

# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Steering Rack and Tie Rods



The Ford Cortina

Published weekly  
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49 >

## POST-APOCALYPTIC EDITION

# THE ICONIC FORD FALCON XB GT

ISSUE 49

## ASSEMBLY GUIDE

3

Steering racks and tie rods are fitted to the underside of the front of the chassis.

## HISTORY OF THE FORD FALCON

7

The Ford Cortina came to the market in Britain at a time when the company was looking for a competitor to the German VW Beetle.

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



# Stage 49: Steering Rack and Tie Rods

Parts for the steering are assembled and fixed to the front of the chassis.

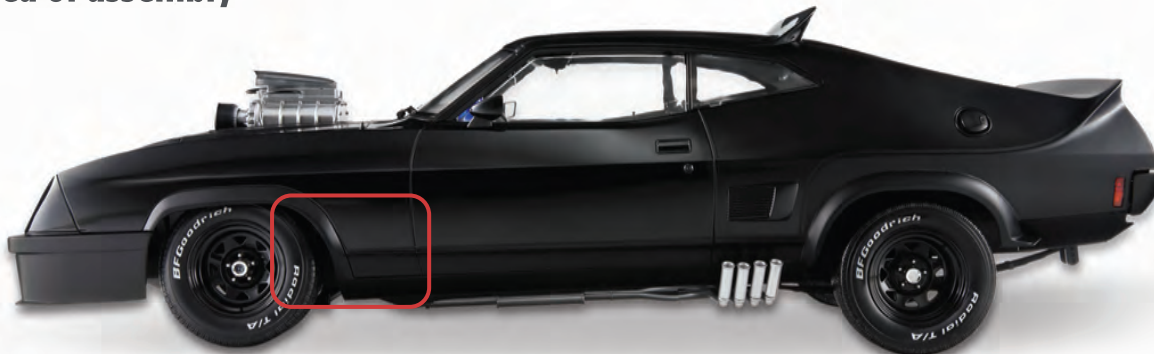


## List of parts:

- 49A** Steering rack part 1
- 49B** Centre arm
- 49C** Steering rack part 2
- 49D** Right tie rod
- 49E** Left tie rod
- DS02** Three 2.3 x 4mm PM screws
- DS04** Four 2.3 x 3mm PWM screws

\*Including spare  
PM = Pan head for metal  
PWM = Flange head for metal

## Area of assembly

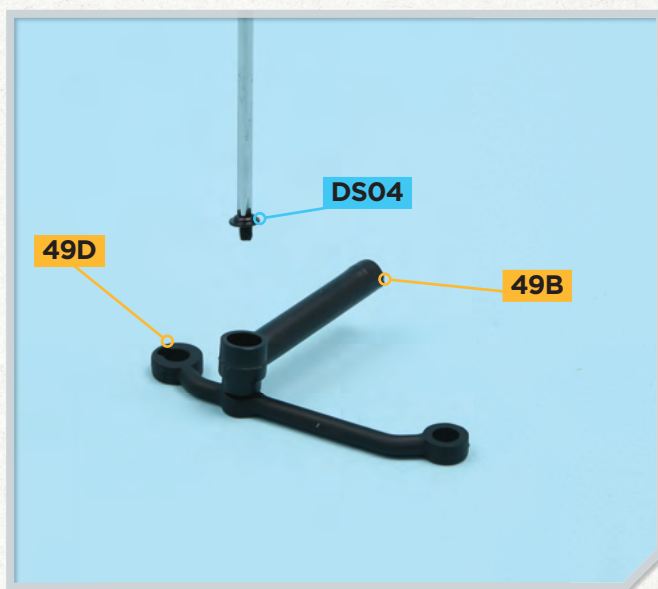


## Stage 49: Steering Racks and Tie Rods



### STEP 1

Take the right tie rod part **49D** and the centre arm **49B**. Fit the socket on the end of part **49B** to the raised screw socket on part **49D**.



### STEP 2

Fix the parts together with a **DS04** (flange head) screw.



