

THE ICONIC **FORD** **FALCON XB GT**

SCALE
1:8



Body Trims



Gone in 60 Seconds (1974)

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 115

ASSEMBLY GUIDE

3

The engine bay panel is fitted into the engine bay and body trims are fixed in place around the side windows.

CARS ON SCREEN

7

Gone in 60 Seconds (1974) sees 93 cars wrecked in just over 40 action-filled minutes. The star of the show is a yellow Mustang Mach 1 named 'Eleanor'.

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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UNDER THE AGE OF 14.
This product is not a toy and is
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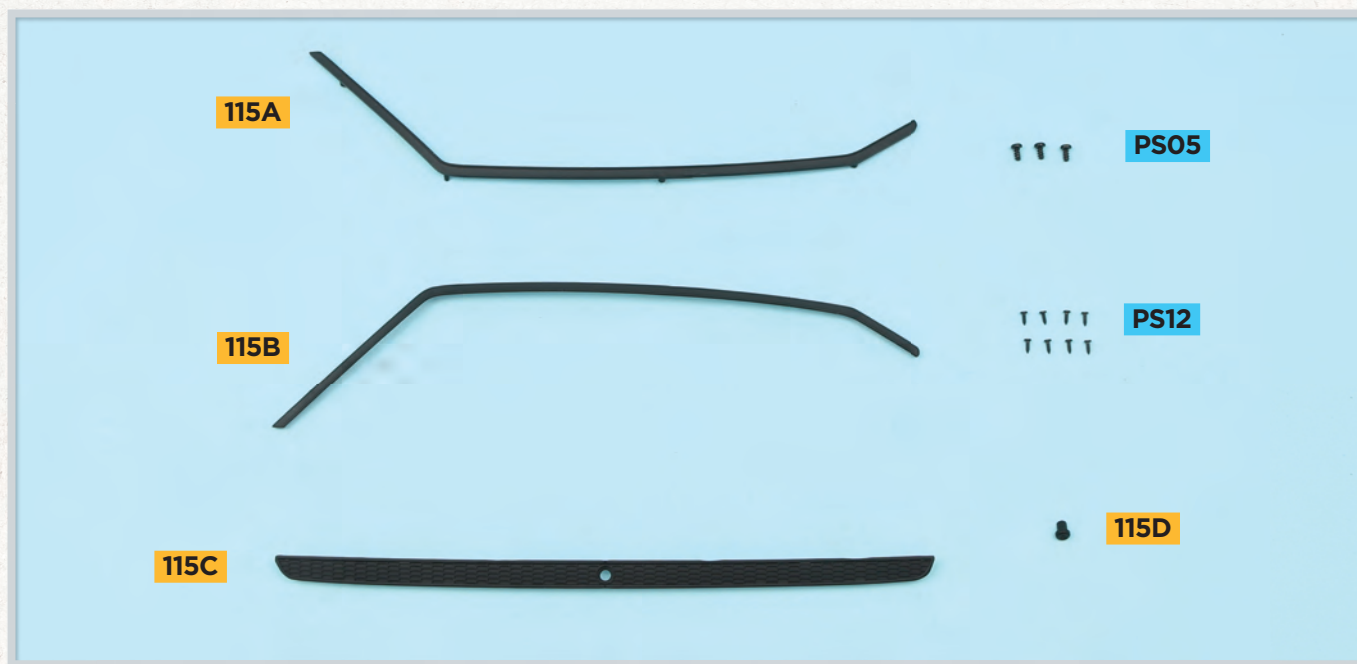
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Stage 115: Body Trims

The engine bay panel is fitted into the engine bay and body trims are fixed in place around the side windows.



List of parts:

