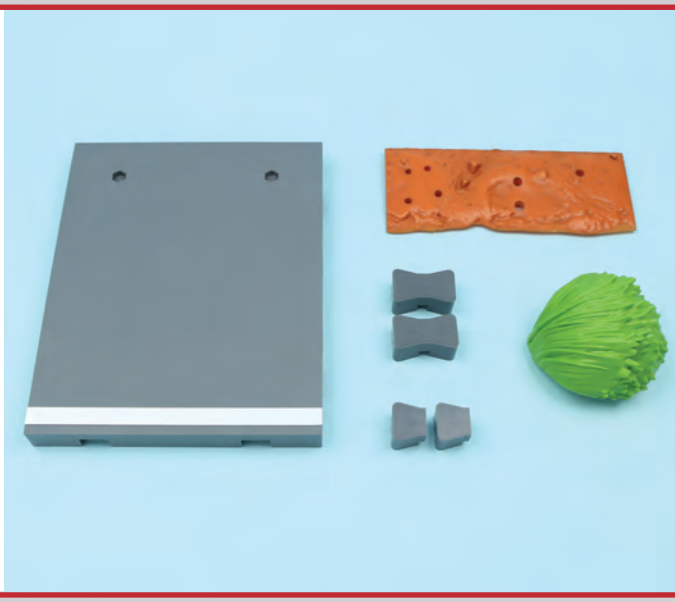



- **ASSEMBLY GUIDE**
  The first rear panel is attached to the base assembly and a bush is fitted to a rough verge.

- **HISTORY OF THE FORD FALCON**
  The 1964 GT40 looked to be the perfect marriage of a sophisticated European chassis and a reliable American V8 muscle, but turning the design into a Le Mans winner would prove to be hard.

## NEW PARTS

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



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UK: £10.99
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