

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Silencer



Citroën DS: A Goddess

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 48

ASSEMBLY GUIDE

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The silencer is attached to the left-hand exhaust pipes and the assembly is fitted to the chassis.

DESIGNS FOR A NEW ERA

6

The Citroën DS was a triumph for the company after World War II with revolutionary suspension and braking systems.

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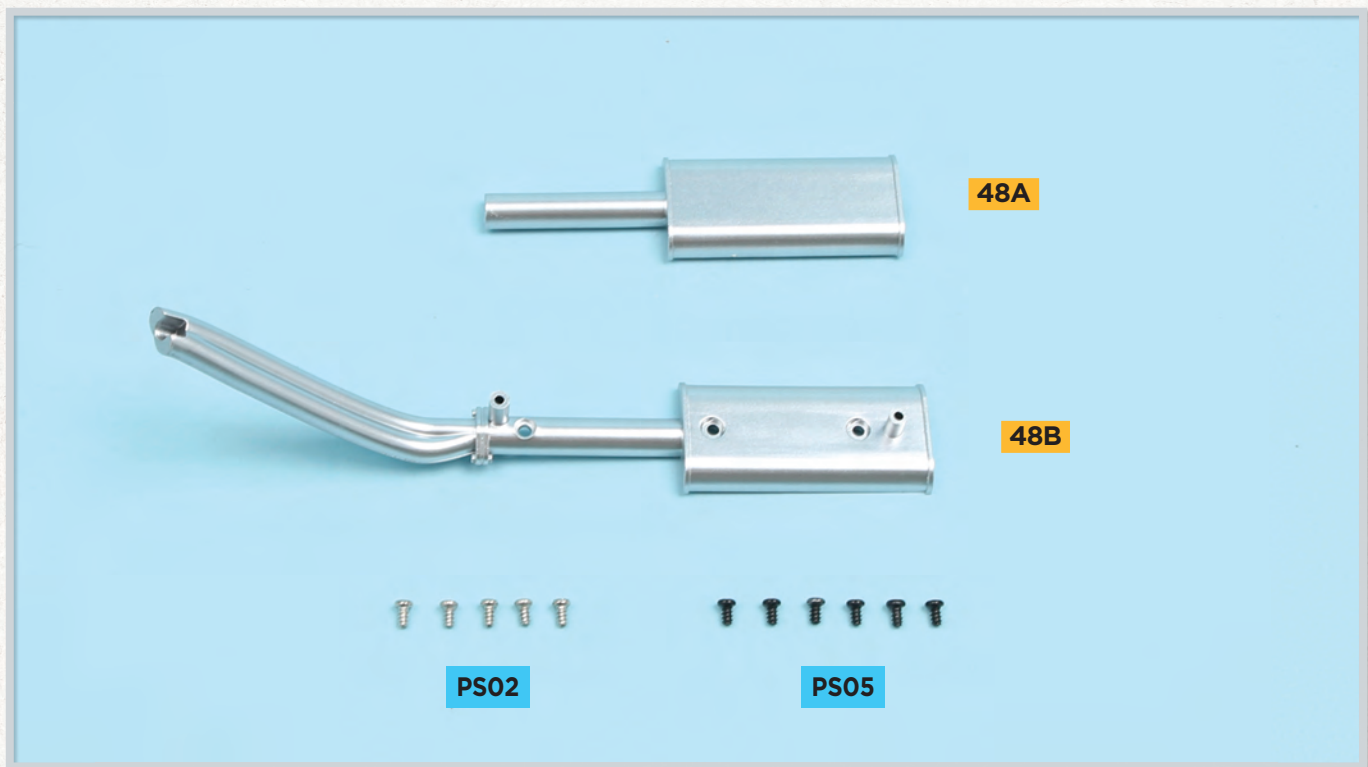
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 48: Silencer

The silencer is fitted to the left-hand exhaust pipe assembly, and the exhaust is then fixed to the chassis.



