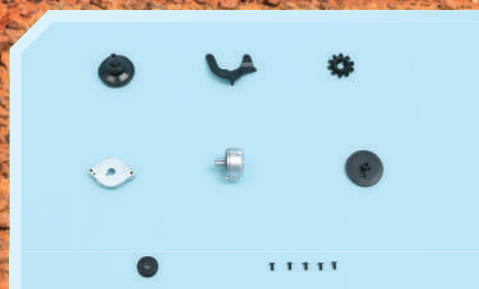


# THE ICONIC FORD FALCON XB GT

SCALE  
1:8



Alternator Parts



Morris 1100/1300

Published weekly  
UK: £10.99 AUS: \$21.99



## POST-APOCALYPTIC EDITION



# THE ICONIC FORD FALCON XB GT

ISSUE 58

## ASSEMBLY GUIDE

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The fan, housing, pulley and support for the alternator are assembled and the front fan pulley and fixing plate are fitted together.

## DESIGNS FOR A NEW ERA

6

Although the Mini proved to be a stunning success, Morris was aware that there was a market for a more sedate family car.

## 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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# Stage 58: Alternator Parts

Parts for the alternator are assembled and the front fan pulley and fixing plate are fitted together.



## List of parts:

- 58A** Front fan pulley
- 58B** Alternator holder
- 58C** Alternator fan
- 58D** Alternator fixing plate
- 58E** Alternator housing
- 58F** Front fan pulley fixing plate
- 58G** Alternator pulley
- PS38** Five\* 1.8 x 4mm KB screws

\*Including spare  
KB = Countersunk head for plastic

## Area of assembly



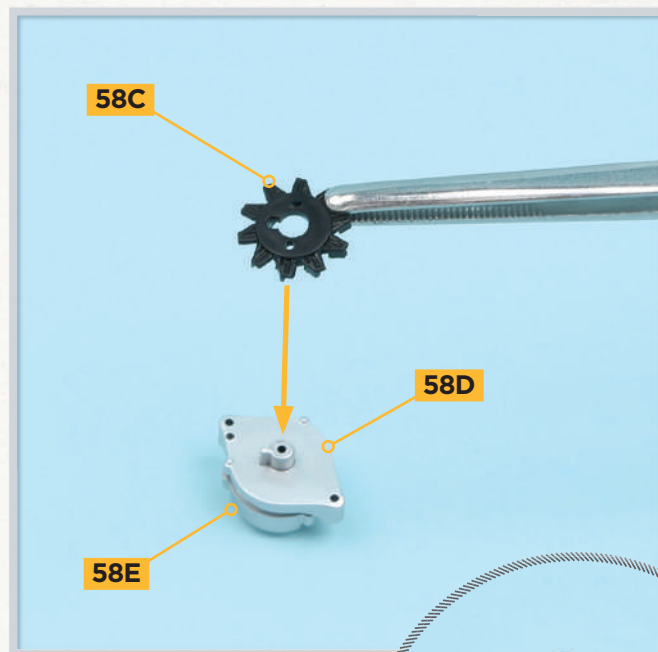


## Stage 58: Alternator Parts



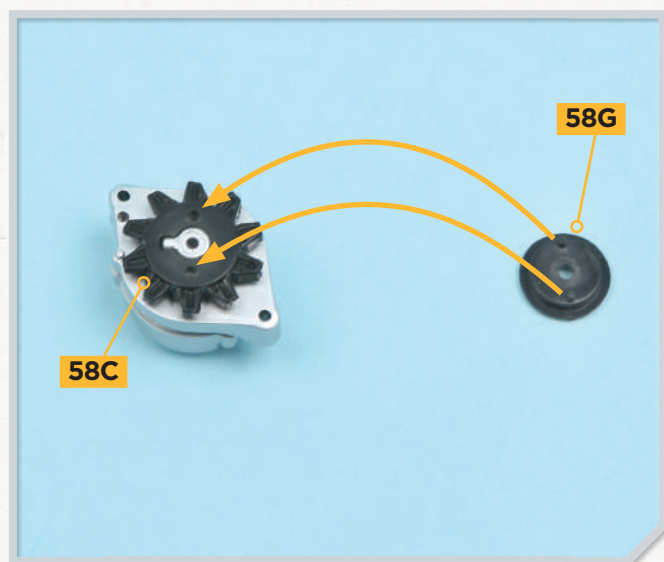
### STEP 1

Take the alternator housing **58E** and the fixing plate **58D**. Check how the parts fit together so that the tab on the side of the central spine in part **58E** fits into the shaped hole in the centre of part **58D**.



### STEP 2

Holding parts **58E** and **58D** together, fit the fan **58C** to the central spine of part **58E**, as shown in the inset, right. The raised rim on one side of the fan faces part **58D**.



### STEP 3

Fit the alternator pulley **58G** to the assembly. Two small pegs on part **58G** fit into holes in part **58C**, as indicated by the arrows.



### STEP 4

Fix part **58G** in place with a **PS38** screw.



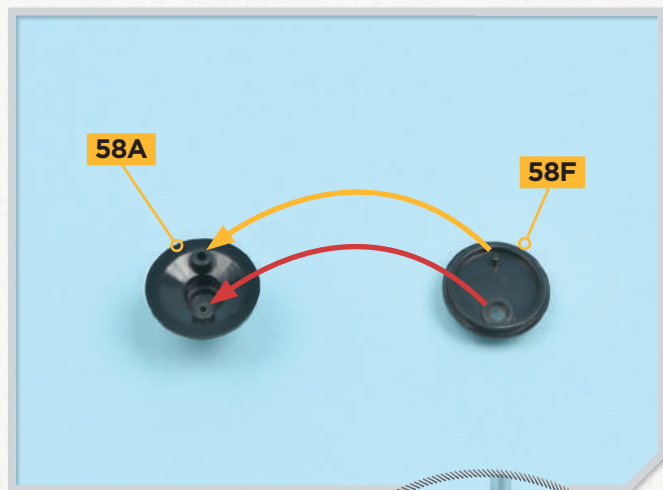
## STEP 5

Take the alternator holder **58B** and fit it in place so that the screw holes in the tabs at each end of part **58B** align with the screw holes on each side of part **58D** (arrows). A peg on the longer arm of part **58B** fits into a hole in part **58D** (circled, red).



