

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Left Side Exhaust Pipes



UK Customising, 1970s

Published weekly
UK: £10.99 AUS: \$21.99



POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 47

ASSEMBLY GUIDE

3

The exhaust pipes for the left-hand side of the model are fitted together.

CUSTOM MADE

6

Ford vehicles were firm favourites with UK car customisers during 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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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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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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Editorial and design: Windmill Books Ltd

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



Stage 47: Exhaust Pipes

Inner and outer sections of the exhaust system for the left-hand side of the model are fixed together.



List of parts:

47A Inner exhaust pipes (left-hand side)

47B Outer exhaust pipes (left-hand side)

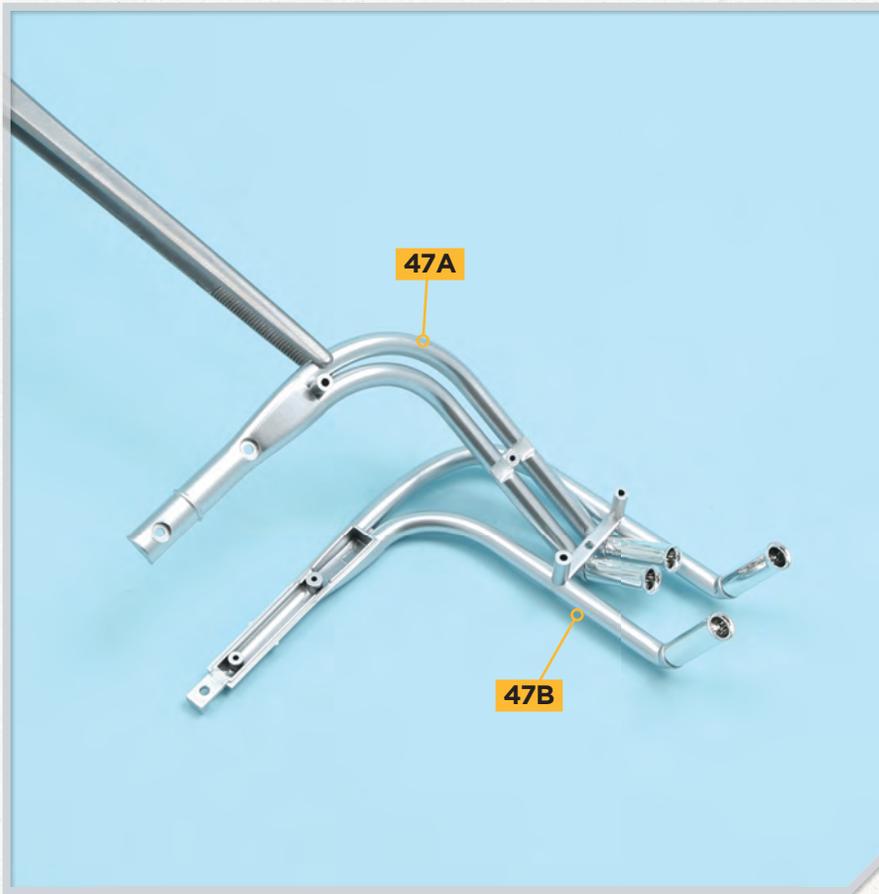
PS32 Four* 1.8 x 4mm KB screws

*Including spare
KB = Countersunk for plastic

Area of assembly

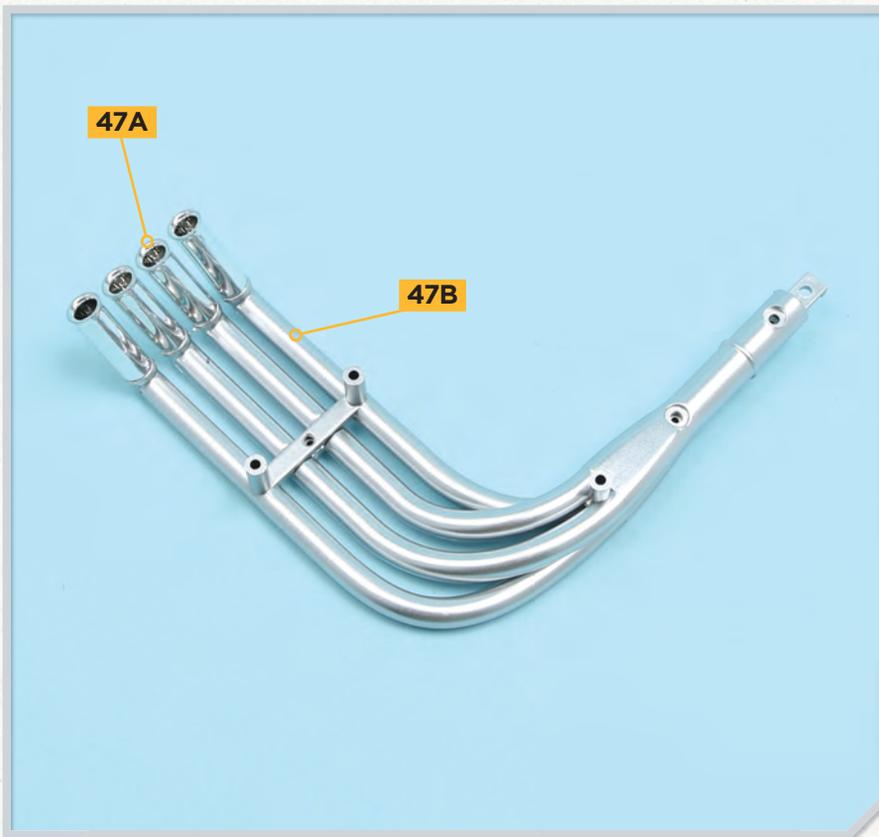


Stage 47: Exhaust Pipes



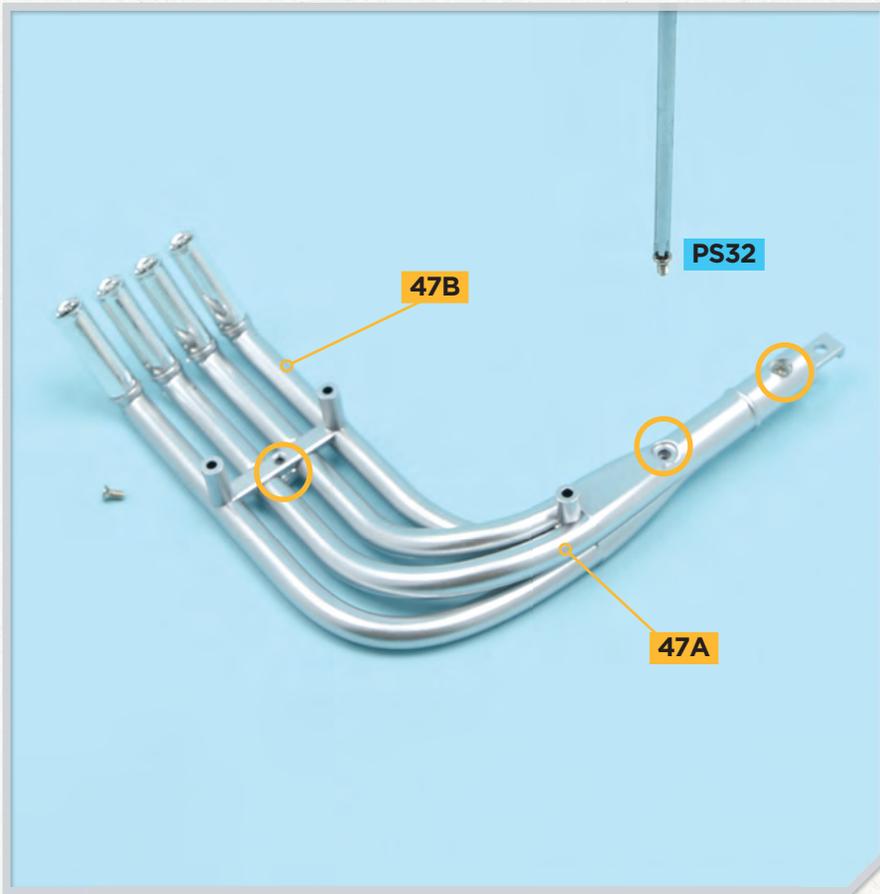
STEP 1

Take the inner and outer parts of the left-hand exhaust **47A** and **47B**. Fit the raised ends of the inner pipes through the opening between the outer pipes and beneath the bar across part **47B**, as shown.