Area of assembly



List of parts:

48A Silencer for exhaust (lower part, left-hand side)

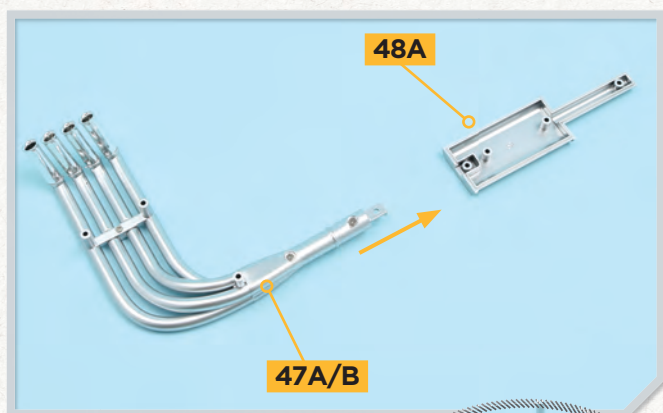
48B Silencer for exhaust (upper part, left-hand side)

PS02 Five* 2.3 x 4mm PB silver screws

PS05 Six 2.3 x 4mm PB black screws

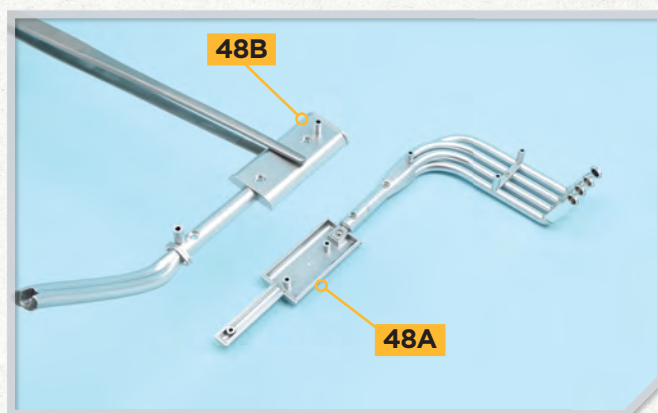
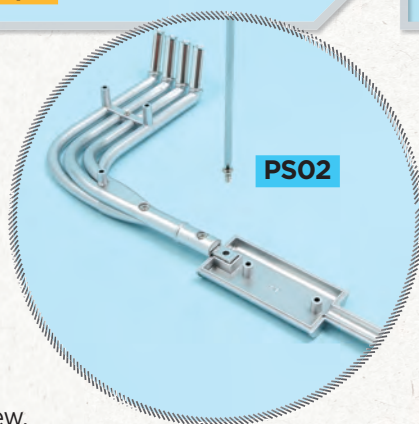
*Including spare
PB = Pan head for plastic

Stage 48: Silencer



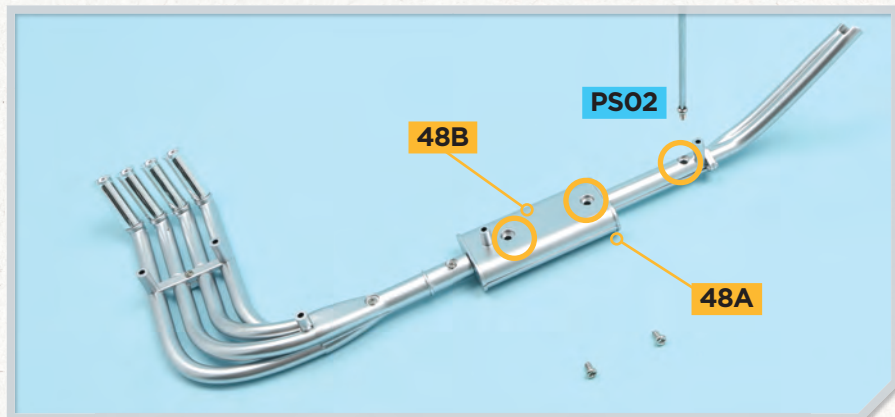
STEP 1

Take the exhaust assembly from the previous issue and part **48A**. Fit the end of the exhaust pipes assembly **47A/B** into the opening in the end of the silencer so that screw holes are aligned. Fix the parts together with a **PS02** screw.



