

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Rear Seat Panel



Ford Maverick Concepts

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 72

ASSEMBLY GUIDE

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Self-adhesive felt is fitted to the seat back panel, along with two supports, and the seat panel is attached to the floor assembly.

HISTORY OF THE FORD FALCON

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After the successful launch of Ford's two-door 'Simple Machine' in 1969, the Maverick range expanded rapidly and Ford produced two Maverick-based concept cars.

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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Stage 72: Rear Seat Panel

Self-adhesive felt is fitted to the seat back panel, along with two supports. The seat back panel is attached to the floor assembly.

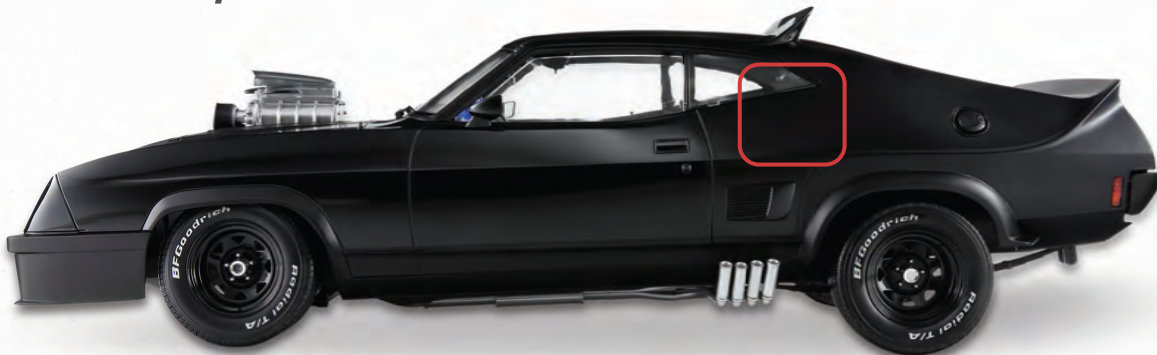


List of parts:

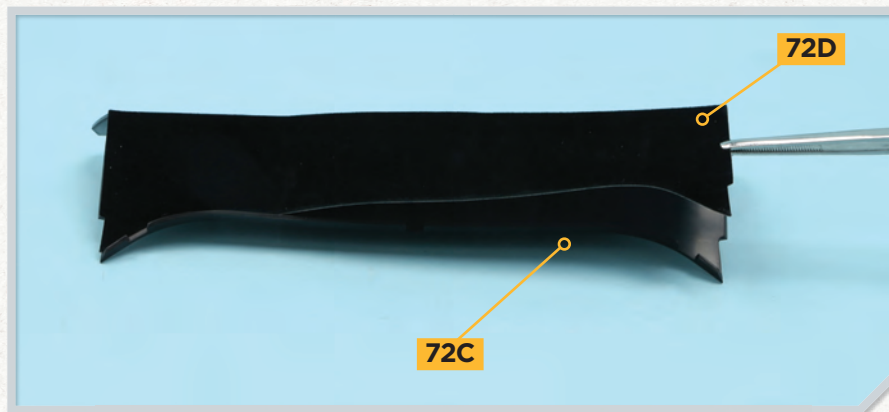
- 72A** Rear seat back panel support (left)
- 72B** Rear seat back panel support (right)
- 72C** Rear seat back panel
- 72D** Self-adhesive felt
- PS18** Five* 2.3 x 5mm PB screws
- PS05** Five* 2.3 x 4mm PB screws

*Including spare
PB = Pan head for plastic

Area of assembly



Stage 72: Rear Seat Panel



STEP 1

Identify the surface on the back seat panel **72C** where the felt should be fitted: it goes up against the curved lip, which runs along the rear of the back shelf (behind the seat back). Remove the black felt from the backing sheet **72D** and stick it in place on part **72C**.