115A Right side body trim

115B Left side body trim

115C Boot grille

115D Boot lock

PS05 Three 2.3 x 4mm
PB screws

PS12 Eight 1.2 x 4mm PB screws

* Including spare
PB = Pan head for plastic

MODEL SUPPORT

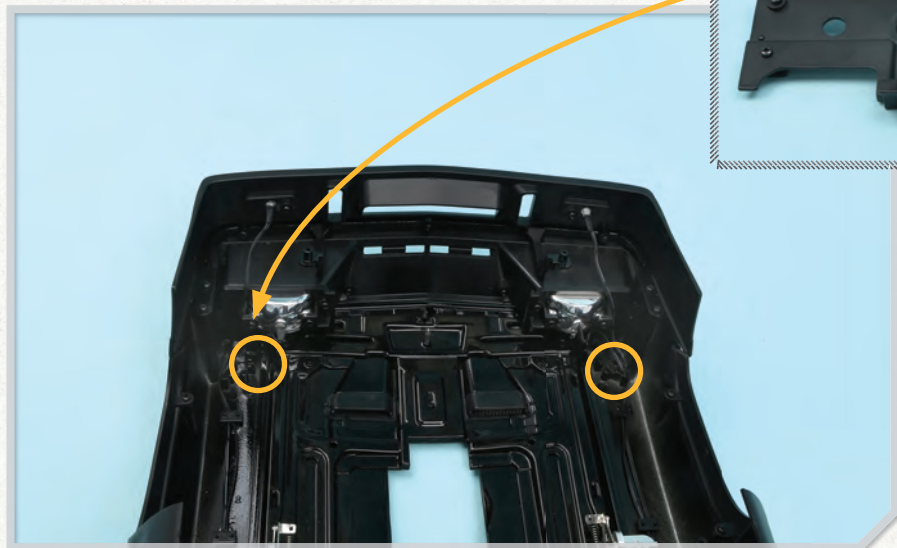
When your car body is positioned upside down on the work surface it is advisable to support the boot and bonnet to keep it stable.

We suggest you use blocks of polystyrene, or rolls of bubble wrap securely taped to form sausage-shaped supports.

Area of assembly

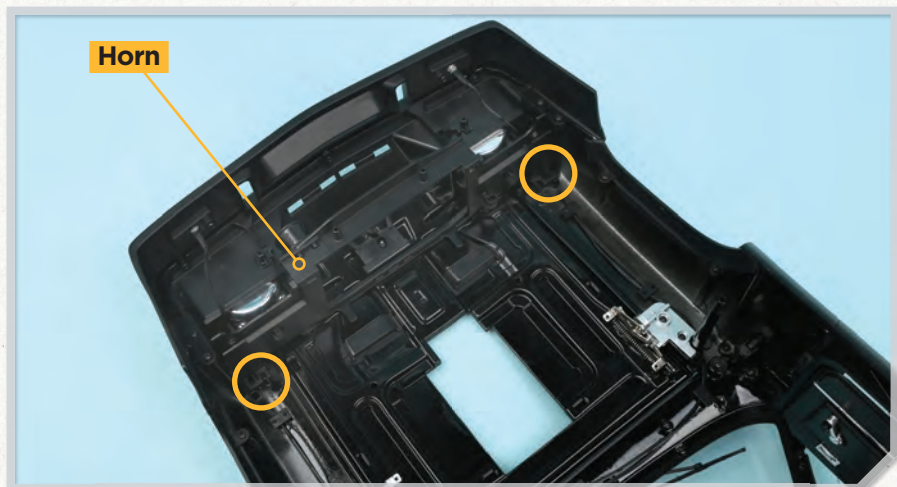


Stage 115: Body Trims



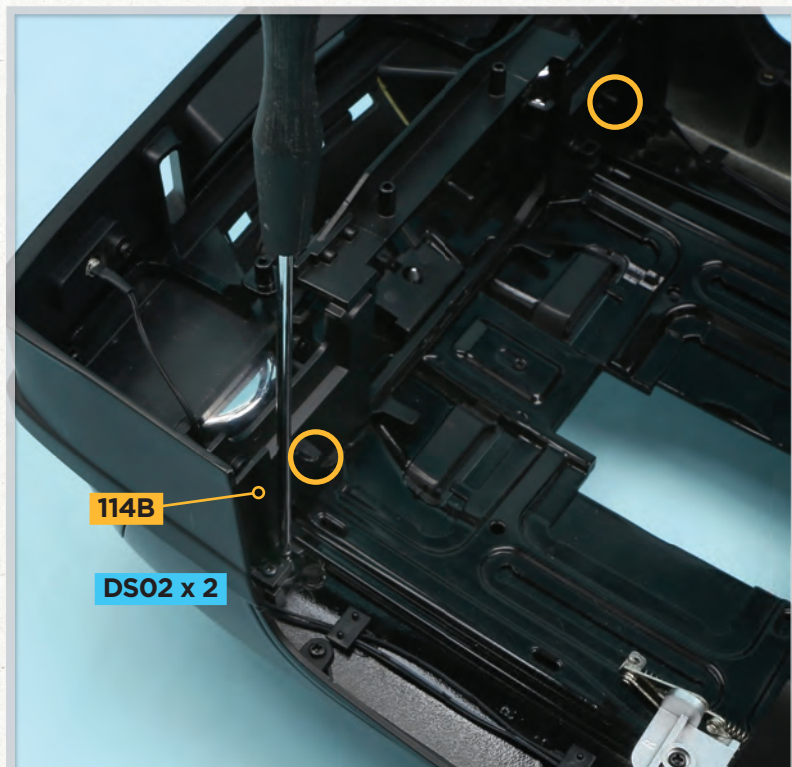
STEP 1

Place the car body assembly upside down on the work surface, making sure that it is supported and stable. Take the engine bay panel assembly from the previous issue and check how it fits across the front of the engine bay. The screw sockets in the wings are circled (left).