### STEP 3

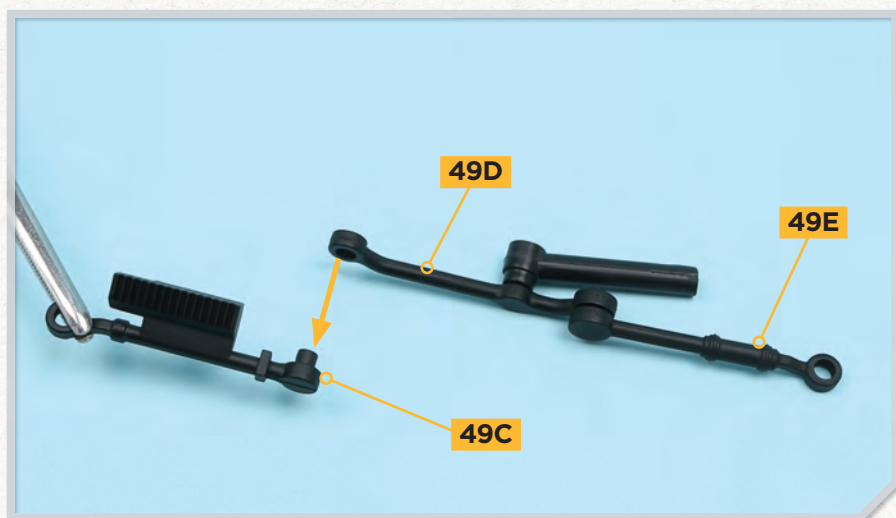
Take the tie rod **49E** and fit the raised screw socket on the solid end into the shaped hole recess in the end of part **49D**.



### STEP 4

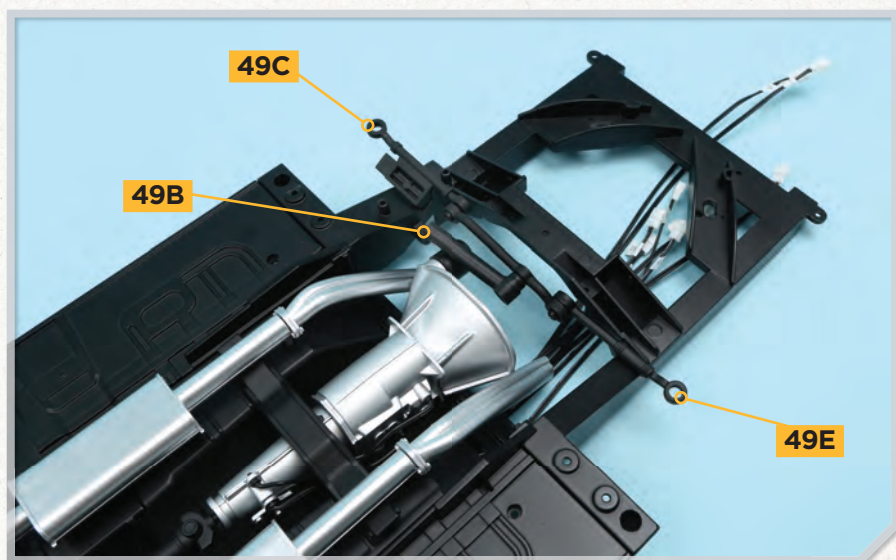
Turn the assembly over so that you can fix parts **49D** and **49E** together with a **DS04** screw,





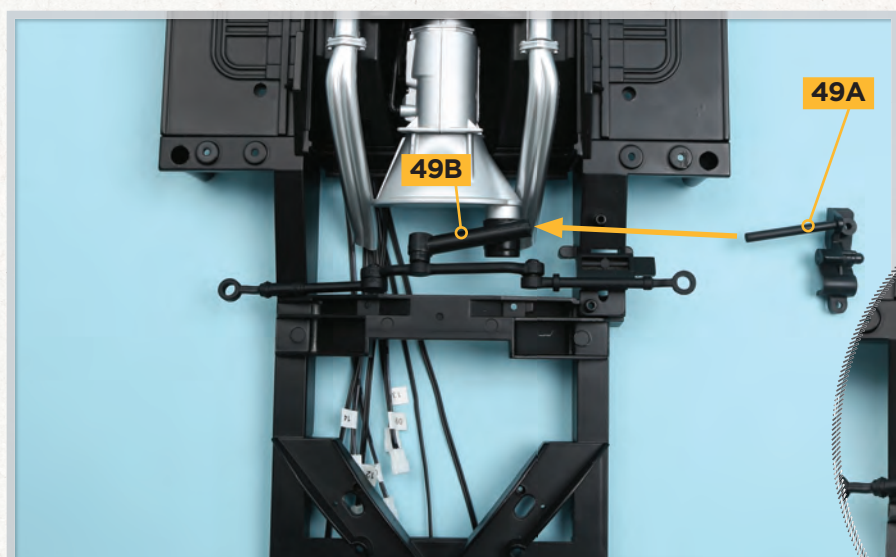
## STEP 5

Fit the socket on the free end of part **49D** over the raised screw socket on part **49C**, noting the orientation of all the parts. Fix part **49C** in place with a **DS04** screw.



