

THE ICONIC **FORD** **FALCON XB GT**

SCALE
1:8



Transmission Housing



Birth of a Legend

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 40

ASSEMBLY GUIDE

3

Coolant pipes and a throttle plate are fitted to the outside of the transmission housing.

DESIGNS FOR A NEW ERA

6

The legendary Ford Escort Mk1 and Mk2 dominated rallying from the late 1960s until the early 1980s, but Ford had originally designed the car to be a small, economical family runabout.

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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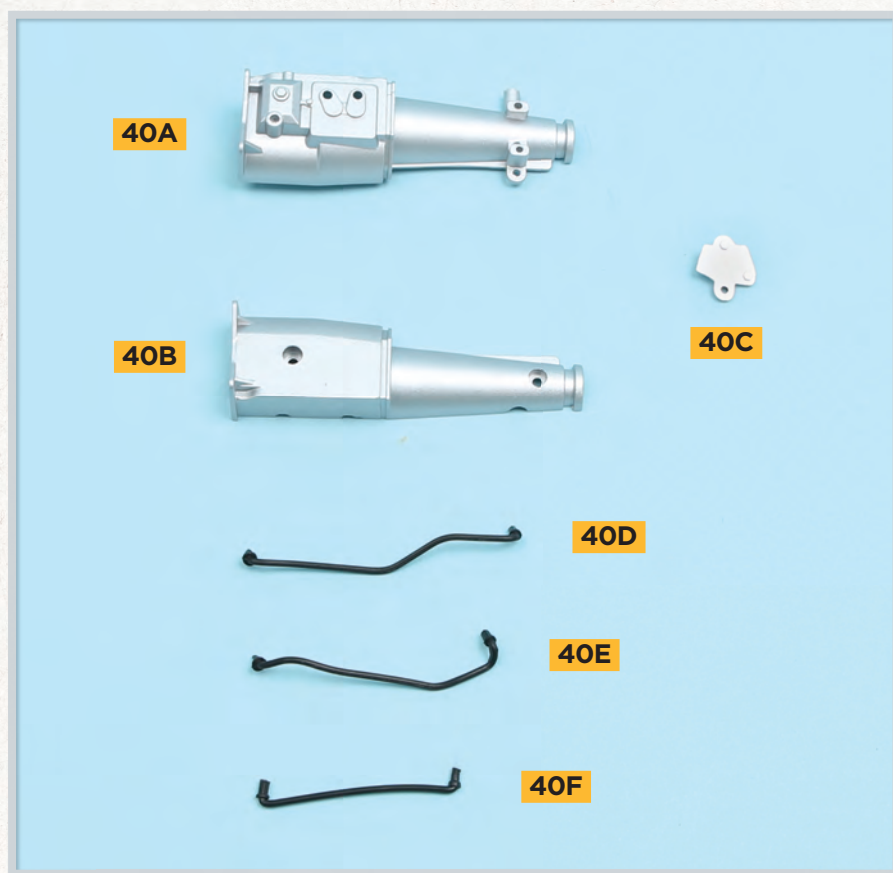
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Stage 40:

Transmission Housing

Coolant pipes and a throttle plate are fitted to the outside of the transmission housing.



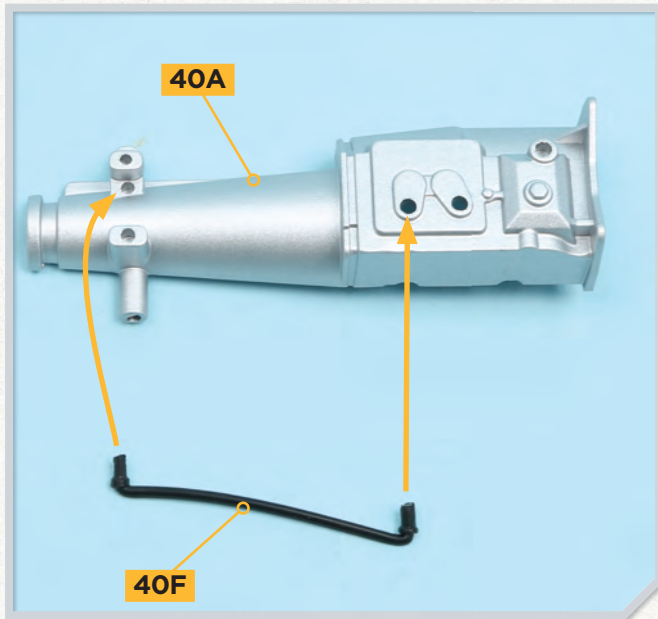
List of parts:

- 40A** Transmission housing (left side)
- 40B** Transmission housing (right side)
- 40C** Throttle plate
- 40D** Coolant pipe
- 40E** Coolant pipe
- 40F** Coolant pipe

Area of assembly

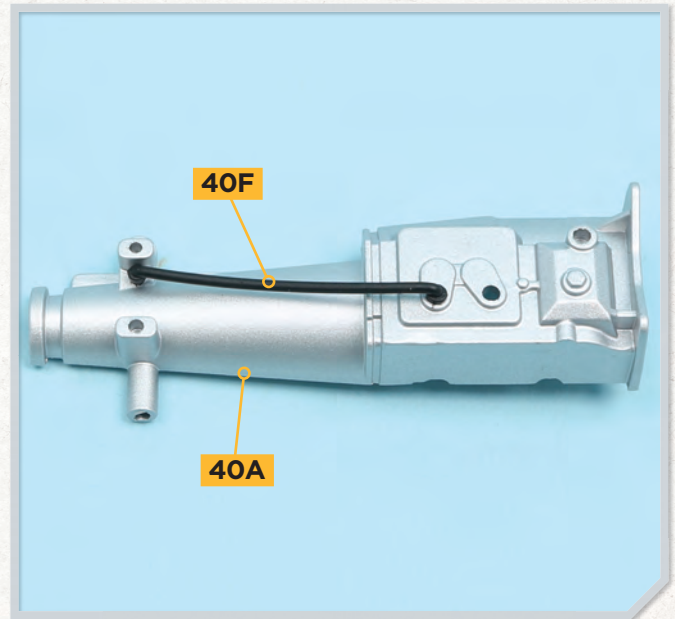


Stage 40: Transmission Housing



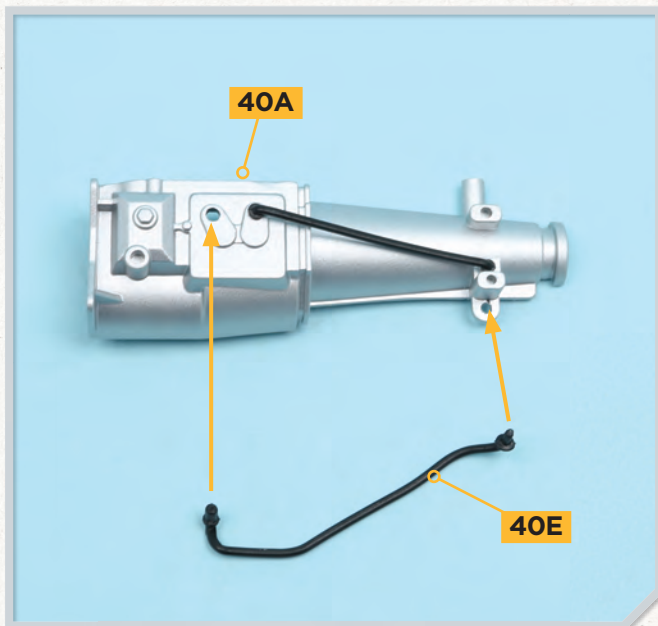
STEP 1

Take the left side of the transmission housing **40A** and the shortest coolant pipe **40F**. Fit the peg on one end of part **40F** into the hole near the tapered end of part **40A**, as indicated. Fit the peg at the other end into the hole in the wide part of part **40A**.



