

# THE ICONIC FORD FALCON XB GT



Rear Seat Back



Ford Capri

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**POST-APOCALYPTIC EDITION**

# THE ICONIC FORD FALCON XB GT

ISSUE 79

## ASSEMBLY GUIDE

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Foam is fitted to the rear seat assembly from the previous issue, and the back panel of the seat is fixed in place.

## DESIGNS FOR A NEW ERA

7

The Ford Capri was Ford's 'UK Mustang' and it could do no wrong. It is a British cultural icon that summed up an era, and it remains as much in demand today as it was when new.

## 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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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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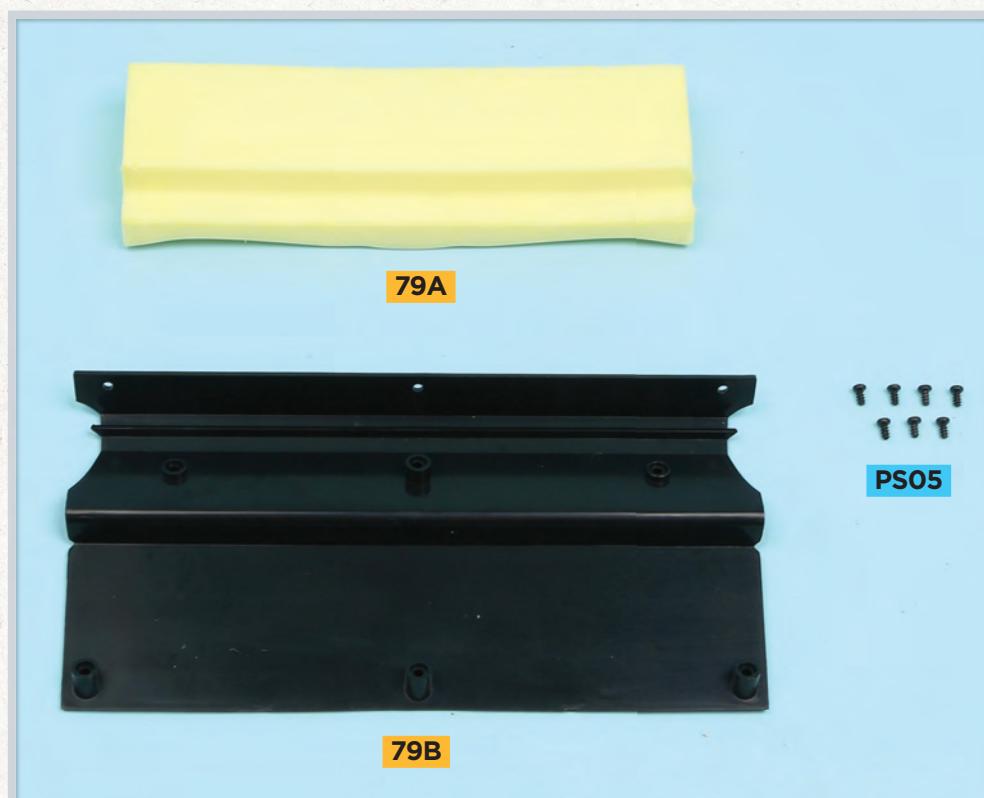


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# Stage 79: Rear Seat Back

Foam is fitted to the rear seat assembly from the previous issue, and the back panel of the seat is fixed in place.