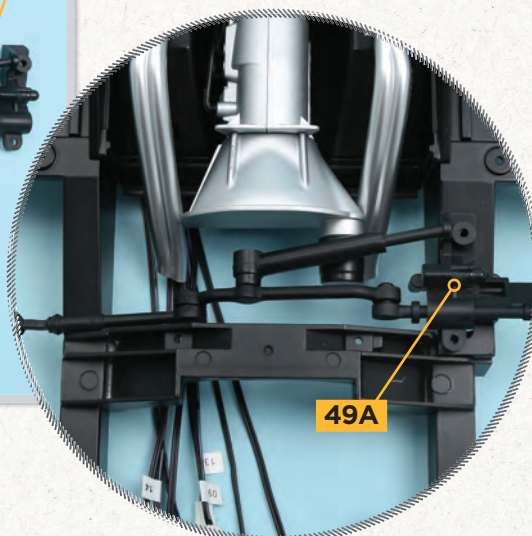
## STEP 6

Take the chassis assembly from the previous issue. Identify the position for the steering assembly from step 5 across the chassis, so that the eyelets on the ends of parts **49C** and **49E** are flat and part **49B** is pointing towards the right-hand side of the chassis. The block on part **49C** fits in a recess in the side of the chassis.

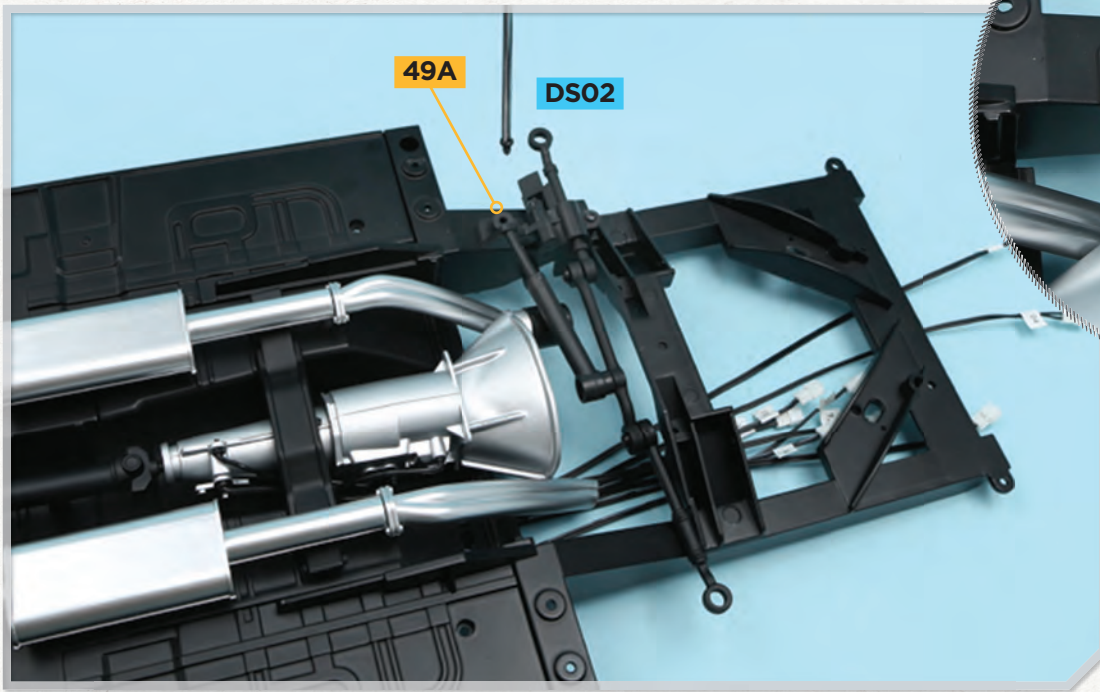


## STEP 7

Take the rack part **49A** and fit it into the sheath of part **49B**.



