

THE ICONIC FORD FALCON XB GT

SCALE
1:8



The Rear Right Tyre



The Gullwing Dynasty

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 30

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The tyre is fitted to the wheel assembly from the previous issue.

DESIGNS FOR A NEW ERA

5

Two American sports cars with more in common than their vertically rising 'gullwing' doors turned car design on its head.

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



Stage 30: Rear Right Wheel (2)

The tyre is fitted to the wheel assembly from the previous issue.

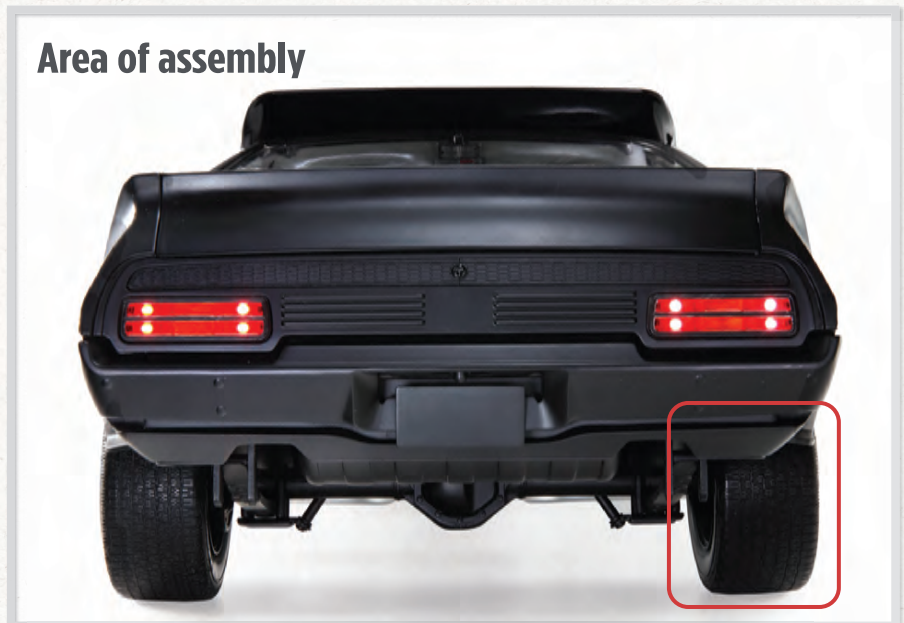


List of parts:

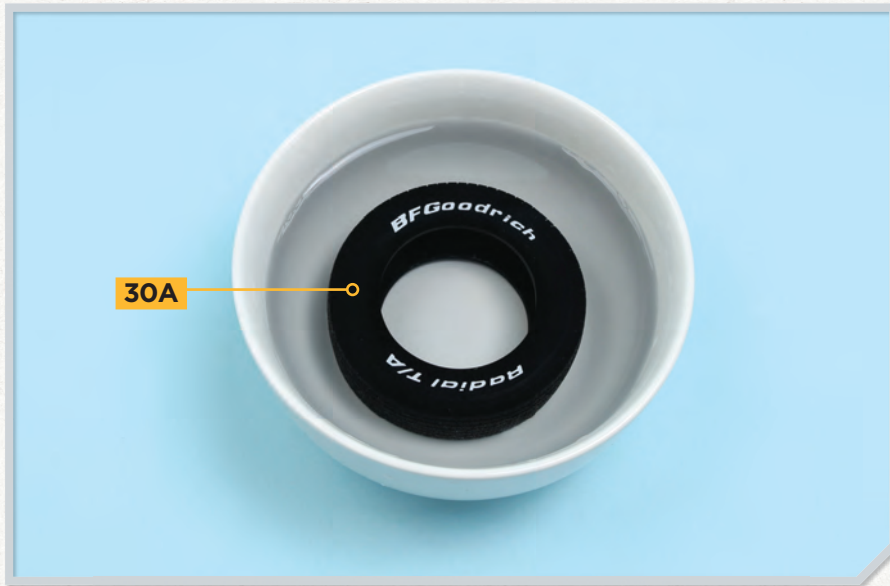
30A Tyre

30B Hub cap

Area of assembly



Stage 30: Rear Right Wheel (2)



STEP 1

Place the tyre **30A** in a bowl of hot (65–75°C) water to make it more flexible. Be careful working near the hot water. Leave it to stand for several minutes.