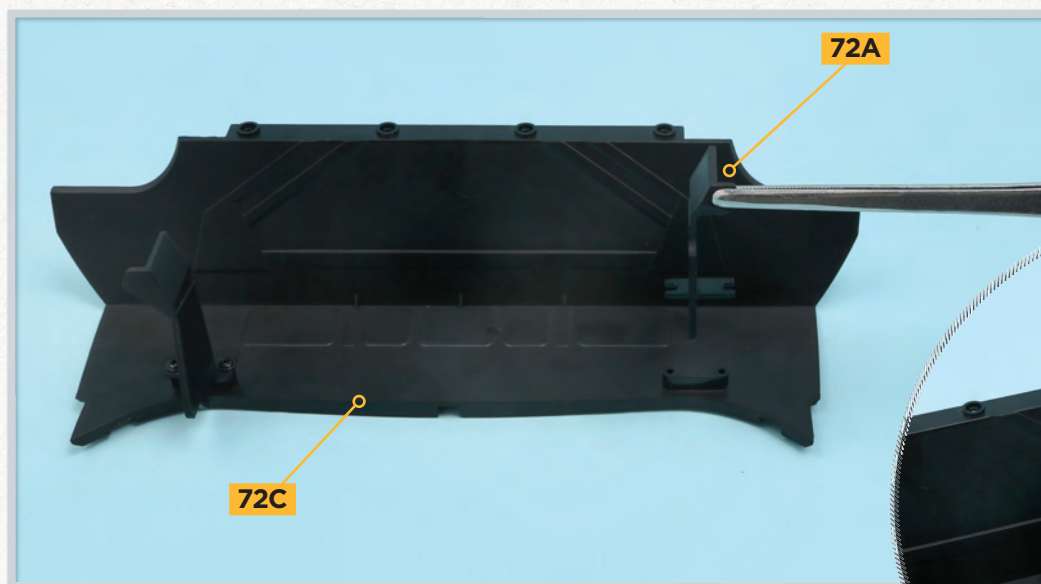
STEP 2

Turn the seat panel **72C** over and identify the fixing points for the supports. The fixing points are labelled L and R (circled) and the supports are also labelled. Take the right seat support **72B** and position it on the seat back panel: A slot in part **72B** fits over the rib between the screw sockets, and the screw sockets in the tabs on part **72B** align with the screw sockets in part **72C** (arrows).