STEP 2

This shows the two sections of exhaust pipe correctly assembled.



STEP 3

Fix the pipes together by fitting three **PS32** screws, fitted at the points that are circled.



COMPLETED ASSEMBLY

The left-hand parts of the exhaust system have been fitted together.

UK Car Customising 1970s

In the 1960s it was the Ford Popular that was the UK's most iconic hot rod, and many feel that it still is today, but in the 1970s there were several other ways to make a statement on the street, not all of them quite so tasteful...



Although *Hot Car* magazine covered a lot of home modifications, it was not until March 1970 that the first dedicated UK hot rodding magazine arrived in the form of *Custom Car*. Despite often straying off into the realms of new car road tests, it generally reflected whatever seemed popular. There were Morris Minors with V4 engine conversions, hotted up Minis and the occasional American hot rod or custom.

It took almost a decade before *Custom Car* got a rival in the form of *Street Machine* magazine in May 1979. The Henry Hirise Ford Consul gasser on its cover made a bold statement of intent. It also marked a turning point as hot rods and custom cars became more mainstream,

featured in adverts, television and popular culture. Over the next three decades both titles stoked a friendly rivalry as they covered the best and worst of the UK customising scene, while inspiring countless thousands of enthusiasts.

Above: This 1959 Ford Consul has been customised with removal of bumpers, smoothing of features and a sunshade above the windscreen.

Below: Taking it to extremes, this Consul has had the hi-rise treatment, complete with blower.



Many customisers started with a Mini, since performance parts had been available right from the start. Wider wheels, spotlights, dual carburettor conversions, uprated suspensions and exhaust systems were all available off the shelf and modifying your car became the way to spend your wages and your weekend. Once they'd crashed the Mini it was usually on to a fast Capri.

CORTINAS AND ESCORTS

Before long, half the Ford Cortinas and Escorts on the high street were sporting mag wheels, jacked up rear suspension, CB aerials and spoilers front and rear. Some of these creations looked fantastic with subtle and tasteful upgrades, others were nightmarish bodes inflicted by enthusiastic but unskilled amateurs.

The 1970s was also the heyday of the customised van. Ford Transits and

Bedford CFs were the vans most often modified and tended to follow the trends of the cars: big fat wheels at the rear, a low front end, widened arches, side exhausts and a spoiler or two. A big van offered a huge canvas for creative paint jobs and murals, while inside might lurk anything including a double bed, television drinks cabinet, shag carpet and lots of animal print upholstery.

Considering how often it rains in the UK it's surprising beach buggies became so popular. Rusty Volkswagen Beetles were easy to find and, once the Bug's body was stripped off, the chassis was shortened by about a foot, then a fibreglass buggy body mounted in its place. An offshoot of this became the numerous kit cars, usually Ford based, that could transform a Cortina into an obviously fake Ferrari or Lamborghini.

Along the same lines, although usually far more authentic in appearance, came a number of fibreglass hot rod bodies, making it possible to construct a decent Ford Model B or Model T hot rod. Some of the best being offered were those built by Chichester-based Geoff Jago who had been in the custom car business since the 1950s – his first effort was to customise his father's Mk 1 Ford Consul. In fact, building a basic Model T hot rod was so straightforward that thousands of people did, even leading to the cars being known on both sides of the Atlantic as 'Fad Ts' after many jumped on the fad of constructing one.

While the 1970s was the decade of home-built cars, the 1980s would be the one of factory modified cars... ■

Vinyl roofs and sporty stripes were essential statements on an early 1970s Ford Cortina.



COMING IN ISSUE 48



• ASSEMBLY GUIDE

The silencer is assembled and fitted to the exhaust pipes and the assembly is then fitted to the underside of the chassis.

• DESIGN FOR AN ERA

The Citroën DS took its name from the French word for a goddess - and the car lived up to its name!

NEW PARTS

Upper and lower parts of the silencer, plus screws.



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