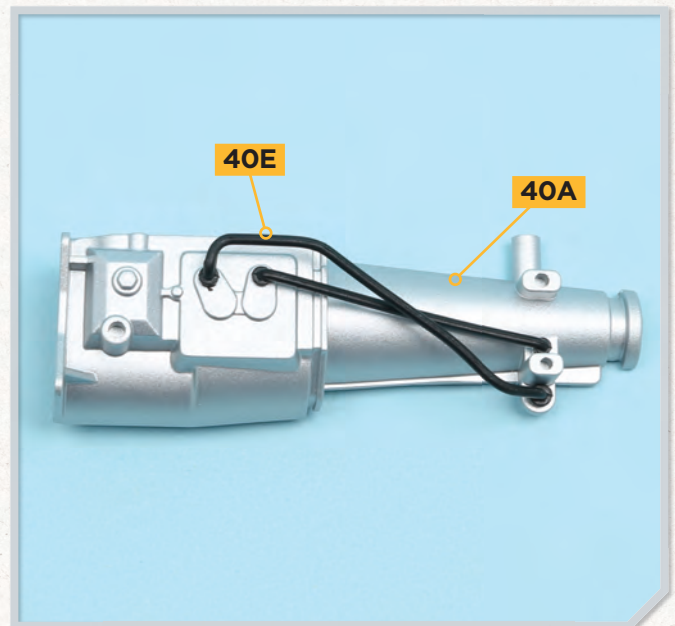
STEP 2

This shows the pipe **40F** in place on the side of the transmission housing **40A**. Check that the pegs are pushed in firmly.



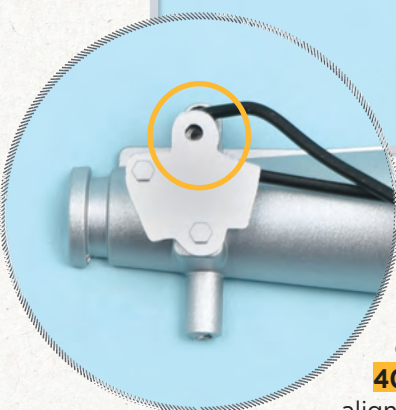
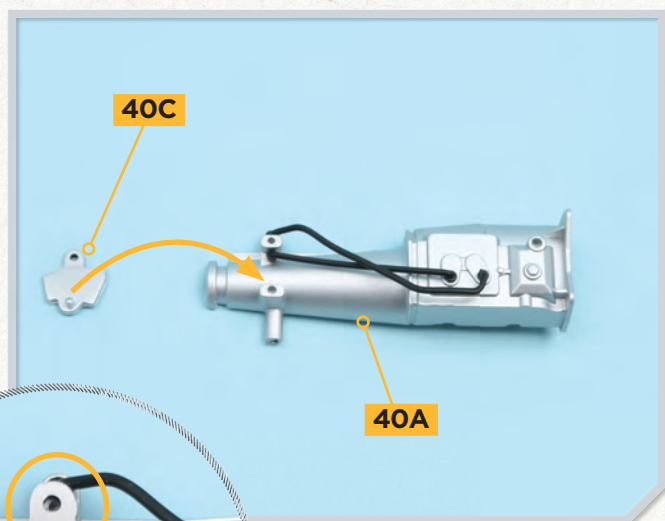
STEP 3

Take the second (medium length) pipe **40E**. Note the shape of the pipe. Fit the peg on the end with a single bend into the hole in the tab near the tapered end of part **40A**. Fit the other end (with two bends) into the second hole in the flat panel on part **40A**, as shown.



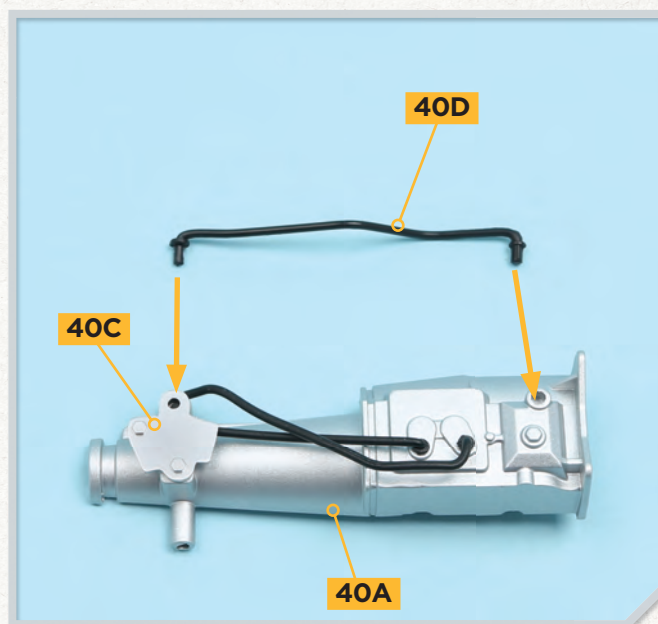
STEP 4

This shows the pipe **40E** in place on the side of the transmission housing **40A**. Check that the pegs are pushed in firmly.



