

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Trunk Floor



UK Hot Rods in the 1960s

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 43

ASSEMBLY GUIDE

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The trunk floor is fixed in place, and pipes for the fuel tank are added to the assembly.

CUSTOM MADE

7

Hot rodding has always been a specialist hobby, and it took a while to catch on in Britain.

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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Items may vary from those shown.
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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Stage 43: Trunk Floor

The trunk floor is fixed in place and pipes for the fuel tank are added to the assembly.



List of parts:

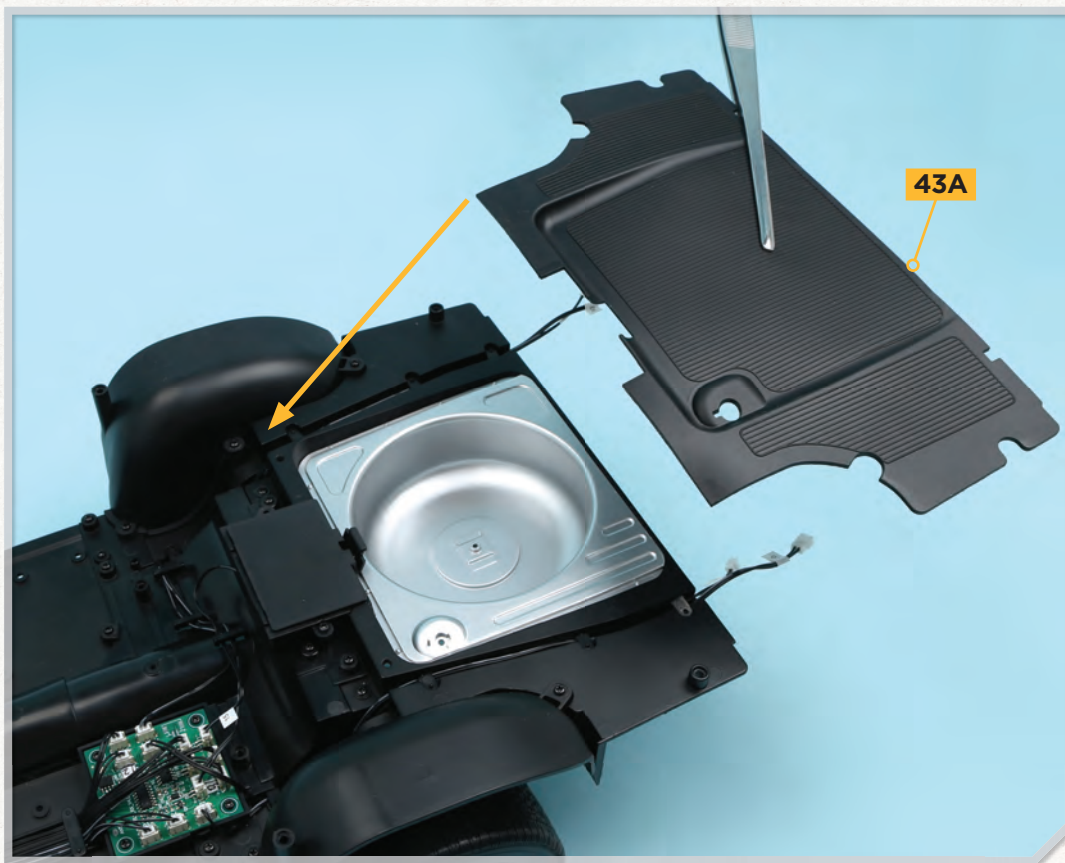
- 43A** Trunk floor
- 43B** Fuel tank filling pipe
- 43C** Fuel tank breather pipe
- PS02** Two* 2.3 x 4mm PB screws