## List of parts:

**79A** Foam for back of rear seat

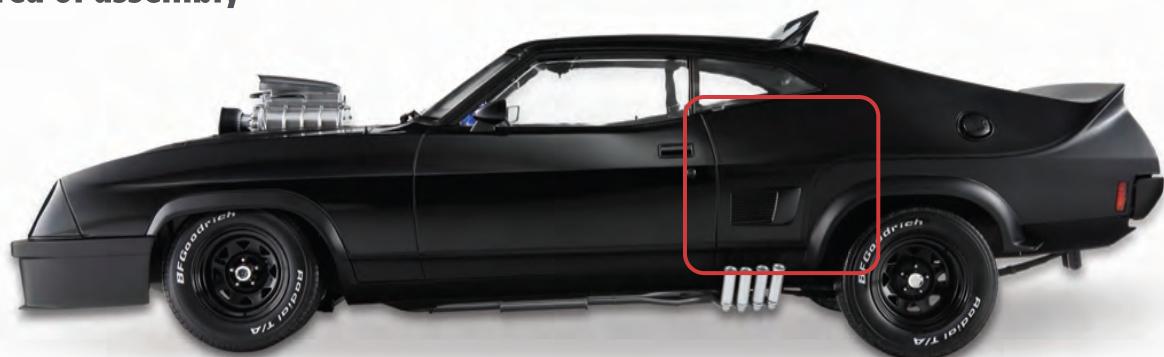
**79B** Back panel for rear seat

**PS05** Seven\* 2.3 x 4mm PB screws

\* Including spare

PB = Pan head for plastic

## Area of assembly



## Stage 79: Rear Seat Back



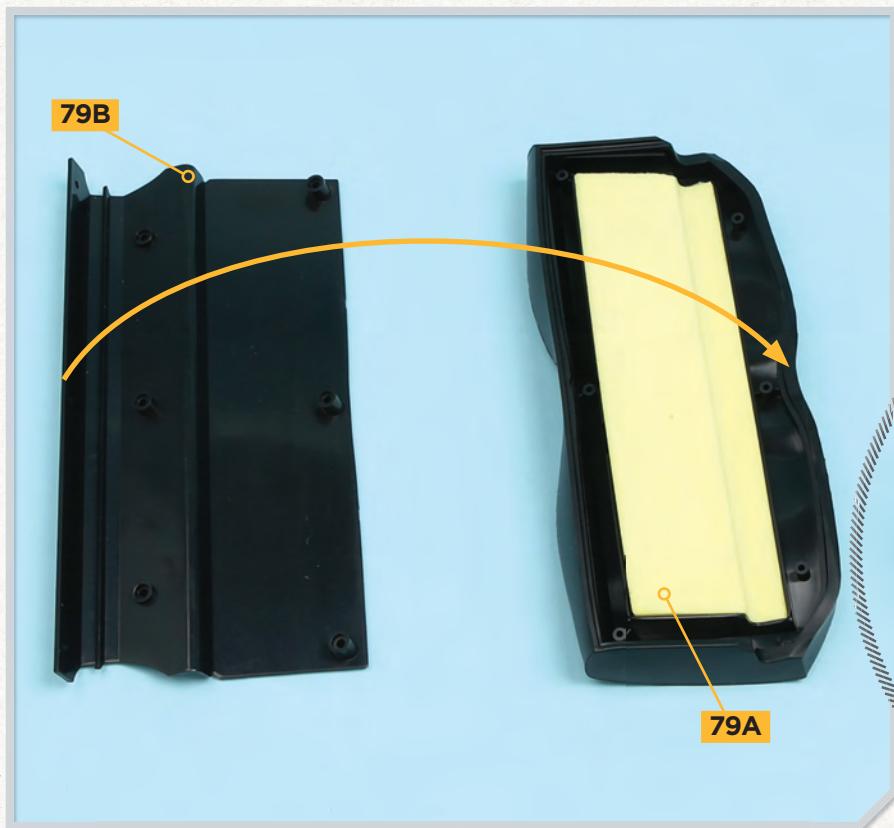
### STEP 1

Take the foam 79A and fit it into the rear seat back assembly from the previous issue. Note the shape of the foam: there is a channel that runs along the shaped edge (top) of the assembly.

### STEP 2

Check that all the edges of the foam 79A fit inside the back seat assembly.





### STEP 3

Take the back panel of the rear seat **79B** and check how it fits to the rear seat back assembly.



### STEP 4

When you are happy with the fit, use three **PS05** screws to fix one side of the back of the seat **79B** in place.

## Stage 79: Rear Seat Foam



### STEP 5

Use three more **PS05** screws to fix the other side of the back of the seat in place.



### COMPLETED ASSEMBLY

The rear seat foam and back panel have been fixed in place.

