

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Right Wheel Arch



Jaguar E-Type

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 99

ASSEMBLY GUIDE

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The right front wheel arch and sill trim are fitted to the model chassis.

DESIGNS FOR A NEW ERA

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The Jaguar E-type was famously known for being the most beautiful car in the world, but there was even more to it than that: it offered super car performance at a sports car price.

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 99: Right Wheel Arch

The wheel arch and sill trim are fixed to the right-hand side of the model chassis.

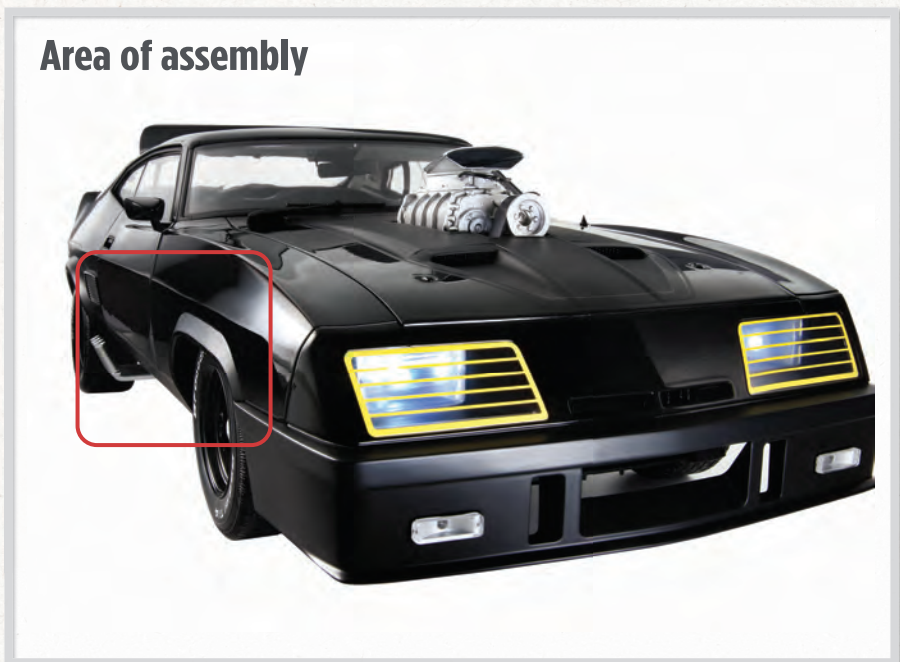


List of parts:

- 99A** Mount for sill trim
- 99B** Right wheel arch and sill trim
- PS05** Two* 2.3 x 4mm PB screws
- DS02** Five* 2.3 x 4mm PM screws