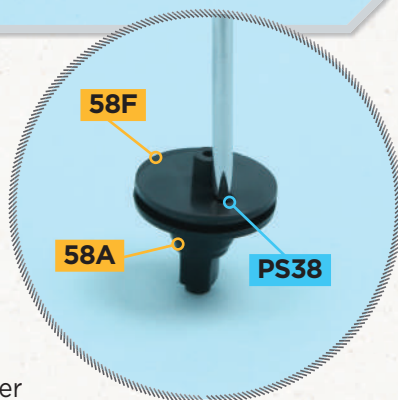
## STEP 6

Fix part **58B** in place with two **PS38** screws.



## STEP 7

Check how the front fan pulley **58A** and the fixing plate **58F** fit together. A peg on part **58F** fits into the larger hole in part **58A** (yellow arrow) and screw holes align (red arrow). Fix together with a **PS38** screw.



## COMPLETED ASSEMBLY

The fan, housing, pulley and support for the alternator have been assembled, and the front fan pulley and fixing plate have been fitted together.







# Morris 1100/1300: The Mini's Grown-up Brother

Although the Mini proved to be a stunning success, BMC was aware that there was a market for a larger family car using some of the Mini's innovations.

**T**he Alec Issigonis-designed Mini was one of the greatest cars of the 20th century: the automotive icon of 1960s 'swinging London', used by The Beatles, Royalty and fashion models to zip from one hip happening to the next and a classless automotive masterpiece that also dominated racing and rallying. Yet it was the Mini's sensible older brother, the ADO 16, that transported suburban mums to Tupperware parties, and kept BMC afloat financially by selling in even larger numbers than the Mini. It would become Britain's best-selling car every year from 1963 to 1966, and

in 1968 to 1971. The years it missed that accolade were due to strikes that reduced production, not to any lack of demand.

## IN SEARCH OF STYLE

As the Mini project was nearing launch in 1959, the logical next step in boss Leonard Lord's plan to reinvent BMC was to produce a larger model to sit just above the now outdated, but commercially successful, Morris Minor. Issigonis therefore turned his thoughts to engineering a stretched version of the Mini, initially known as XC9002 but later renamed ADO 16.

**The Morris 1100 Mk2 was launched in 1967. Its rich, dark paintwork proved popular. Larger engined versions led to increased demand for the ADO 16.**

An inelegant Issigonis-penned prototype was built at Longbridge in October 1958, but Lord then engaged the Italian company Pininfarina to design a more graceful machine. This proved to be a masterstroke as the second prototype was an elegant, refined car that made no changes to the base unit. Development was then handed over to Morris Motors' Chief Engineer, Charles Griffin, at Cowley,





## Badge Engineering

ADO 16s wore Austin, Morris, Wolseley, MG, Riley, and Vanden Plas badges because BMC's dealerships retained their old pre-Austin/Morris merger rivalry. To keep both loyal dealers and customers happy, cars were made featuring familiar badges. It also provided a price hierarchy; instead of the suffixes used by most manufacturers - L, GL, and GT - customers knew the MG was sportier and the Vanden Plas more luxurious.

The Riley Kestrel and MG 1100 take their place beside Morris and Austin 1100s at shows across the UK.

whose team enlarged the A-Series engine to 1098cc. Combined with larger valves, power went from the Mini 1000's 37bhp at 4,750rpm, to 48bhp at 5,100rpm. The last element of the design was the suspension. Issigonis' friend Alex Moulton had developed a space saving Hydrolastic fluid suspension that replaced conventional springs and dampers, and endowed the 1100 with a class-leading ride/handling compromise, as well as their distinctive 'gait'.

The Morris 1100 was officially announced on 15 August 1962 to great acclaim. The styling was

admired as was its mechanical packaging and consequent Tardis-like accommodation; it really was a small, economical 2- or 4-door car that accommodated 5 adults comfortably, whereas its sales rival, the more conventional Cortina, was considerably larger. The 1100 was an immediate hit and demand outstripped supply for the next eight years. An estate body style finally arrived in March 1966 and achieved comedy immortality after being attacked by TV's Basil Fawlty with a branch. A more powerful 1300cc version was finally added in 1967 and the range remained in

production in the UK until 1974, although its replacement, the Allegro, appeared in 1973. By then, production of different versions all over the world had exceeded 2.3 million cars. It paved the way for what became the super-mini market, exemplified by the original VW Golf, and deserves to be remembered as an attractive, conceptually brilliant car, which the chaos of BMC in the late 1960s prevented from being developed to its full potential. ■

Austin 1300s used by the police had no more power, but had some luxuries removed, and were fitted with radios.





# COMING IN ISSUE 59



## • ASSEMBLY GUIDE

A pulley, hose, mounting part, dipstick and some parts from the previous issue are fitted to the panel that forms the front of the engine.

## • CUSTOM MADE

Long roads, a decent climate and a choice of the best of British, American and home-grown cars have created a hot rod culture as vibrant and varied as anywhere in the world.

## NEW PARTS

Engine front plate and pulley, radiator hose, engine front plate mount, dipstick and screws.



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