# The Capri: Success for Ford

Ford's 'UK Mustang' could do no wrong, and it remains as much in demand as a classic car as it was when new. It is a British cultural icon that sums up an era.

The European Capri is an indirect descendant of Ford's American Falcon programme. McNamara's understatedly elegant Falcon donated its structure and mechanical package to the Mustang, which turned out to be the fastest-selling car there had ever been when it was launched in 1964. It was also one of the most profitable, because much of its development cost had been absorbed by the Falcon.

Ford UK's Cortina was a similar success and was developed using many of the same market research and cost accounting practices that Ford pioneered under HFI. Cortina components were used to create 'Project Colt', a stylish coupé that was the equal of any shape to have



emerged from Newport Pagnell or Maranello. The Mk1 Capri made every owner feel like a continent-crossing, GT-driving super spy as they drove to their local Wimpy on a wet Tuesday evening. That wonderful styling was partly the work of American Philip T. Clark, who had been despatched from Detroit to Dagenham to sprinkle Mustang magic on the project.

## GREAT PROMISE

Launched in 1969, the Mk1 Capri was marketed as "The Car You Always Promised Yourself" and was greeted with universal rapture. Most owners aspired to the lusty 3-litre V6 powered version, but the majority were sold with (initially V4) 1.6 or 2-litre units, which could be optioned with both the GT and XLR 'Packs', making it difficult to know which engine sat underneath that often matt-black, bonnet.

The Capri also proved to be an effective racing car, winning

The late facelifted Mk1 was offered in luxurious 3-litre GXL form and featured twin headlamps.

the European Saloon Car Championship in 1971 and 1972 and dominating its class of the British Saloon Car Championship.

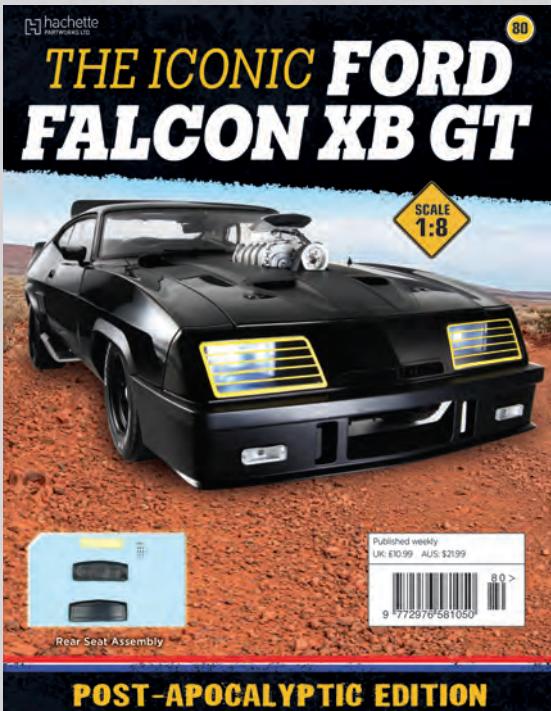
The Mk2, announced in 1974, continued the Mk1's racing and sales success but featured a more useful hatchback luggage area. It ushered in new OHC 4-cylinder engine, again shared with the Cortina, and a more luxurious interior. This was revised into the Mk3 in 1978, with a more aggressive shrouded twin-headlamp style, and inspired kids who were hooked on *The Professionals* TV show to love the Capri as their fathers had.

The ultimate Capri was the 2.8i, which appeared in 1981, after Rod Mansfield's team at Special Vehicle Engineering in Essex had tamed the famously oversteer-biased chassis. This replaced the 'Essex' fitted in various UK-market V6 Capris with the more rev-hungry 'Cologne' V6, so extending the life of what was, by then, an appealingly retro car. ■



A limited edition of just over 1,000 Capri 280s, all in Brooklands green, marked the end of production in 1986.

# COMING IN ISSUE 80



## • ASSEMBLY GUIDE

The rear seat is assembled and fitted to the floor, and the floor is attached to the chassis.

### NEW PARTS

Rear seat foam, cover and underside panel, plus eleven screws.



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