STEP 2

Take the wheel rim assembly from issue 29. Carefully remove tyre **30A** from the water and dry it quickly. Check the Completed Assembly image below to see how the tyre looks when it is fitted: the ring of the wheel nuts **29D** is on the inside of the wheel; there is no writing on the inner side of the tyre. Ease the tyre over the rim assembly. It is a very tight fit, so you may need to re-heat the tyre to make it more pliable.



COMPLETED ASSEMBLY

The tyre has been fitted to the right rear wheel rim. The hub cap will be fitted at a later stage, so store it carefully.





The Gullwing Dynasty

A tale of two American sports cars with more in common than vertically rising doors. These vehicles turned car design on its head, introducing new features that were intended to be safe and economical to run.

The DeLorean is the textbook example of how a car can become an icon without actually being a great car. Its role in the *Back to the Future* films has made it a timeless star that exists in the cultural firmament alongside Bond's DB5 or Bullitt's Mustang.

John Zachary DeLorean was a brilliant but maverick engineer with a penchant for a glamorous lifestyle. He left a plum job at General Motors to build his dream car. In doing so, he enticed the world's greatest car stylist, Giorgetto Giugiaro of Italdesign,

and Britain's greatest sports and racing car design engineer, Colin Chapman of Lotus, into a complex financial and industrial web.

DeLorean's plan involved the British Government paying for the car to be produced in Belfast in an effort to create employment and thus, hopefully, to restore peace and harmony in troubled Northern Ireland. In the public imagination at least, the saga ended with a spectacularly high-profile FBI drugs bust, which later turned out to be FBI entrapment. The true life story is more complex and

The DeLorean (above left) and the Bricklin show their style at the London Classic Car Show in 2019.

far-fetched than any of the plots in the *Back to the Future* film trilogy.

From the beginning, DeLorean declared that he wanted to build an 'ethical sports car', meaning it was intended to be safe, fuel-efficient, and long-lasting. It does, however, have a very close spiritual father, the Bricklin SV, which was also the vision of one single-minded enthusiastic engineer, determined to solve the same problems with

The Gullwing Dynasty

Giorgio Giugiaro, of Italdesign, produced futuristic illustrations for DeLorean's final design presentations.

contemporary cars as DeLorean was, namely, safety and longevity.

From the viewpoint of the early 21st century, it's easy to miss the fact that cars from the era that begat these two Gullwing wonders suffered from two almost universal problems. They were not very crash worthy and thus worldwide deaths in car accidents was a statistic many car makers (except Volvo and Mercedes) shied away from. In addition, cars really didn't last very long. Steel body shells rusted and paint technology was more about beautification than corrosion protection. It was therefore common to see comparatively new cars with serious corrosion problems, making them even less safe in the event of an accident.

The prevailing attitude to the sanctity of life had led to Preston Tucker designing a much safer car in 1948, but he failed to produce it in significant numbers. Bricklin and DeLorean were attempting to follow in his footsteps, but in post-war society attitudes to both risk and mortality, at least in the developed world, were changing. Medical advances reduced infant mortality, so death became less common and more shocking as a result. Those within motor sport had always accepted the risk as inevitable — indeed some even saw it as part of the appeal and accused drivers who wanted to minimise the risk of being cowards. It took three-time Formula One World Champion Jackie Stewart, who could never be accused of lacking bravery, having won convincingly at the Nürburgring in the rain in 1968, to question this prevailing attitude. His declaration, "I am paid for my skill,



not the risk I'm taking", led to the removal of unnecessary perils such as trees by the sides of racetracks, or sharp objects in the cockpit. That led to a huge improvement in motorsport safety which the Fédération Internationale de l'Automobile (FIA — the sport's governing body) extended into road cars when then Chairman Max Mosley created the Euro NCAP programme in the 1990s.

DESIGN FEATURES

The conviction that cars could be designed to be safer, run more efficiently and last longer, yet still be fun to drive fast, was popular among engineers in the early 1970s and that led to both the Bricklin SV and the DeLorean. Both men came up with quite similar concepts only seven years apart. History now shows that both the Bricklin and

the DeLorean were ahead of their time as safety is now considered one of the main selling points of any new car.

Malcolm Bricklin's car was very much a signpost for the DeLorean project, and he came fairly close to succeeding in getting his car company off the ground. He had a history of success and was an entrepreneurial dynamo. Born in 1939 he'd created and built the US 'Handyman' chain of franchise hardware stores by the age of 20 and had founded Subaru USA before he'd turned 30. In 1971, he decided to build his own gullwing-doored sports car, and had a running prototype a year later. The SV stood for 'Safety Vehicle', and the car had an integral almost motorsport style roll cage and impact absorbing bumpers, which were part of the design rather than an ugly addition. Production of the front-engined, rear-wheel drive fiberglass-bodied SV1 started in Canada in June 1974. The first 700 cars were powered by a 5.9-litre

"I am paid for my skill, not the risk I'm taking"

Jackie Stewart, former F1 World Champion



The inside is as beautiful as the outside.

