

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

SCALE
1:8



Fuel Cap and Boot Door



Ferrari GTO

Published weekly
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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 102

ASSEMBLY GUIDE

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The fuel cap is assembled and fitted to the car body. The boot door is also supplied and will be fitted in a future issue.

DESIGNS FOR A NEW ERA

6

Ferrari's 1960s GTO (Gran Turismo Omologato) is often dubbed 'the automotive Picasso' because of its stratospheric rise in value. But beneath the hype lies the most exquisite car ever made.

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 102: Fuel Cap

The fuel cap is assembled and fitted to the car body. The boot door is also supplied, and will be fitted in a future issue.



List of parts:

102A Neck of fuel tank

102B Fuel cap

102C Hinge

102D Boot door

PS05 Two* 2.3 x 4mm
PB screws

PS41 Three* 1.2 x 1.5mm
PB screws

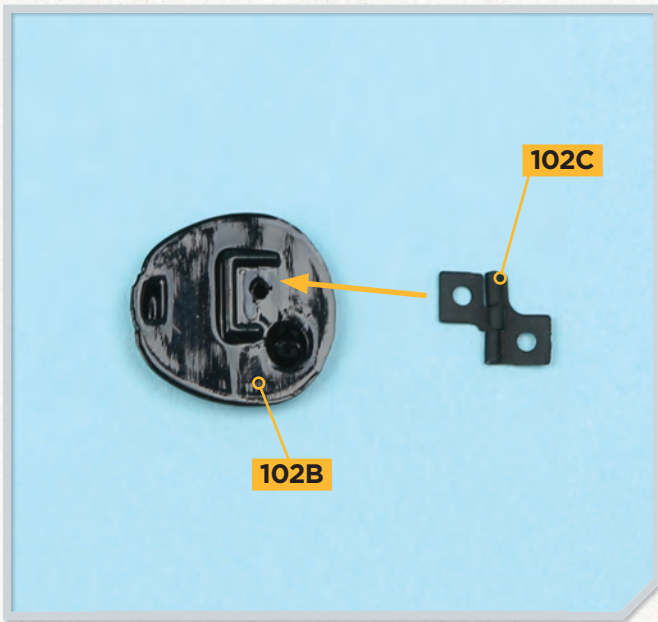
* Including spare

PB = Pan head for plastic

Area of assembly

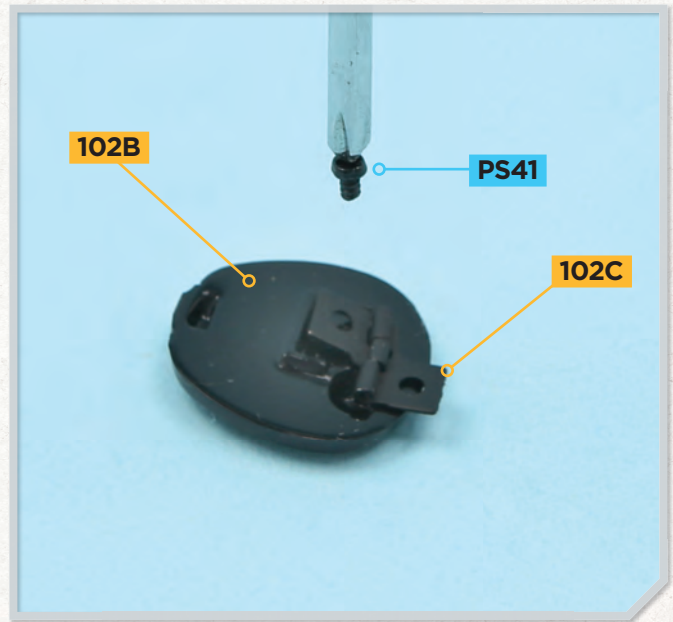


Stage 102: Fuel Cap



STEP 1

Take the hinge **102C** and fit one of the flanges inside the raised ribs on the fuel cap **102B** so that the screw holes are aligned.



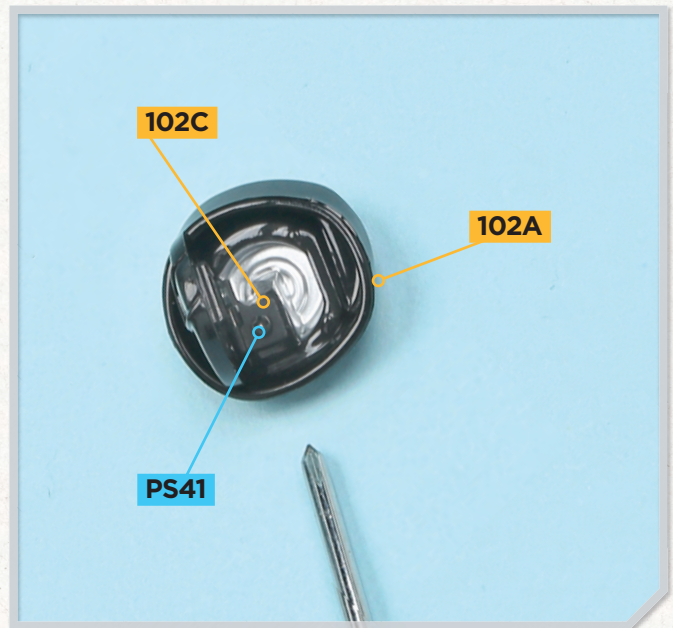
STEP 2

Fix the bracket in place with a **PS41** screw.