* Including spare
PB = Pan head for plastic
PM = Pan head for metal

Area of assembly

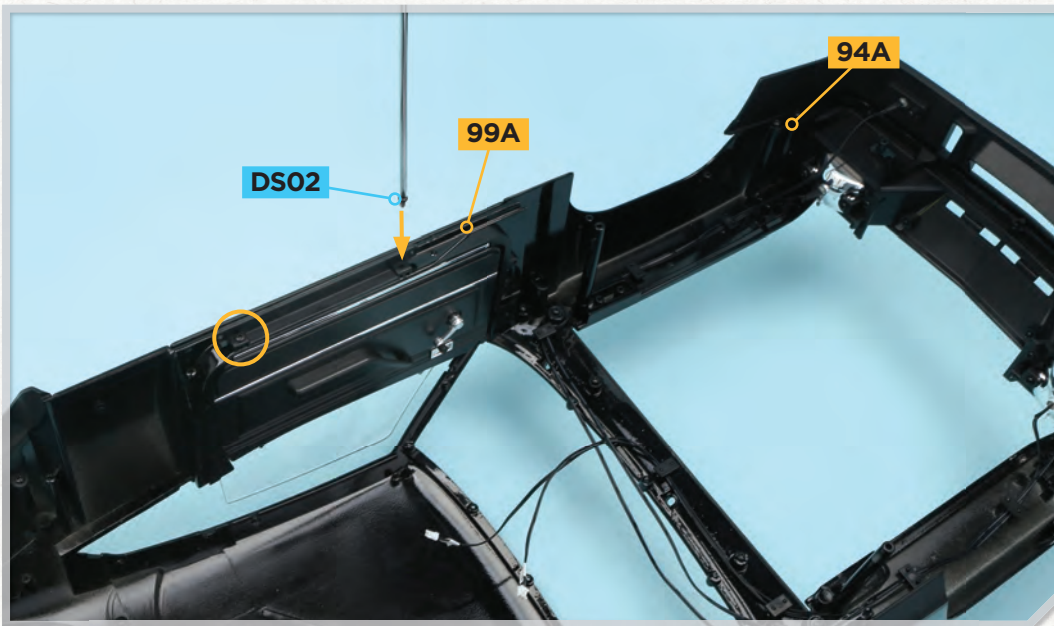


Stage 99: Right Wheel Arch



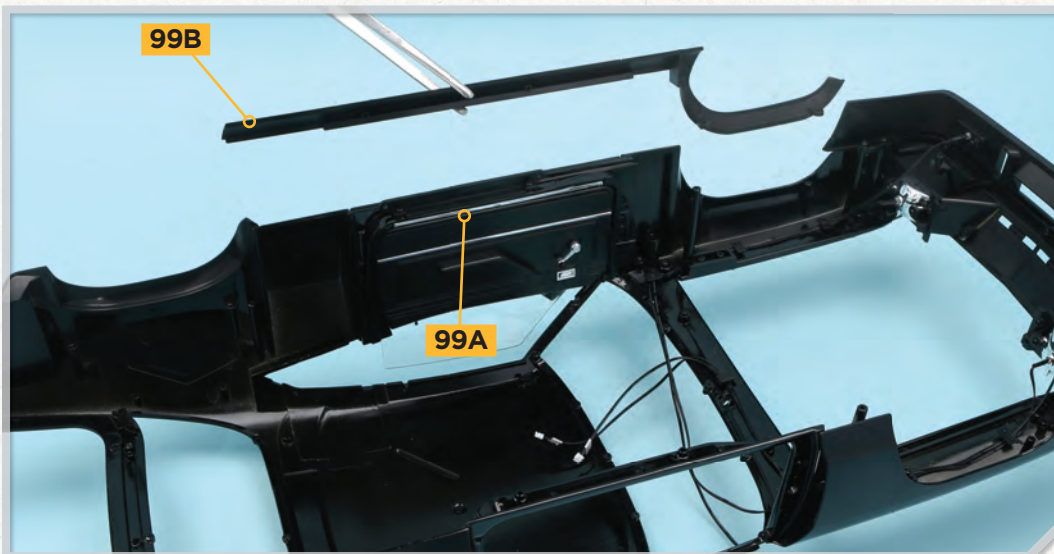
STEP 1

Take the sill trim mount **99A** and check how it fits on the underside of the car body **94A**, along the sill beneath the right door. The raised flange should be on the outer side of the part, and raised screw sockets on the car body (circled) align with screw holes in part **99A**.