## Stage 49: Steering Racks and Tie Rods

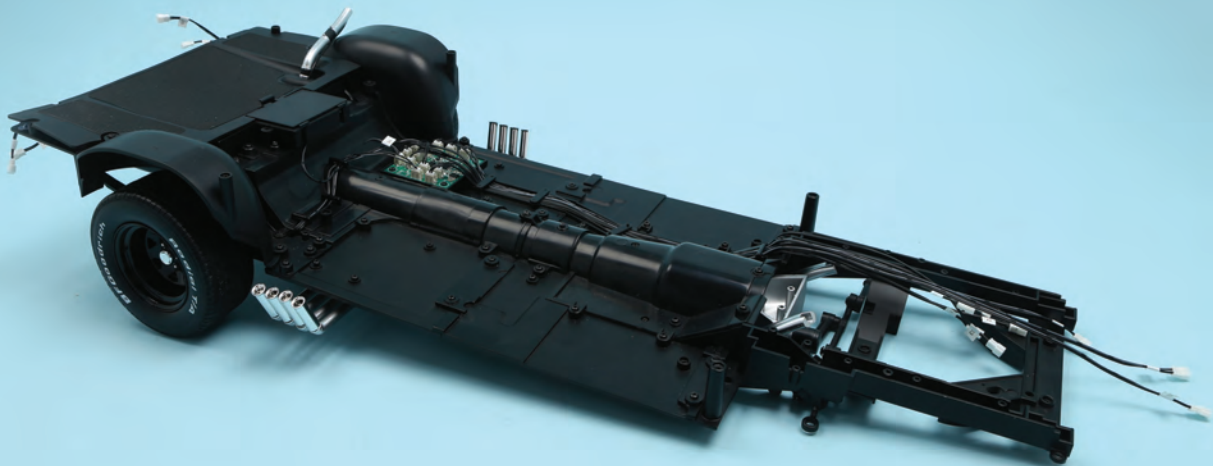


### STEP 8

Align the screw holes in the plate on the end of part **49A** with raised screw sockets on the side of the chassis. The plate fits over the end of part **49C**. Fix part **49A** in place with two **DS02** screws (circled, inset).

### COMPLETED ASSEMBLY

The steering assembly has been fitted to the underside of the front of the chassis.





# Project Archbishop: THE FORD CORTINA

The Ford Cortina Mk1 was a thoroughly modern triumph of lightweight aircraft-inspired structural engineering and pioneering cost-accounting.



The name Cortina had been inspired by the 1956 Winter Olympics, which were held in the Italian resort, and the name evoked glamorous foreign travel. Ford had sought the resort's permission to use the name and over the years the company held various events in Cortina to boost the town's economy.

**T**he 1958 Edsel debacle, which cost Ford \$250 million, focused Ford's corporate mind. The Cortina, like the Falcon in the USA, was one of the first products to benefit from more detailed costings. In Britain, Ford was headed up by (later Sir) Terry Beckett. The first Cortina was launched in September 1962 and was a Ford of Britain (FOB) product.

The elegantly simple 'compact' 1960 Falcon succeeded in the US but was considerably larger than VW's Beetle, which continued to sell well. Ford looked to Europe to engineer a true Beetle competitor and initiated Project Cardinal. The resulting prototype was a Beetle-sized, front-wheel drive machine with a V4 engine ranging from 1 to 1.7-litres. The plan was to produce the engine and gearbox in Germany then ship them to Louisville, Kentucky, to be fitted

in US-made Cardinals. In 1960, however, newly promoted Ford Vice-President Lee Iacocca viewed the prototype and effectively stopped the programme, reporting to Henry Ford II that "it looked like it had been designed by a committee". The vehicle would eventually go into production in Germany in 1962 as a larger car, the Taunus 12M.

## DESIGN POINTS

FOB decided to develop a car to counter the possible threat offered by the incoming Morris 1100. It was also in internal competition with the Cardinal project. It was thus christened Project Archbishop, which in ecclesiastical terms is a Cardinal's boss.

Archbishop was a fortuitous coming together of great minds: the American stylist Roy Brown produced a masterful shape; the body engineering was by

Australian-born Dennis Roberts, who had been trained as an automotive development engineer and an aircraft stress engineer at Bristol Aviation. He came up with a strong bodyshell, with room for four people and their luggage. It weighed 782kgs (unladen), making it very efficient; the rival Austin A60 Cambridge weighed 1,122kgs. The Cortina used modified 105E Anglia running gear and its conventional mechanical package, good fuel economy and roomy comfort endeared it to fleet operators then struggling with servicing BMC's new FWD technology.

By the time the Cortina was launched, McNamara had left Ford to become US Secretary of Defence, but his thinking pervaded Ford for many years. The Cortina sold over one million cars in each of its four incarnations and was a mainstay of Ford in Europe until 1982. ■

# COMING IN ISSUE 50



## • ASSEMBLY GUIDE

The sway bar is positioned on the underside of the chassis and fixed in place.

## • CUSTOM MADE

The 1980s marked a turning point for performance cars and it was no longer necessary to spend years in the garage upgrading your humble saloon.

## NEW PARTS

Sway bar, left and right sway bar fixtures, hinge pins and screws.



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