

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Boot Door Frame



The Mercury Cougar

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 103

ASSEMBLY GUIDE

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A frame is fitted to the inside of the boot door.

HISTORY OF THE FORD FALCON

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Ford's Mercury Division used Mustang/Falcon underpinnings to create the Mercury Cougar, a new, upmarket and very profitable luxury car that even landed a starring role in a James Bond film.

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



Stage 103: Boot Door

A frame is attached to the inside of the boot door.

**103A****DS02**

List of parts:

103A Inner frame of boot door

DS02 Five* 2.3 x 4mm
PM screws

* Including spare

PM = Pan head for metal

Area of assembly



Stage 103: Boot Door



STEP 1

Place the boot door **102D** on your work surface with the outside facing downwards. Fit the inner frame **103A** inside the door as shown.



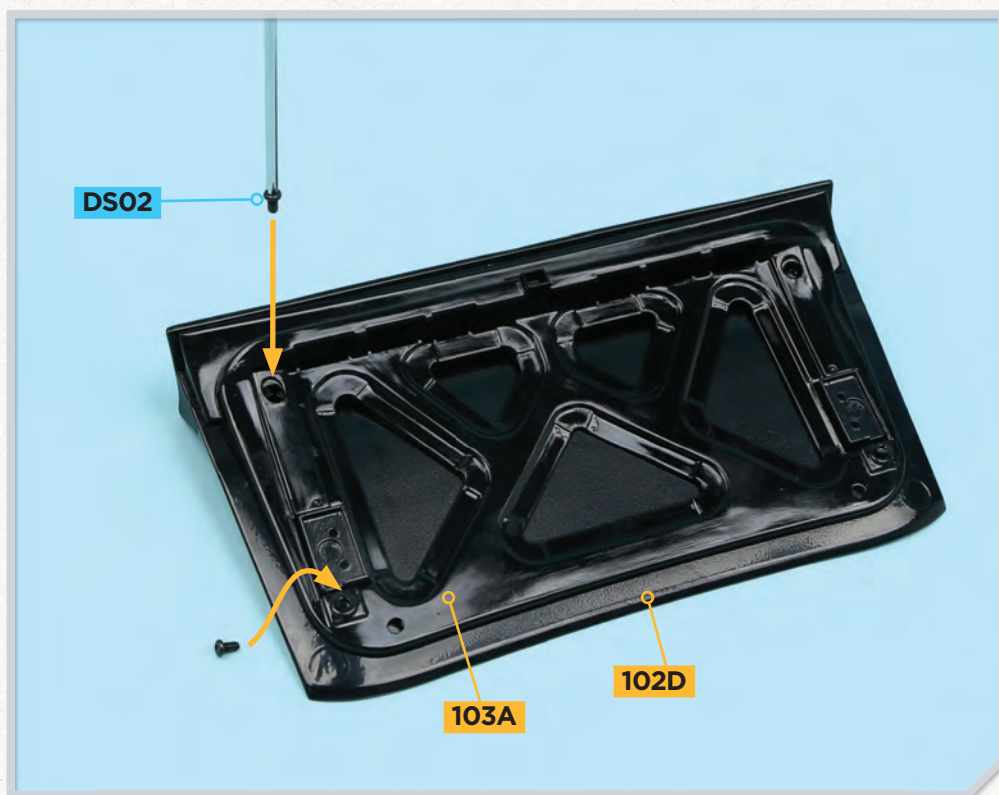
STEP 2

Take two **DS02** screws and fix one side of the frame **103A** to the door **102D**, as shown.



STEP 3

Use two more **DS02** screws to fix the other side of the frame **103A** to the door **102D**, as shown (arrows).



COMPLETED ASSEMBLY

A frame has been fitted to the inside of the boot door.



The Mercury Cougar

A BIG CAT CHASING PONIES

Ford's Mercury Division used Mustang/Falcon underpinnings to create a new, upmarket and very profitable luxury Pony Car that even landed a starring role in a Bond film.



During the 1950s and 1960s, Ford were adept at gilding their basic packages in order to create profitable offspring that sold for a premium, but had much of the development costs already offset by a cheaper volume-selling car. The Mustang, being based on the Falcon, was a supreme example of this, although ironically Henry Ford II was apparently unconvinced of its potential while it was being developed. It was initially known by the design team as the Ford Cougar; they had even designed a logo and badging. Of course, it ended up as 'Mustang', and its svelte looks ensured that it broke every sales record upon its launch on 17 April 1964. Ford's Lincoln-

Mercury Division had been looking at doing their own sporting car for a while, but the Mustang's success gave the project more impetus.