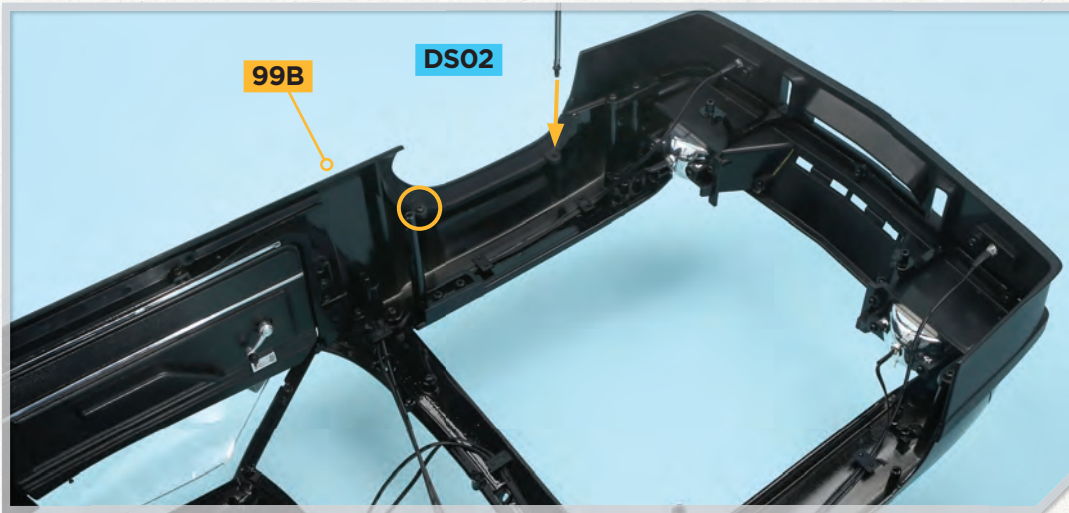
STEP 2

Fix the mount strip **99A** in place with two **DS02** screws.



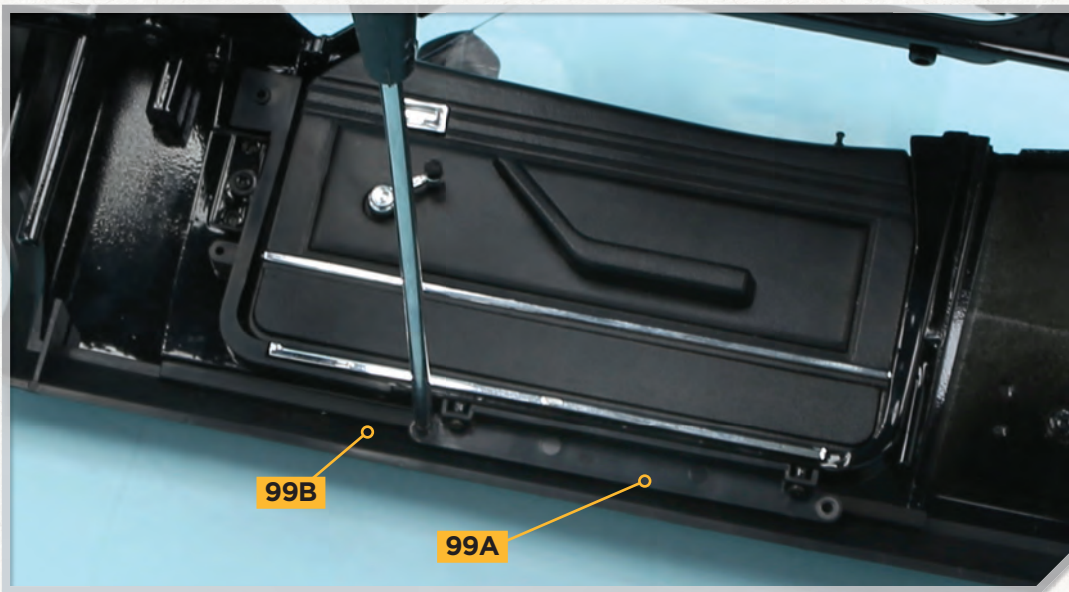
STEP 3

Position the sill trim and wheel arch **99B** along the lower edge of the right-hand side of the car body **94A**. Raised screw sockets on part **99B** align with screw holes in part **99A**.



STEP 4

Fix the wheel arch **99B** in place with two **DS02** screws.



STEP 5

Fix the front end of the mount **99A** to the sill trim strip of part **99B** with a **PS05** screw. The other end of part **99B** will be fixed in place at a later stage.



COMPLETED ASSEMBLY

The right front wheel arch and right sill trim have been fitted to the model.