*Including spare
PB = Pan head for plastic

Area of assembly

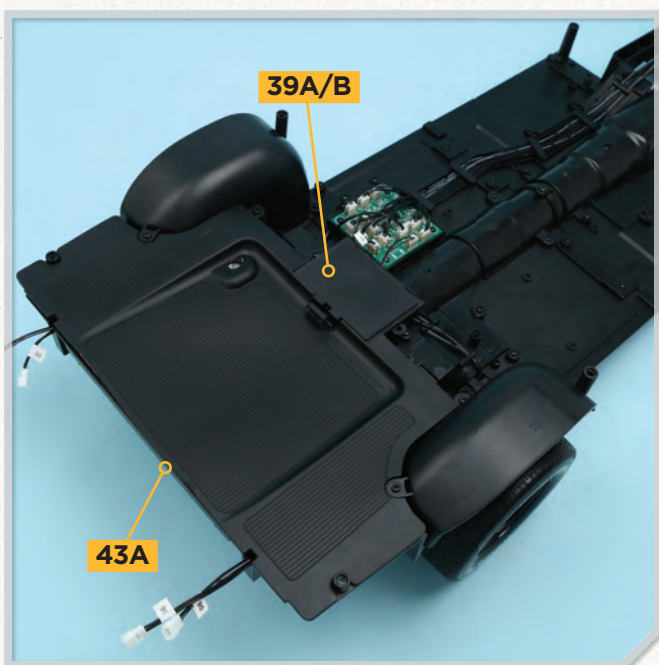


Stage 43: Trunk Floor



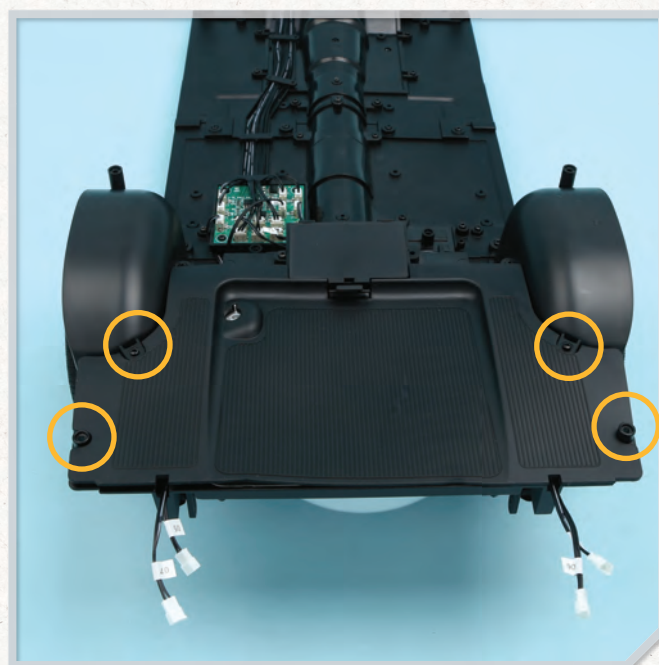
STEP 1

Take the chassis assembly from the previous issue and the trunk floor panel **43A**. Fit part **43A** in place over the spare wheel housing.



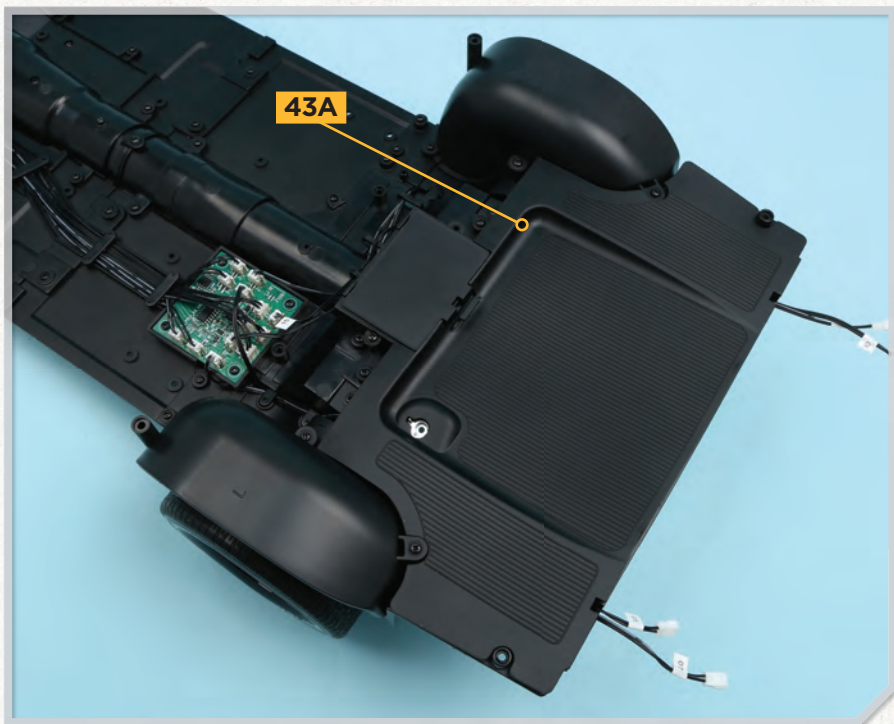
STEP 2

Ensure that the floor **43A** fits neatly around the battery box **39A**.