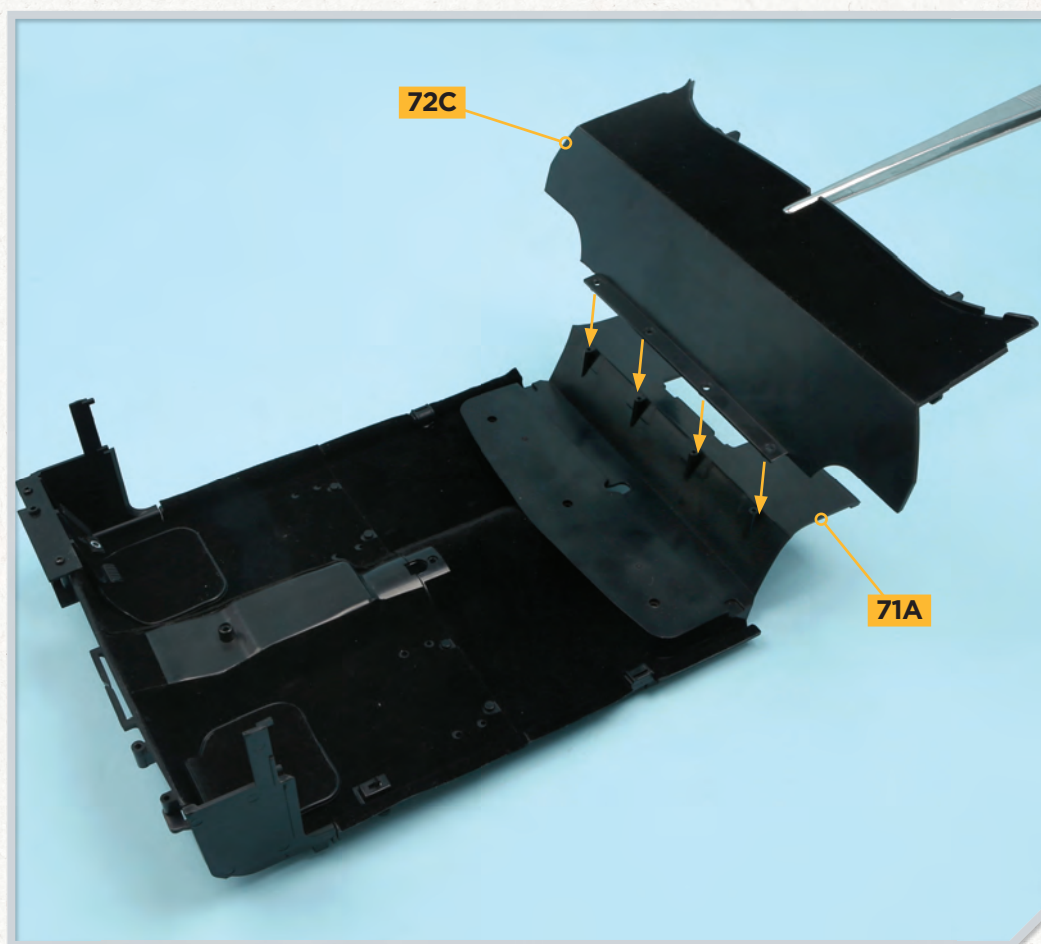
STEP 3

Fix the support **72B** in place with two **PS18** screws. One **PS18** screw is fitted on each side of the support.



STEP 4

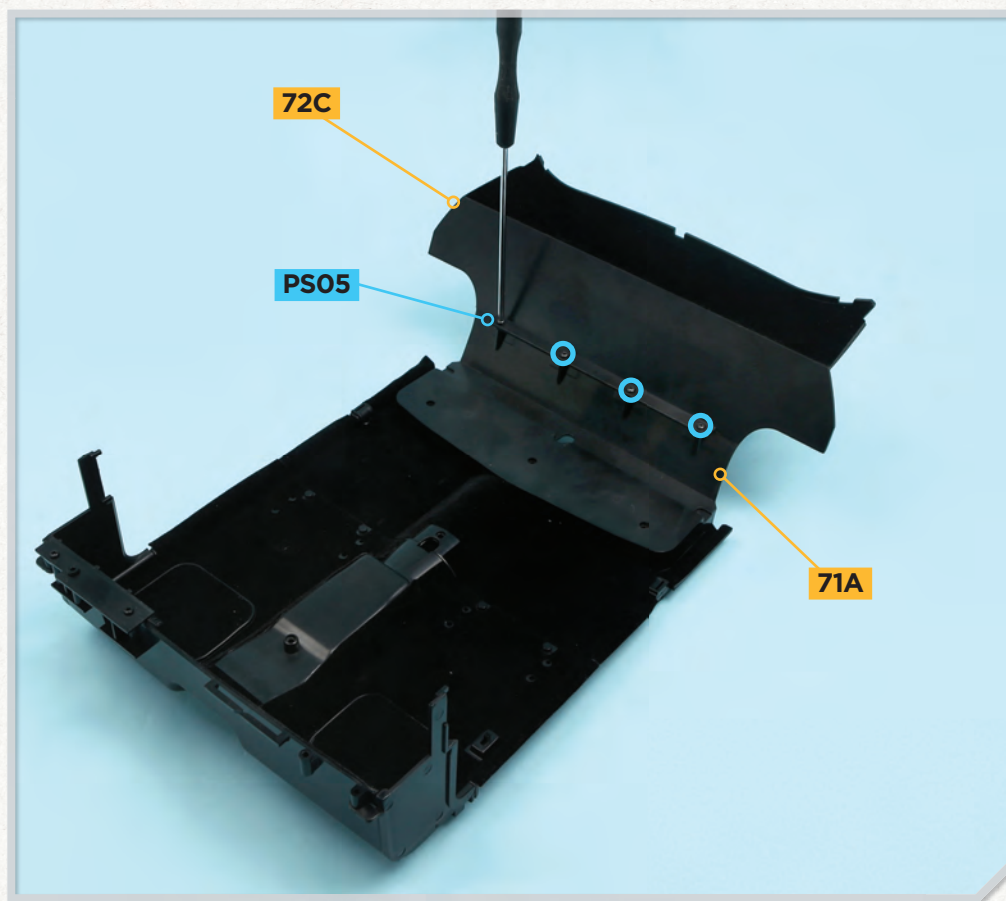
Similarly, position the left support **72A** so that the slot fits over the bar between the screw sockets in the seat back **72C**. Fix part **72A** in place with two **PS18** screws.



STEP 5

Take the front and rear floor assembly from the previous issue. Align the four screw holes in the bottom lip of part **72C** with the four screw sockets at the front of the rear flat surface of the rear floor panel **71A** (arrows).

Stage 72: Rear Seat Panel



STEP 6

Fix part **72C** in place with four **PS05** screws.

COMPLETED ASSEMBLY

The seat back panel has been attached to the floor assembly.



Ford Maverick Concepts

MAVERICKS OR CHAMELEONS?