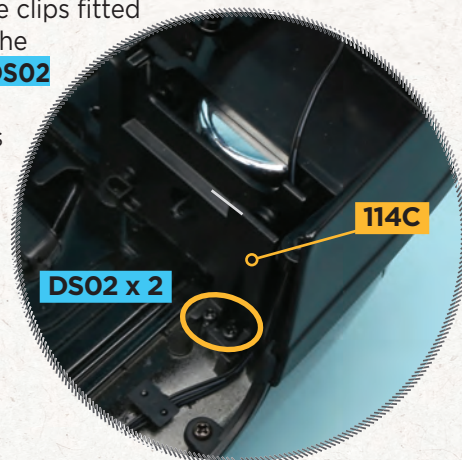
STEP 2

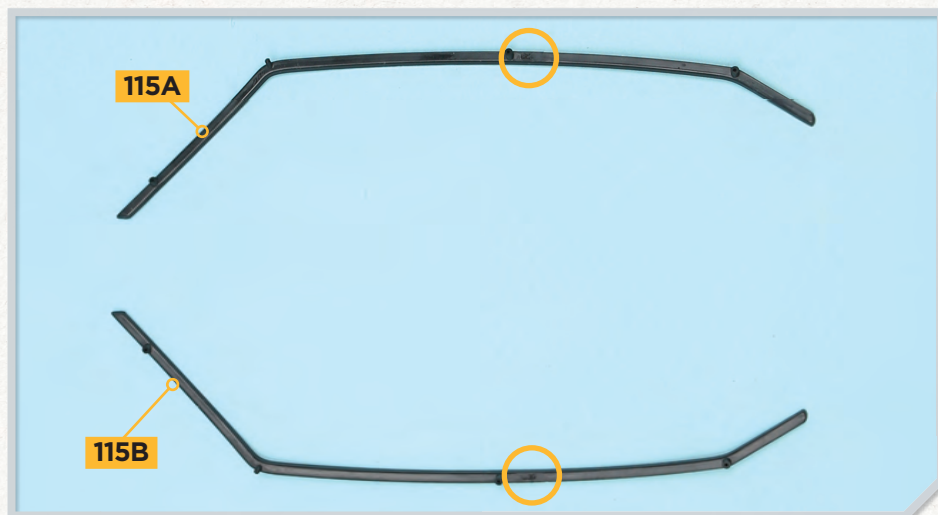
The horn and the arms of the bonnet catch **114D** face forwards. The engine bay panel **114A** fits across the front of the engine bay so that the screw hole and slot on each of the angled tabs on the engine bay panel supports **114B** and **114C** align with raised screw sockets in the front wings **96A** and **97A** (circled). Make sure the cables run around the outside of the rectangular blocks next to the screw sockets.



STEP 3

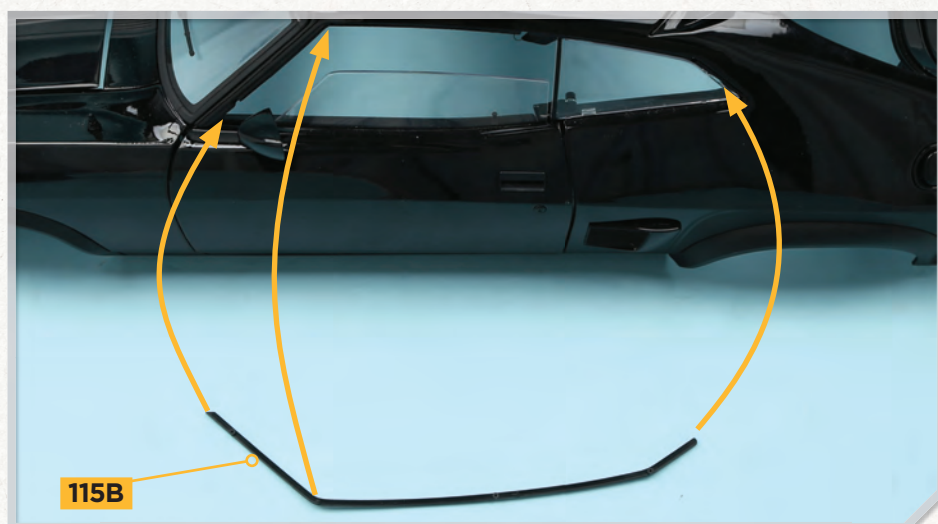
You will need to fit the bound connections of the headlight cables through the holes in the panel **114A**, with the cables running back through the holes again (circled, left). If the cables are too taut, ease spare cable back through the cable clips fitted on the inside of the wings. Use two **DS02** screws (supplied with the previous issue) to fix each of the engine bay panel supports **114B** and **114C** in place.