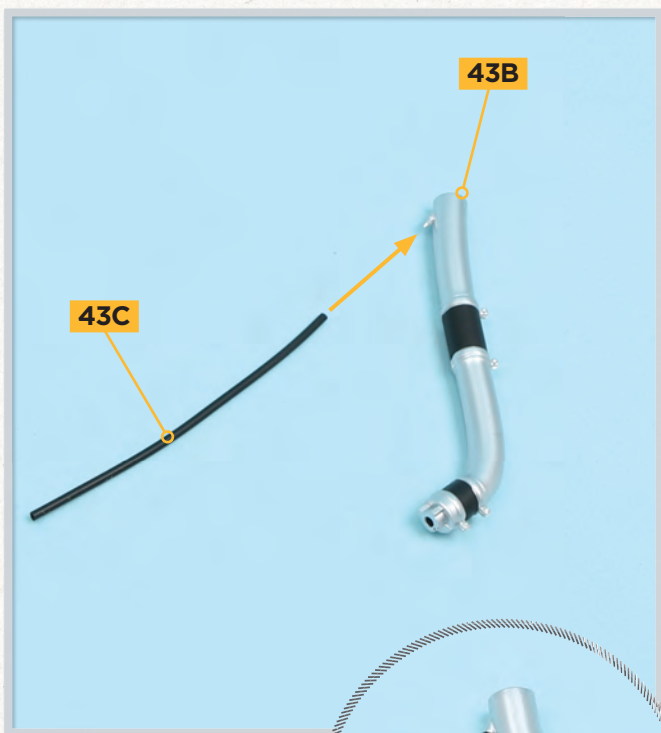
STEP 3

Check that the edges of the floor **43A** are flat against the spare wheel housing, particularly around the screw tabs and raised screw sockets (circled).



STEP 4

This shows the trunk floor **43A** fitted in place over the spare wheel housing. Note how the recess and hole in the floor fit over the recess and hole in the spare wheel housing.



STEP 5

Take the fuel tank breather pipe **43C** and fit one end of it on to the small arm at the end of the fuel filler pipe **43B**.



STEP 6

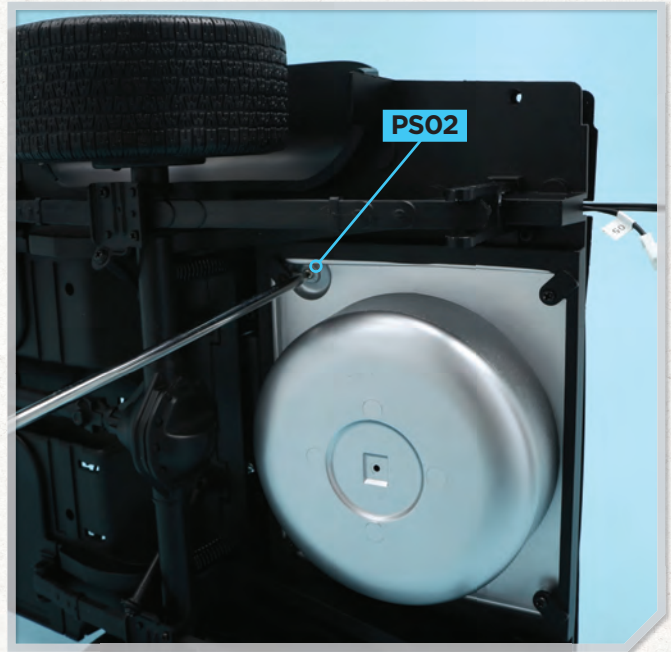
Fit the free end of the breather pipe **43C** to the peg next to the recess in the corner of the spare wheel housing.

Stage 43: Trunk Floor



STEP 7

Fit the end of the fuel pipe **43B** into the centre of the recess in the corner of the spare wheel housing.