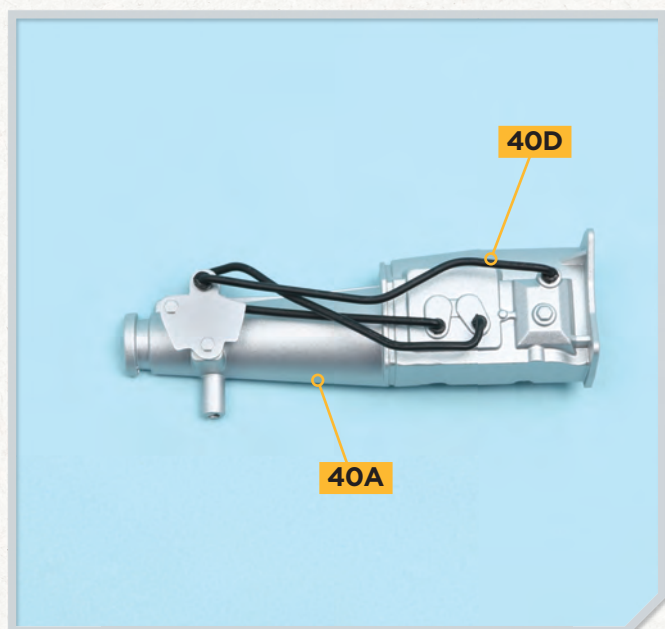
STEP 5

Take the throttle plate **40C** and fit it to the tapered end of part **40A**, over the pipe **40F**: a peg on part **40C** fits into a hole in part **40A** (arrow). The hole in part **40C** aligns with a hole in part **40A**, making a socket for the next coolant pipe (circled, inset; see also next step).



STEP 6

Take the coolant pipe **40D** and fit one end into the hole in part **40C**. Note the positions of the bends in the pipe, to ensure you fit it the correct way round. Fit the other end of the pipe **40D** into the hole near the opposite end of the housing **40A**.

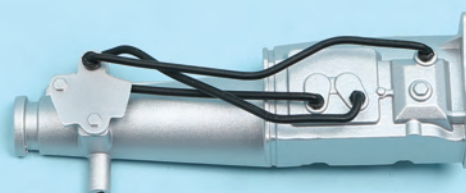


STEP 7

The pipes in position (above). Check that all the pegs are pushed in firmly.

COMPLETED ASSEMBLY

Three coolant pipes have been fitted to one side of the housing for the transmission.





Birth of a Legend

The Ford Escort Mk1 and Mk2 dominated rallying from the late 1960s until the early 1980s, but Ford had originally planned the car as a small, economical family runabout. Its transition into a stage rally winner started with a casual comment and may well not have happened at all.

Ford's 'Total Performance' mantra led to several successful motor sport programmes during the 1960s. The company won in America with the Mustang, conquered Le Mans with the gorgeous GT40 four years in a row and took the British and European Touring Car Championships with the fabulous Lotus-Cortina, driven by Sir John Whitmore, Jim Clark and others.

Ford-badged Cosworth powerplants took the Formula 2 European Championship every year between 1967 and 1972, which proved a valuable confirmation of talent for drivers such as Jacky Ickx, Ronnie Peterson and Clay Regazzoni, as well as motorcycling legend Mike Hailwood.

The Ford-Cosworth DFV 3-litre V8 is the most successful F1 power unit ever, with 155 wins. It powered Graham Hill to his second world title in 1968, Jackie Stewart to all three of his in 1969, 1971 and 1973, and Emerson Fittipaldi to two championships in 1972 and 1974.