STEP 4

Note that the two body trims **115A** and **115B** are marked R and L (circled, left).



STEP 5

With the car body assembly in the upright position, fit the left body trim **115B** in place above the windows. The raised screw sockets on part **115B** fit into screw sockets and a notch in the car body.



STEP 6

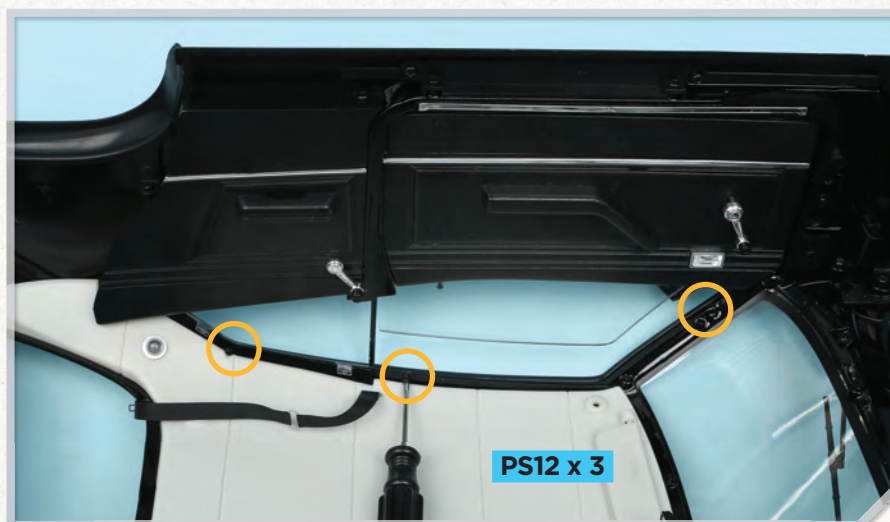
Carefully turn the car body over so that it is supported and stable. Fix part **115B** in place using three **PS12** screws (circled). You will need to hold part **115B** in place from the outside while you insert the screws from the inside.