E-Type: Icon of Cool Britannia

Famously known as the most beautiful car in the world, the Jaguar E-type was far more than that: it offered super car performance for sports car money, and along with its contemporary the Mini Cooper, it swept away the drab grey 1950s so that the 1960s could really start to swing.

There has never been a car that has created such a huge worldwide sensation as the Jaguar E-type did when it was launched at the 1961 Geneva Motor Show. The future was here, and it did 150 mph! Tantalisingly, the vehicle was attainable because, somehow, William Lyons' company offered it for only £2,098. Enzo Ferrari famously

called it "the most beautiful car in the world", but he must also have reflected on the fact that the E-type cost around a quarter of his equivalent car, and made it look like a museum piece. The E-type was faster, had fully independent suspension and all-round disc brakes when Ferraris still had live rear axles and rear drum brakes.

Above: Opalescent colours, particularly blue shades, were classic options for the E-type: this opalescent dark blue E-type open top sports (OTS) lines up with a Mk2 saloon, which used the same XK power unit.

In 2021, the Jaguar E-type Club celebrated the 60th birthday of the E-type. Around 400 owners took their prize vehicles to an event at Shelsley Walsh, in Worcestershire.





Ferrari GTO

Jaguar had won the prestigious 24 Hours of Le Mans five times in the 1950s, (it should have been six but for 1952's overheating issue) so Enzo Ferrari was smarting from this when he saw the first E-type. He immediately ordered his engineers to design a new GT racing car for the 1962 season: the GTO (left). Now one of the world's most valuable cars, it was created because Enzo was scared of the E-type's potential as a GT Class racer. The GTO took the 1962, 1963 and 1964 GT Championship, beating Jaguar's lightweight E-type racer.

Sensational it may have been, but to Jaguar it was a rational step. The 1948 XK120 had itself created sensation and was immediately successful on track, which inspired the conception of what was initially called the XK120C for competition — the C-type. That car's victories in the 1951 and 1953 24 Hours of Le Mans races created a huge amount of publicity, leading Lyons' team to design a new sports racing car.

Resident aerodynamicist Malcolm Sayer, who had trained at Bristol Aviation, came up with another gorgeous body, but this time using a monocoque central tub and a multitubular front subframe — the D-type. On its Le Mans debut in 1954, the leading 3.4-litre D-type was beaten by less than 3 minutes by Ferrari's sole remaining 5-litre V12, but a hat-trick of wins would follow in 1955, 1956 and 1957.

FINE TUNING

William Lyons' only son John, who was being groomed to take over, tragically died in car accident on the way to Le Mans in 1955 and this had an impact on the firm's long-term planning. Lyons felt Jaguar had made their point, for a while

The red Series 1 Roadster with the registration 848 CRY appeared as one of three fast cars in *The Italian Job*, a film made in 1969.

at least, so gradually retired from racing and allocated the company's resources into two new road cars, the Mk10 saloon, and E-type.

Sayer styled both the Coupé and convertible E-types, and they followed the D-type's layout save for the creation of more space and a new independent rear suspension designed by genius engineer Bob Knight and developed by legendary test driver Norman Dewis. The car initially had an updated 3.8-litre version of the straight-6 XK unit, producing 265bhp, which in a car weighing only 2,688lbs was enough

for a 0 to 60 time of 7.1 seconds and that fabled 150mph maximum.

The E-type's panache went on to define the very essence of the 1960s and it was beloved by the glitterati: Swiss finishing schools even held classes teaching girls how to emerge elegantly from an E-type. It gained a 4.2-litre engine and improved brakes in 1964, and the six-cylinder version remained in production until 1971, by which time 46,300 examples had been produced, far more than initially envisaged. It remains an enduring icon of the classic car world. ■



COMING IN ISSUE 100



- **ASSEMBLY GUIDE**
Parts are fitted around the left door opening and the door is fixed in place on the car body.

NEW PARTS

Inner part of left door frame, left door threshold strip and screws.



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