After the successful launch of Ford's two-door 'Simple Machine' in 1969 the Maverick range expanded rapidly, but to keep interest alive until the four-door and station wagon were introduced Ford produced two Maverick-based concept cars.

Ford announced the Maverick Runabout, the first of two intriguing concept cars, via a press release in October 1969. The headline was "A 'maverick' of a show car is Ford's Runabout, which mixes sporty contemporary design features with elements from the not-too-long-ago Golden Age of Motoring." The striking open top four-seater Runabout made its public debut at the Chicago Auto Show on 21 February 1970, and was one of five concept cars Ford had built for that show season. It wasn't a car visitors could miss: the press release announced, "The Runabout's exterior finish is a brilliant Grabber Yellow, while the contrasting avocado green hood complements the avocado leather interior trim."

It was an interesting car because although it featured very up to date thinking, such as wide F60 x

15" (front) and E60 x 15" (rear) Goodyear tyres, a spoiler below the bumper and rectangular running lights within a blacked-out egg crate grille, it also featured some retro styling. This included externally mounted taillights, a bobtail rear and a trunk with restraining straps that hinted it could be removable, although it wasn't. After an appearance at the New York Auto Show in April 1970, it was displayed in selected Ford showrooms to generate interest.

A NEW COUPE?

Ford produced another Maverick-based concept for the 1971 show season. This car was the Maverick Estate Coupé. It also featured externally mounted taillights, a bobtail rear design and a trunk with attached restraining straps. However, the most striking

feature of the new car was its padded, vinyl-covered, partially removable landaulet roof. This harked back to the days when chauffeurs had to brave the elements while their employers sat under a rear-mounted roof. The landaulet roof was quite an incongruous design on a modern, medium sized two-door car, but maybe that was the point. Although still recognisably a Maverick-based creation, the rectangular quartz-iodine lights, which had parking and turn lights mounted above, gave the car a fresh face. It appeared to sit on the same 7-inch cast-magnesium wheels as the Runabout concept. The Maverick Estate Coupé was announced in November 1970 and, like the Runabout, it appeared at various shows and dealerships during 1971.

It is thought that neither car concept survived. Some enthusiasts claimed that as the two cars were never seen together and both had the same unusual rear features, the Runabout was recalled in late summer 1970, after it had done its job and garnered publicity, and was then rebuilt as the Maverick Estate Coupé. We may never know the truth of this claim! ■

The Estate Coupé was metallic 'Limefire Green', a show-only colour featuring real gold leaf. The interior was trimmed in 'Avocado' leather with plaid fabric inserts.



COMING IN ISSUE 73



• ASSEMBLY GUIDE

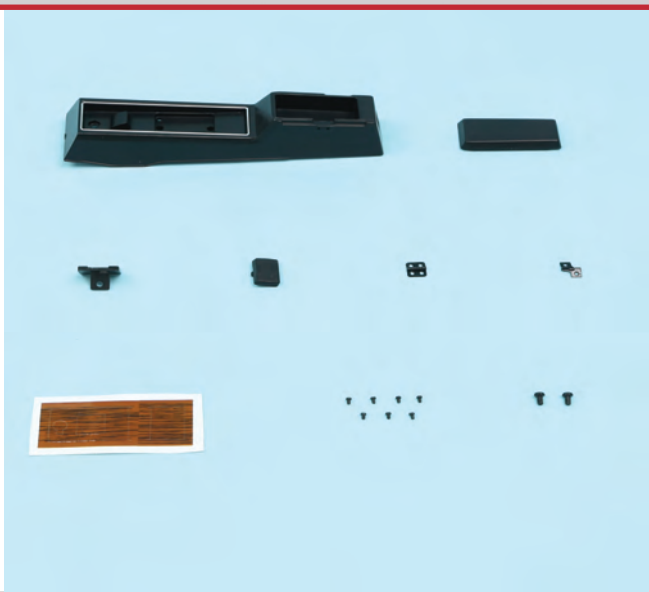
Details are fitted to the central console that will be positioned on the raised transmission tunnel behind the dashboard.

• CARS ON SCREEN

Tomorrow Never Dies (1997), the 18th James Bond film, featured various vehicles including a BMW 750iL, the Aston Martin DB5, a BMW R1200C motorcycle, a Mercedes-Benz 300 SE, a Ford Scorpio, a couple of VW Golfs and a Peugeot 504.

NEW PARTS

Central console, storage box lid and hinge, ashtray back, cover and hinge, wood effect sticker and screws.



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