However, there was a chink in Ford's armour; stage rallying, which was then a growing sport. The Lotus-Cortina and the Falcon and Mustang were competitive but rarely outright winners. The Mini Cooper's won four Monte Carlo rally wins from 1964 to 1967. The 1966 rally saw Timo Mäkinen and Paul Easter's Mini Cooper winning convincingly, with two more Minis coming 2nd and 3rd and the Lotus-Cortina of Roger Clark and Brian

Roger Clark and Jim Porter in an Escort Twin-Cam on the 1969 Sanremo Rally. The Escort was 136k lighter than a Lotus Cortina and a fair bit smaller.

Melia finishing 4th. However, both British teams were excluded by patriotic French officials intent on Citroen scoring a 'home' win, but their performances showed that the Mini Cooper often had the legs on the Lotus-Cortina, which was quite a large car in rallying terms. Porsche, Saab, Alpine Renault and Lancia also took their share of rally wins.

SPOTTING THE POTENTIAL

Ford's solution to their conundrum happened almost by accident, and was the beginning of a rallying legend, Ford's rally team was based



This *Autosport* cover that gave the new car the seal of approval.

Bob Howe, who somehow managed to 'borrow' a plastic mock-up bodyshell for a weekend. Meade's team worked in secret to trial-fit a Lotus-Cortina engine and gearbox into the borrowed shell to prove it could be done. It could, so they hurriedly stripped the bodyshell and returned it late on Sunday night before anyone realised it was gone. Walter Hayes then got busy, and project J25 (that started on 25 January), the Escort Twin-Cam, officially commenced.

SPOTTING THE POTENTIAL

The Ford product planners had not envisaged the Escort having a competition career, but Henry Taylor was determined to push it through as he could see it had potential. With backing from Hayes, and Howe working out how Ford could build enough of them and integrate production into Ford's systems, as well as scavenging parts that could be used to modify

the car, the first Escort twin-cam prototypes were built. When it was officially launched in early 1968, a Twin-Cam was loaned to *Autosport's* editor Gregor Grant, who was so impressed he put a road car on the cover of a racing magazine, stating that, "The Twin-Cam will form the basis of Ford's 1968 rally plans and to judge from this standard machine, Henry Taylor's men will certainly possess equipment capable of winning major events." He was right. Roger Clark and Jim Porter took the Escort's first victory on the Circuit of Ireland Rally in April 1968, a further 29 International and British Rally Championship wins followed.

In 1975 the Mk1 was succeeded by the reskinned Mk2, which took Ari Vatanen and Dave Richards to the WRC drivers' title as late as 1981. The Lotus twin-cam engine was later supplanted by the Cosworth BDA and its descendants, but the Mk1 and Mk2 Escort was the greatest rally car of all time, and it all started with one word, blimey! ■

at the company's proving ground in Boreham, Essex, and one morning in early 1967, mechanic Bill Meade arrived at work. He looked across the testing airfield and saw a prototype Escort, the car slated to replace the A105E Anglia in early 1968, being put through its paces. He turned to Henry Taylor, Ford's competitions boss at the time, and said, "Blimey, one of those things would go like hell with a twin-cam engine in it!" That might sound almost too PR friendly to be true, but as Bill later said to journalist Graham Robson, "Oh yes. Henry and I were at Boreham one morning when we saw one of the original Escorts out on test. After I'd said that Henry looked at me and I looked at Henry, and you know the rest."

The rest was the birth of what became the Escort Twin-Cam. Taylor pulled some strings with Ford PR supremo Walter Hayes and his colleague, product planner

Ford celebrated a win in the London-Mexico World Cup Rally by producing the Escort RS Mexico. This had the Type-49 motorsport bodyshell and a Cortina 1600GT Crossflow engine.



COMING IN ISSUE 41



- **ASSEMBLY GUIDE**

More parts are fitted to the transmission housing.

- **CUSTOM MADE**

In the UK, the line between a custom car and a hot rod was often blurred, and in the 1950s modifications were generally made to standard cars in order to improve their performance rather than to radically change their appearance.

NEW PARTS

Transmission housing, plate for transmission housing, filter and screws.



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