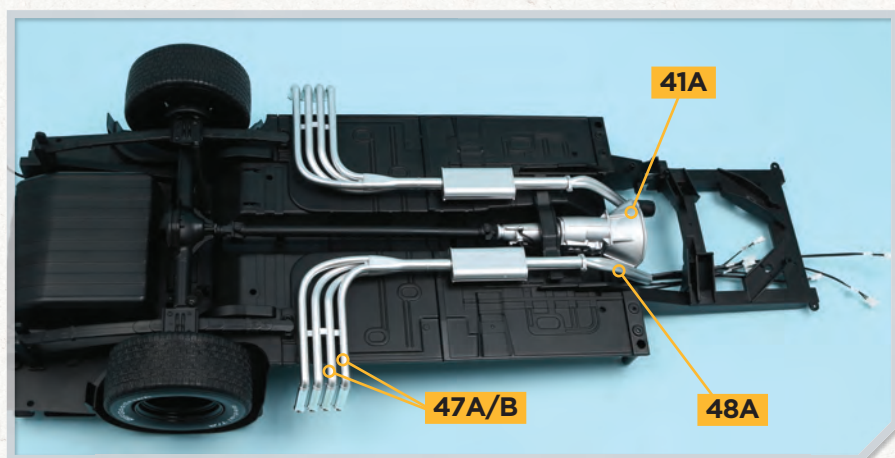
STEP 2

Fit the second part of the silencer **48B** over part **48A** so that the screw holes are aligned.



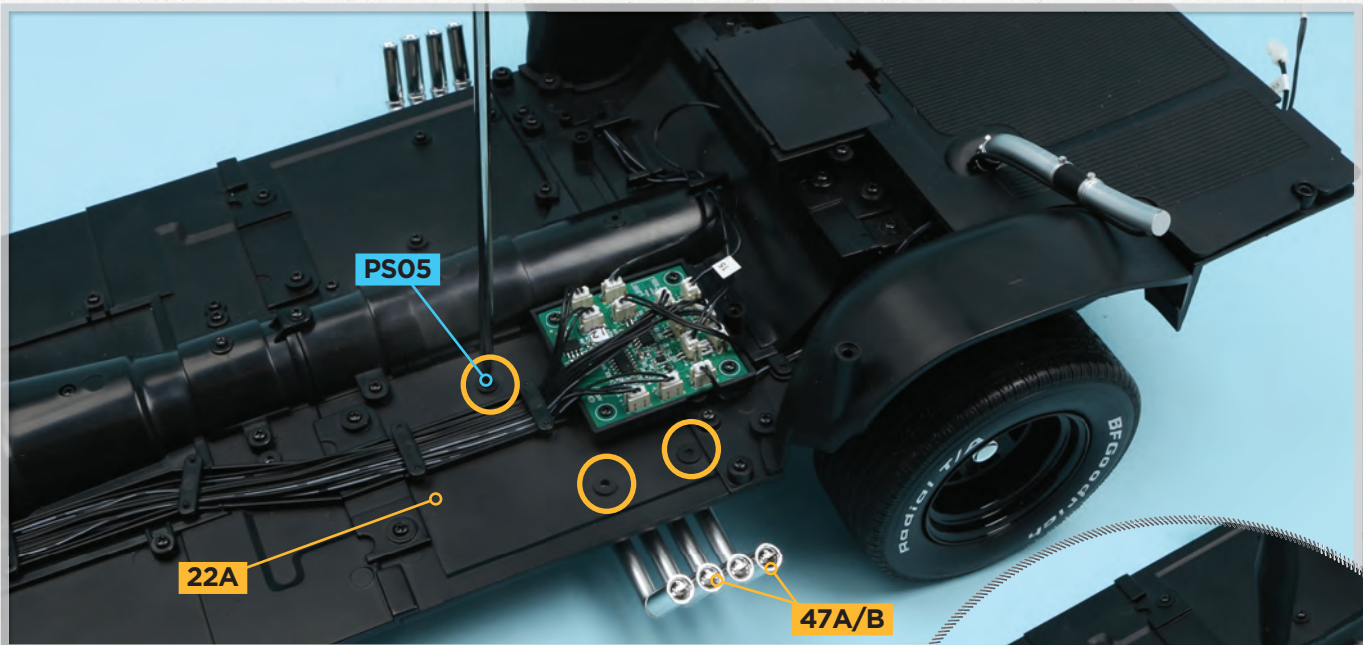
STEP 3

Fix the two parts of the silencer **48A** and **48B** together with three **PS02** screws, fitted at the points that are circled.



