

THE ICONIC **FORD FALCON XB GT**

SCALE
1:8



Valve Covers



The Lotus-Cortina

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 52

ASSEMBLY GUIDE

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Caps are fitted to the valve covers, which will cover the cylinder heads of the engine.

HISTORY OF THE FORD FALCON

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The Lotus-Cortina created a fast-Ford bloodline that can be traced directly to the most recent Focus RS. The Lotus-Cortina was an instant success.

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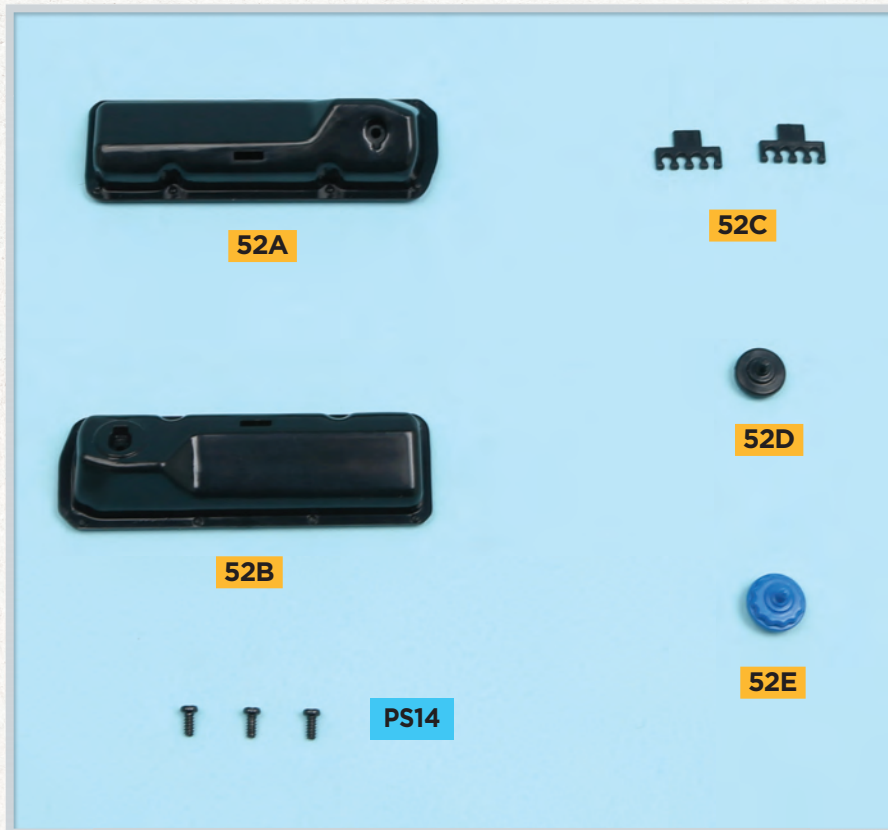
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 52: Valve Covers

Caps are fitted to the valve covers, which will cover the cylinder heads of the engine.



List of parts:

- 52A** Right valve cover
- 52B** Left valve cover
- 52C** Spark plug wire holder x 2
- 52D** Oil filler cap (black)
- 52E** Oil filler cap (blue)
- PS14** Three* 1.8 x 4mm PB screws

*Including spare
PB = Pan head for plastic

Area of assembly

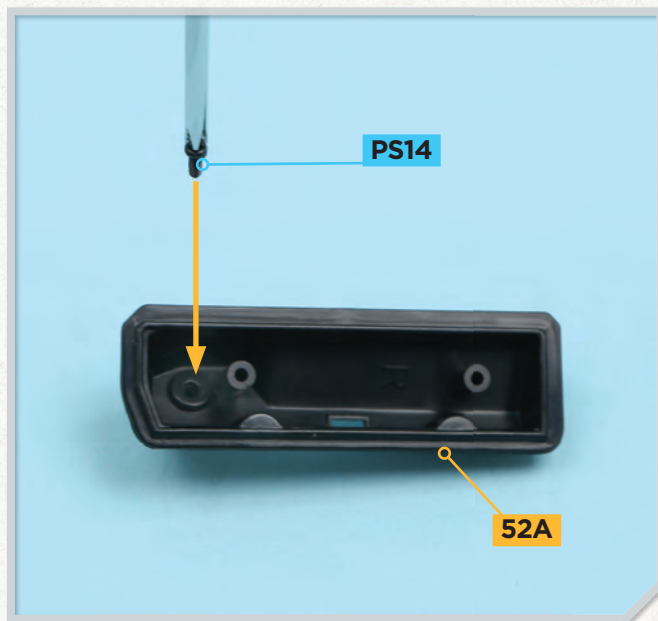


Stage 52: Valve Covers



STEP 1

Fit the valve cover cap **52D** (black) on the right valve cover **52A**: A raised, shaped screw socket on the cap **52D** fits into a corresponding recess in the valve cover (left).



STEP 2

Fix part **52D** in place with a **PS14** screw, fitted from the inside of part **52A**.