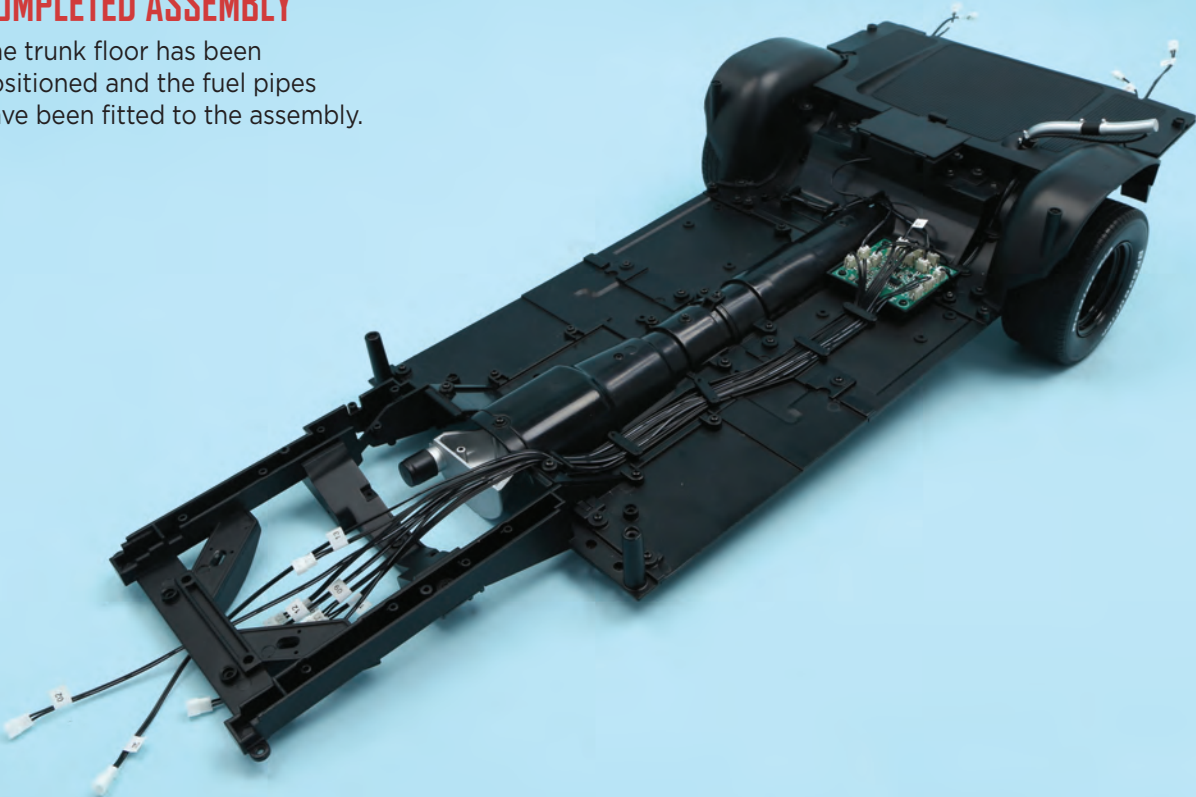


STEP 8

Holding the pipe **43B** in place, turn the assembly on its side and fix the pipe in place using a **PS02** screw.

COMPLETED ASSEMBLY

The trunk floor has been positioned and the fuel pipes have been fitted to the assembly.



UK Hot Rodding in the 1960s

Hot rodding has always been a specialist hobby and it took a while to catch on in Britain. Cars were still a luxury for many in the 1960s and any modification that made a car less practical took careful consideration. However, everyone liked their car to be fast!

While Brighton sea front had been holding speed trials since 1905, the big catalyst for performance enthusiasts was the first UK drag race meeting held at Blackbushe (a former airport in Hampshire) in 1964. Top American racers demonstrated their cars in front of a fascinated crowd. A six-week long tour around the UK followed and the 'Dragfest' was repeated in 1965. Santa Pod dragstrip hosted a similar event at Easter in 1966.

American air bases in the UK were numerous, some were still operating well into the 1980s. Airmen brought their cars over, often leaving them behind when they left. Numerous V8 engines were to be found in the scrapyards after the car body rusted in the wet UK climate. Gradually UK hot rodding took hold.

THE RISE OF THE POP

While America's hot rod icon was the 1932 Ford, the UK's was undoubtedly the 1953-1959 Ford Popular 103E, and the model it replaced; the 1949-1953 Anglia E494A. It's estimated that over



Alan O'Conner drives his 1960s Pop around the Santa Pod track in 2012.

half the 155,340 Pops built were, to some extent, customised. The most 'popular' addition was a light alloy Rover 3.5-litre V8 engine, usually with the Borg Warner three-speed automatic gearbox still attached. More serious rodders mounted a supercharger on top with its chromed intake poking through the bonnet.

Independent front suspension usually came from a Vauxhall Viva HA with the rear axle from a Jaguar. This was ready mounted in a sturdy boxed cage, making it easy to retrofit.

Dropping a big V8 into a Pop that previously had an engine half the physical size usually meant moving the front seats to the middle of the car, turning the car into a two-seater. Interiors would be reupholstered in leather or vinyl with rolled pleats and patterns sewn in.

Once the chassis was suitably strengthened, work began on the body: widening the wings to cover larger wheels, especially on the rear; constructing a flip front by welding the bonnet and front wings into one piece then hinging it from the front to provide full access to the engine; chopping the roof for a more streamlined appearance; and then covering the whole thing in the brightest paint you could find. Flames across the front end were a favourite, as were murals and the name of the car — because back then everyone gave their rod a name. ■



The Vintage Hot Rod Association still holds events at the Santa Pod Raceway in Northamptonshire.

COMING IN ISSUE 44



• ASSEMBLY GUIDE

The part supplied with this issue is fitted beneath the spare wheel housing to create a fuel tank.

• DESIGNS FOR A NEW ERA

The 1950s MGA represented a whole new beginning for the MG, and was a design of timeless beauty.

NEW PARTS

Fuel tank and screws.



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