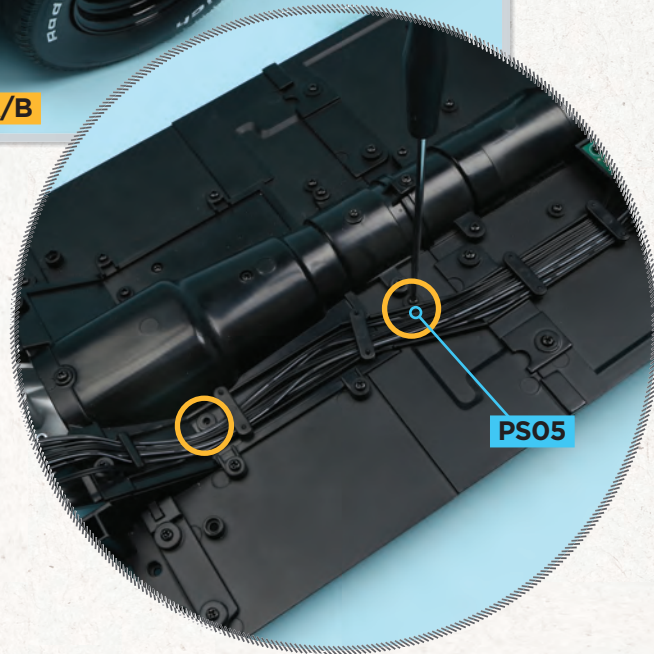
STEP 4

Take the chassis assembly from issue 46 and identify the position for the exhaust: the end of part **48A** is fitted in the gap next to the transmission housing **41A**; the ends of the four exhaust pipes **47A** and **47B** rise from beneath the chassis next to the left rear wheel. Raised screw sockets on the exhaust align with screw holes in the chassis.



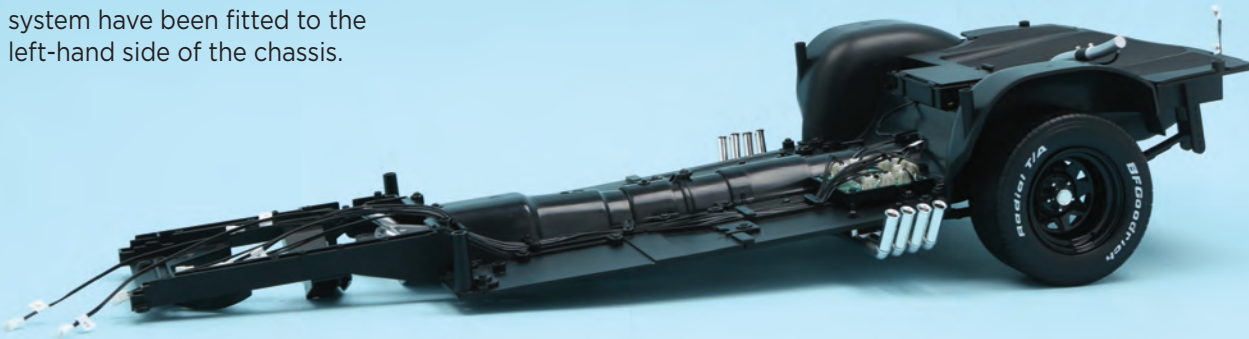
STEP 5

Holding the exhaust assembly in place, turn the chassis over so that you can identify the fixing points: there are three screw holes (circled) in part **22A** (chassis floor): use three **PS05** screws to fix the exhaust pipes in place at these points. Two more **PS05** screws are used to fit the exhaust assembly in place at the front end of the chassis. Take care to move any cables clear of the screw holes.



COMPLETED ASSEMBLY

The silencer and exhaust system have been fitted to the left-hand side of the chassis.





Citroën DS: Automatic Goddess

Citroën reimagined what a car could and should be. Although World War II interrupted the 18-year design process of the DS, which was initially known as the VGD project (Voiture de Grande Diffusion – mass market car), the final result was a unique machine of otherworldly beauty and comfort.

There have been cars that moved automotive technology forward radically such as the 1901 Mercedes, and cars that have caused a public sensation such as the Jaguar E-type. Then there is the Citroën DS, a car that eclipsed any other vehicle on both fronts; Citroën took 12,000 orders for the DS on 6 October 1955, the day it was launched at the Paris Motor Show to a media frenzy that had never been seen before.