Stage 115: Body Trims



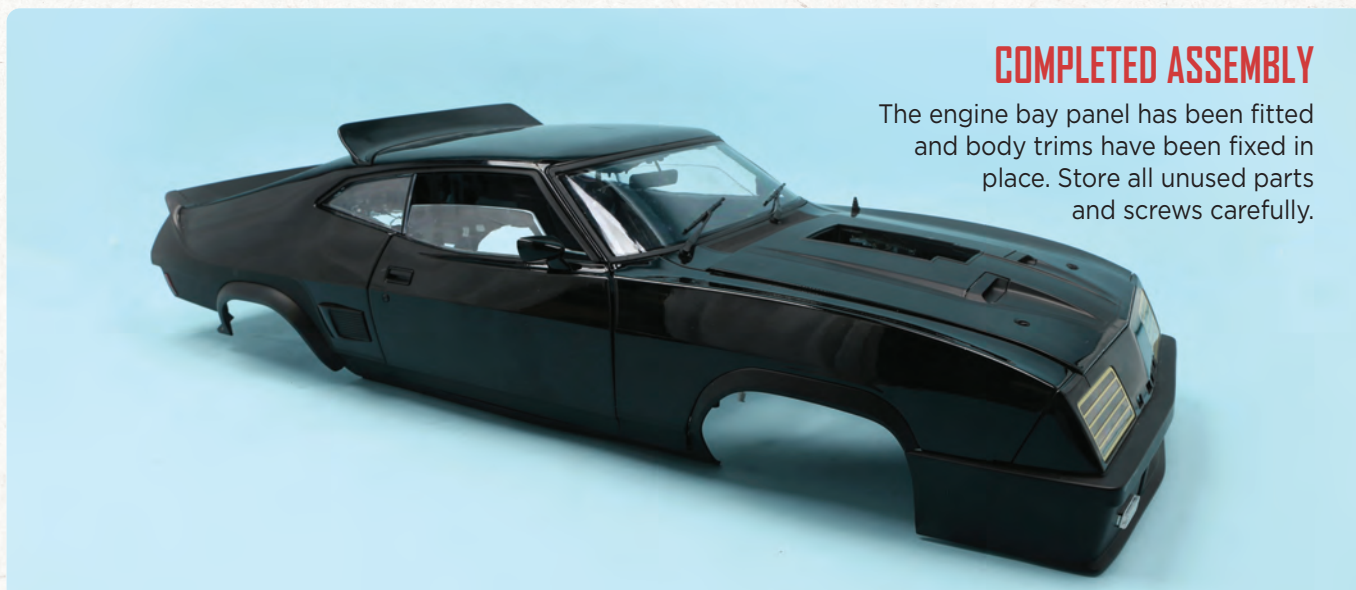
STEP 7

Turn the car body right side up and fit the right body trim **115A** in place above the windows. The raised screw sockets on part **115A** fit into screw holes and a notch in the car body.



STEP 8

Carefully turn the car body upside down so that it is supported and stable. Fix part **115A** in place using three **PS12** screws (circled). You will need to hold part **115A** in place from the outside while you insert the screws from the inside.



COMPLETED ASSEMBLY

The engine bay panel has been fitted and body trims have been fixed in place. Store all unused parts and screws carefully.



Gone in 60 Seconds (1974)

The greatest car chase movie ever made wrecks 93 cars in just over 40 frantic action-filled minutes. Mike Renaut looks at the original — and best — *Gone in 60 Seconds*.



This is the story of a car thief (Maindrian Pace, played by H. B. 'Toby' Halicki) fulfilling a big contract, but finding the last car to be his downfall. Halicki had made *Gone in 60 Seconds* (1974) almost single-handed. He scripted, directed, produced and distributed the film himself. He also built the cars and performed the stunts, which were more important to him than the script.

His star was 'Eleanor' a yellow Mustang Mach 1. He bought three new 1971 Mustangs. It took two years to raise the \$1 million budget, so the Mustangs were updated with 1973 grilles. Eleanor Three was the 'beauty' car used for external shots and some interior scenes, Eleanor Two was fitted with cameras to capture high speed driving. Eleanor One was the stunt car. Originally metallic brown, Eleanor One's 351ci Windsor V8 was rebuilt and Halicki fabricated

a huge NASCAR rollcage before dropping the Mustang exterior panels on top. A 24-volt electric system followed, with kill switches, fire extinguisher, strengthened racing harness, double-bolt door locks and adjustable camera mounts on the back seat. Steel plating was added underneath. Individual rear brakes helped with spins and the rear axle was chained down.

Over 80 other background vehicles were insurance write-offs or bought from police auctions. Head cameraman Jack Vacek recalls: "Toby's motto was if you could borrow something, don't rent it. He'd say, 'bring your car down, it'll take 30 minutes.' Two days later we'd still be filming it..."

SPEED ON THE STREETS

Filming on the streets required permits, but the guy who checked permits didn't work Sundays —

Eleanor has a set-to with one of the dozens of police cars that make it impossible for Pace to complete his contract.

work would start at 5 a.m. One of the crashes was a genuine accident, when the Mustang clipped a blue Cadillac and spun into a lamp post. When Halicki regained consciousness his first words were "Did they get the crash on film?" The Mustang was quickly repaired; the lady he hit was bought a new Cadillac. The city charged several hundred dollars for the lamp post: Halicki kept it.

Part of the chase careens through a Cadillac dealership. A police car was rigged to crash into a pair of specially-prepared Cadillacs, WD40 was sprayed under their wheels to help them slide. Four brand new Cadillacs were unintentionally wrecked. Halicki had to purchase those, too. The jump near the end of the film saw the Mustang fly 9 meters (30 feet) into the air and cover a distance of 40 meters (128 feet); the hard landing compacted 10 vertebrae in Halicki's back.

Eleanor One survives in running order today, the other cars were sold off or junked. Although Halicki's movie lacks the polish of the 2000 remake, it didn't have to rely on computer-generated stunts or a famous cast. His film became an international hit grossing over \$40 million, created for people who love car chases by a self-made man who lived for, and sadly later died, doing them. ■

COMING IN ISSUE 116



• ASSEMBLY GUIDE

The boot grille and lock are fitted to the model, the rear window is positioned and the window trim is fixed in place.

• DESIGNS FOR A NEW ERA

There can only ever be one car that is universally accepted as being the most important car ever. That accolade will always belong to the Ford Model T, launched in 1908 and remaining in production until 1927. The official Car of the Century was responsible for greater social change than any machine since the printing press.

NEW PARTS

Rear window trim and rear window, plus screws.



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