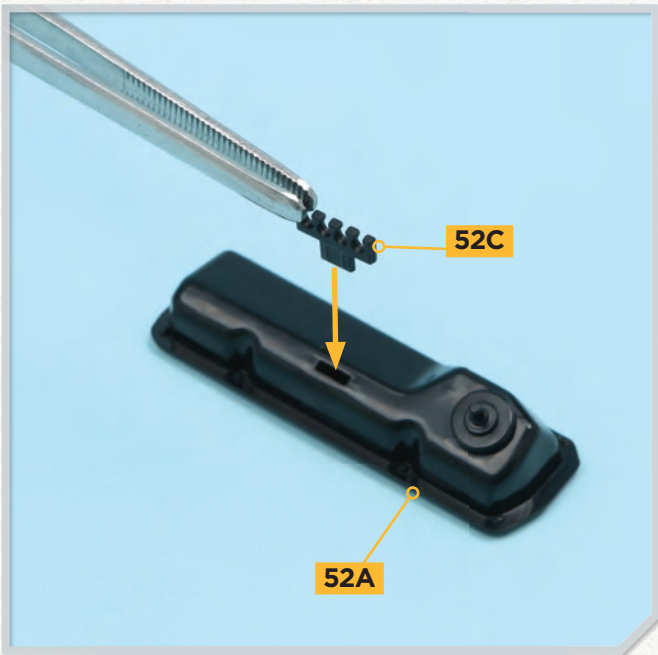
STEP 3

Fit the blue valve cover cap **52E** on the left valve cover **52B**: again, a raised, shaped screw socket on the underside of the cap fits into a corresponding recess in the valve cover.



STEP 4

Fix part **52E** in place with a **PS14** screw, fitted from the inside of part **52B**.



STEP 5

Take the right valve cover **52A** and fit one of the spark plug wire holders **52C** in place halfway down the outer side of the cover: a tab on part **52C** push fits into a slot in part **52A**.



STEP 6

Similarly, fit the second spark plug wire holder **52C** in place on part **52B**.

COMPLETED ASSEMBLY

Caps and wire holders have been fitted to the valve covers.



The Lotus-Cortina

BIRTH OF A LEGEND

The Lotus-Cortina created a fast-Ford bloodline that continued to the Focus RS. It was an instant sensation that caught the zeitgeist perfectly.



Before the Lotus-Cortina's launch in January 1963 at the Dorchester Hotel, London, a British-designed and built 1,600cc, 105bhp, 2-door saloon that could top 100mph would have seemed like mere fantasy. But there it was, in gleaming Ermine White with a Sherwood Green stripe that hinted at the British Racing Green of the Lotus that Jim Clark would go on to win the F1 World Championship with in 1963. The press loved the new car, and the price of only £1,100, roughly two thirds the price of the rival Alfa Romeo Giulietta, only made it more remarkable.

However, like many other Lotus vehicles, the new car looked the part. Sitting 3.5 inches lower than standard, it was a regular race winner although it came

close to being a commercial disaster. The rapidly expanding Lotus company was unused to volume assembly, so quality control was lacking and Ford dealers struggled with warranty issues. A total of 3,301 examples were finished at the Lotus Cheshunt factory, in Hertfordshire, before production ceased in 1966. That Ford chose to build the Mk2

Above: John Whitmore, driving for the Alan Mann racing team, won the Swedish leg of the 1964 European Touring Car Championships. Below: Crewed by Peter Proctor and David Mabbs for Alan Mann, this car came in 35th at the 1966 Monte Carlo Rally.

in-house to control quality, shipping engines in from Lotus instead of sending unfinished cars to Lotus, says it all.



The ex-Jim Clark Lotus-Cortina in a Lotus anniversary parade at the Goodwood Revival.

COLLABORATION

The Lotus-Cortina came about because Ford of Britain's Chairman, Sir Patrick Hennessy, was a friend of Colin Chapman, the founder of sports car company Lotus Cars. Chapman knew that Ford was preparing a 1,500cc, 5-bearing version of the Anglia's 4-cylinder engine before the Cortina was revealed publicly in September 1962. Chapman's company appeared to be blazing a glorious trail at the dawn of the 1960s, winning in F1, F2 and sports car racing. But their first road car, the 1957 Elite, was not a commercial success, despite being a technical and stylistic triumph. Chapman decided to create a new

Racing driver Jim Clark and Lotus chief Colin Chapman waving at the crowds at Brands Hatch after Clark won the British Grand Prix in 1964.



cheaper, more powerful engine for his next road car. His friendship with Ford's top brass, and the Mini Cooper's success, meant that the obvious choice was to base his new unit on the forthcoming Ford 1,500cc engine. Chapman approached Harry Mundy, an experienced racing engine designer, who designed an aluminium twin-cam cylinder head to sit atop the Ford block. Legend has it that

he was paid £200, after unwisely turning down Chapman's £1 per unit royalty offer; Lotus ended up making well over 30,000 examples! Later engineering by Richard Ansdale and Cosworth's Keith Duckworth produced a production-ready engine that was unveiled as the new Lotus Elan at the 1962 Motor Show. With modifications, the car was a success and remained in production until 1975.

Fitting this engine into Ford's new structurally efficient, lightweight Cortina was an obvious next move. Using the Cortina GT as a base, Lotus extensively modified a prototype for racing and rallying while the Cortina was still a secret development project. It did its job on the racetrack and in PR terms, with Jim Clark taking the 1964 British Saloon Championship and Sir John Whitmore beating the Alfa Romeos to win Division 2 of the 1965 European Touring Car Championship. The car was also successful in rallying, with Bengt Söderström and Gunnar Palm's victory in the 1966 RAC International Rally of Great Britain being of particular note; they beat the Källström/Ragnar Austin Mini Cooper S by only 13.35 minutes after five days of rallying. ■



COMING IN ISSUE 53



- **ASSEMBLY GUIDE**

The valve covers are fixed in place on the cylinder head cover.

- **DESIGNS FOR A NEW ERA**

Technological developments and innovative designs brought a new vehicle to the market in the 1950s; the first generation of Corvettes caught the public imagination.

NEW PARTS

Cylinder head cover and screws.



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