LASTING LOOKS

The DS still looked futuristic when it ceased production in 1975 and it was constructed in a futuristic way too, using a steel skeleton base unit with bolt on panels so it could be repaired easily when damaged. It

was the first mass production saloon fitted with inboard front disc brakes, minimising unsprung weight, and they were powered by the car's heart, its hydraulic pump. This made the brakes fantastically powerful and they were operated by a rubber button rather than a conventional pedal. This was revolutionary in an era when stopping a car from high speed took a lot of physical effort. That same pump also pressurised the hydro-pneumatic self-levelling suspension and the lightweight steering, all designed by Paul Magès. It was a suspension system that prioritised comfort, a long tradition in French cars, but because of its unique design, it endowed the DS with prodigious

Paul Coltellani, Pierre Alexandre and Claude Desrosiers took overall victory with their DS at the Monte Carlo rally in 1959.

grip and fantastic handling for a large 4-seater saloon. It could even be driven with flat tyres as the suspension would compensate to some degree – a feature that saved the life of President Charles de Gaul and his wife Yvonne on 22 August 1962, when they were travelling in the back of a DS that was assailed by a hail of bullets which, amazingly, missed them both. His driver was able to continue at high speed on four flat tyres. That same suspension allowed the car to rise and fall when parked, so passengers with disabilities found it easier to

enter and exit. This would remain a feature on many larger Citroëns until the European-built C6 ceased production in 2012.

In fact, the only element of the car that wasn't reimagined almost from scratch was the OHV 1.9-litre 4-cylinder inline engine which was carried over from the Traction Avant. Ironically, Citroën's equally mould-breaking marketing team used this feature to justify the name DS, saying the D stood for the 11D engine, and the S for the Special 'hemispherical combustion aluminium cylinder head' designed by Citroën's engine expert, Italian Walter Becchia. He proposed many new high-tech engine solutions for the DS, most notably a flat-6, but all were rejected on grounds of cost. The real reason it got called DS, however, was when spoken it sounds like *Déesse*, meaning Goddess. Citroën had indeed created a deity, and they knew it.

Like all distinctive cars, the DS was really the work of a small team and a manager, Pierre Boulanger,

Workers run final checks on DS models as they roll off the Javel production line in 1955.

prepared to give them enough rope to create something truly individual. André René Lefèbvre was the restless engineering genius behind the whole DS program, constantly striving to develop new ideas. He ran the famous Citroën *Bureau d'études* and was a one-man ideas factory, with other staff reigning him in and translating his concepts into real engineering. He'd been trained as an aeronautical engineer and worked with Gabriel Voisin during World War I before joining Citroën in 1933 and creating the Traction Avant. The styling, however, was created by another Italian emigree, Flaminio Bertoni, who among was a trained architect and sculptor. He worked closely with Lefèbvre on the DS's unique and avant-garde form.

Boulanger's faith in his team was well placed, and the DS, despite some initial teething troubles, was a great success. In 20 years of production, around 1.5 million were built and it is still the car that defines Citroën in the public imagination – so much so that it became a sub-brand in its own right, usurping the double chevron. You can't deny a Goddess. ■



High Suspension!

The DS rode on a cushion of fluid instead of conventional steel springs, an idea promoted in marketing images (above). Fluid displacers above each wheel are filled with compressible gas that acts like a spring, its pressure varying with the load applied, and a fluid, LHM, which is pressurised by a hydraulic pump. Magès more than met his brief, which was to design a system that allowed fast travel on poor surfaces. He was largely self-taught, having joined Citroën aged 17, but as is often the case with fresh thinking, that may have helped him design a system everyone told him was impossible. French playwright, Marcel Pagnol famously said of the DS' suspension, "Everyone thought it was impossible, except one idiot who did not know it, and did it." Magès displayed this quote in his office.



COMING IN ISSUE 49



- **ASSEMBLY GUIDE**

Steering racks and tie rods are fitted to the underside of the front of the chassis.

- **HISTORY OF THE FORD FALCON**

The Ford Cortina came to the market in Britain at a time when the company was looking for a competitor to the German VW Beetle.

NEW PARTS

Steering rack parts, central arm, tie rods and screws.



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