SALES PITCH

Newly appointed Lincoln-Mercury Advanced Styling Studio manager John Aitkin was given the Mercury sporty coupé assignment and said in an interview some years later, "The division decided to go all out, and do a completely new body over the Mustang's inner structure with the windscreen and roof structure being the only common exterior components. The idea was to position it between the 'value' Mustang and the prestigious Thunderbird in size, image and price." Program T-7 was underway.

The Cougar was launched on 30 September 1966, for sale in 1967.

From 1968, the Cobra jet engine was an available option for extra power.



The car's styling, both exterior and interior, was heavily influenced by European cars, especially Jaguars, although ironically Jaguar threatened legal action over the Cougar's cat logo, which was settled by Ford adding the word 'Cougar' to the stylised cat silhouette. The finished Cougar met Ford's corporate brief as it was 190 inches long, 8.4 inches longer than the Mustang. Its styling was cleaner and more elegant than the Mustang's and featured a full-width shallow grille with vacuum operated flaps that hid dual-headlights, and wide sequential rear lights. It was initially only available as a notchback.

HITTING THE ROAD

The Mercury Cougar was launched in 1966, after a prolonged marketing tease campaign by inventive Ford PR Director C. Gayle Warnock. Auto journalists were sent packets of Cougar shaped (the big cat, not the car) spicy beef burgers, Cougar shaped biscuits, Cougar wine and even Cougar fortune cookies. Advertisements featured the slogan, "Untamed Elegance! An entirely new kind of road animal from Mercury", and Ford executives talked about it being the only vehicle on sale that was specifically developed to be a luxury sports car.

The interior was genuinely more luxurious than that found in its slightly cheaper Mustang stablemate, or competitors such as the Chevrolet Camaro or Plymouth Barracuda. It featured deep-loop carpeting, bucket seats (although a full-width bench with a centre armrest was a rarely chosen option) and, wonderfully, a three-spoke steering wheel with what Mercury called "walnut grain texture". It was also in the vanguard of Detroit's then recent trend towards thinking about safety and had dual-circuit

Bond's Escape Cougar

For 1969, the Cougar received styling revisions, and a convertible was finally offered. The Candy Apple Red 1969 Cougar XR-7 convertible driven by Contessa Teresa "Tracy" di Vincenzo (Diana Rigg) in the Bond film *On Her Majesty's Secret Service* was a perfect piece of car casting for the wealthy but troubled and rebellious Tracy. It features in a high-speed chase as the Contessa rescues Bond; Rigg did much of the driving herself after coaching and impressed the stunt men. During the chase, Tracy and Bond gate-crash an ice-surface stock car race populated by Escort Mk1s and Mini Coopers, before escaping the enemy's inevitable black Mercedes. Bond then proposes to Tracy while they shelter, with the car, from a blizzard in a barn.



brakes, safety padding on the dash, visors, A-pillars and steering hub, an energy absorbing steering column, "deluxe front and rear seat belts with front retractors" and many other safety innovations. The luxury and safety features made the car appealingly good value because, while it was slightly slower than similarly powered Mustangs as (depending on model and options) it was approximately 400-500lbs heavier, a standard Cougar was \$2,851, only \$350 more than the base 1967 MY Mustang.

The automotive press greeted the Cougar enthusiastically, using headlines such as A Mustang with Class, and *MotorTrend* named the

Cougar its 1967 Car of the Year over some impressive opposition. By 23 March 1967, 50,000 Cougars had been sold, making it the third most popular pony car after the Mustang and Camaro. A racing programme was underway, leading to the Dan Gurney special edition.

The first-generation Cougar was produced until 1970, although every year brought updates and extra model options, and over 430,000 were made, making the Cougar a financial and design success as a standalone project. But it was also a 'halo' car that drove saloon buyers into Mercury showrooms.

The Mercury Cougar nameplate was to live on until 2002. ■

COMING IN ISSUE 104



• ASSEMBLY GUIDE

The bonnet and boot door are fitted to the car body.

NEW PARTS

Boot hinge fixtures, left and right boot hinges and screws.



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