The Bricklin's one-piece, contoured bucket seats have been engineered for maximum passenger comfort and safety. The design is a luxurious suede-like material which not only looks great but gives the driver and passenger morally secure.

In addition to full information, including instrument, mirror and oil pressure gauges, the Bricklin features a backup system of warning lights. Unlike any other two-seater sports car in the world, the Bricklin comes standard with a full complement of popular accessories... everything but a cigarette lighter, because we don't think smoking while driving is safe.

I want you dropping a not a quarter on your lap and driving our beautiful car into a life.

There are no optional extras for you to pay when you pay the basic price of a Bricklin. You get the whole car as far as we know, that idea is still an innovation.



two-barrel
we deliver quickly into
As fast as the
the close to straining
reach for going
heart,
as, even and sure
distribution, a balanced
if handling.

It has so many
been designed to help
you.



AMC V8 engine but when AMC refused to supply any more, Bricklin switched to the 5.8-litre Ford 'Windsor' V8. Bricklin claimed he would be producing 100,000 cars a year in 5 years. Sadly, poor quality control, a spiralling sale price, and gullwing doors that were so slow to open that on rainy days owners were soaked waiting, meant that only 2,875 cars were built before mounting debts closed the venture. Over half of these are still extant; an effort was made to refinance and relaunch in 1975, but it also failed.

DELOREAN'S PRODUCT

The concept of a safety-inspired and ethically produced gullwing-

doored 2-seater sports car had potential, however, and DeLorean took on the challenge. His finished production car was even more unusual, structurally; stainless steel panels wrapped a backbone chassis and composite underbody frame. It had originally been intended to be even more radical, but the original composite chassis was ditched when Lotus engineered the prototype into a production car. Sadly, its rear-mounted 'PRV' V6 lacked the power promised by the shape of Giugiaro's bodywork, and quality control was also an issue; DeLorean himself was locked in one at the press launch in London! Even though initial reaction had been

Brochures and advertisements for the Bricklin SV showed off the style — both inside and out.

good, with some eager buyers paying to jump the queue after the launch in early 1981, the car soon acquired a poor reputation for performance and reliability. With cash flow drying up, and rumours swirling, the company folded in autumn 1982. Less than 10,000 DeLoreans had been built.

It is believed that over 7,000 vehicles still exist, so DeLorean had achieved one of his aims: longevity. In that sense both the Bricklin and the DeLorean have, genuinely, transcended time. ■

COMING IN ISSUE 31



- **ASSEMBLY GUIDE**

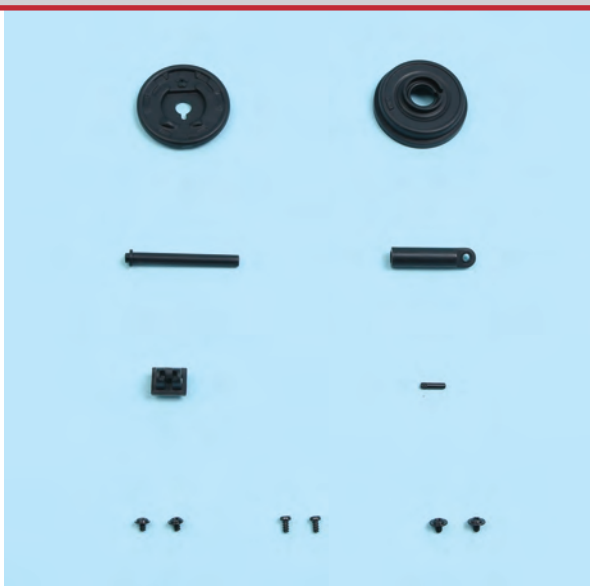
Shock absorbers are attached to the chassis assembly.

- **CARS ON SCREEN**

The post-apocalyptic action thriller *I Am Legend* (2007) featured Will Smith and a bright red 2007 Ford Shelby Mustang GT500.

NEW PARTS

Inner and outer right rear wheel brake plate, inner shaft and outer casing for the right shock absorber, connection plate and hinge pin and assorted screws.



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