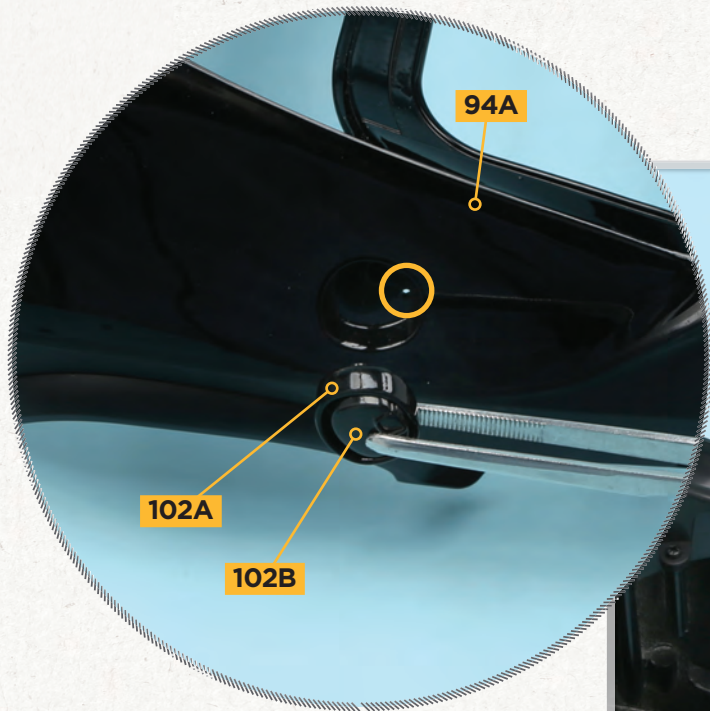
STEP 3

Arrange the hinge **102C** so that the flanges are at right angles to each other. Fit the free flange into the recess in the inside of the neck of the fuel tank **102A** so that the screw holes are aligned.



STEP 4

Fix the bracket in place with a **PS41** screw.



STEP 5

Fit the fuel cap assembly into the recess in the car body **94A**. A raised screw socket on the back of part **102A** fits into a socket in the recess and a peg fits into a hole (circled, above) to keep it in the correct orientation. Holding the fuel cap in place, turn the assembly over and fix the fuel cap in place with a **PS05** screw.



COMPLETED ASSEMBLY

A fuel cap has been fitted to the car body. The boot door will be fitted in a future issue.





GTO: Automotive Nirvana

Ferrari's 1962-1964 GTO (Gran Turismo Omologato) is often labelled 'The Automotive Picasso' because of its stratospheric rise in value, but beneath the hype lies the most exquisite car ever made; a merging of sight, sound and driving bliss.

The GTO's investment curve is legendary. They were built as racing cars, so when they were no longer competitive, examples of the 36 produced were almost worthless; one was even given to a school to be used as a teaching aid! However, as the classic motorsport movement grew during

Simon Belli and Adam Wookey
valeting the line up of GTOs in the
pits at Goodwood Revival in 2012.

the 1980s, values climbed and it is believed that at least one GTO has been sold privately for \$70 million, making the most recent example to be auctioned publicly (in January 2026), the famous 'Bianco Speciale'-chassis 3729GT, a bargain at a mere \$38,500,000.

The GTO is, to car enthusiasts anyway, far more than the greatest ever investment. It is the ultimate sports car, for it marks the end of the era when a machine this

A red 250 GTO leads its predecessor, a Ferrari 250 GT SWB, at the Goodwood Revival in 2012.

beautiful could claim GT class victories at the 24 Hours of Le Mans (which the GTO did in 1962, 1963 and, restyled and developed, 1964), but also be legally used on the road. Those lucky enough to have seriously driven GTOs talk misty-eyed about being at one with the car, and it sits atop many petrol-heads' fantasy garages.





Light racer

Jaguar responded to the GTO by developing the 'Lightweight E-type' for competition and 4WPD, seen here at the Goodwood Revival, was the first of the 12 cars made. Jaguar never quite put the resources needed into this programme and, although it showed promise, it wasn't able to beat the GTO; the car its road car sibling had inspired.

For a car that looks sublime and exudes engineering purity of purpose, the story of the GTO is complex. It starts with Enzo Ferrari seeing the Jaguar E-type when it was launched in early 1961 at the Geneva Motor Show. His famous exclamation, "the most beautiful car in the world", was also an expression of threat for, during the 1950s, he had made the mistake of underestimating Jaguar's C and D-types, losing at events he really should have won. Ferrari had a very successful 1961, however, winning both the F1 and sports cars drivers' and constructors' championships.

As the World Sports Car Championship would be awarded for GT cars rather than prototypes in 1962, Enzo Ferrari assumed Jaguar would be creating a GT Class racer from the E-type and ordered his team to create a car to counter this threat, perceiving his current GT, the 250GT SWB, would be outclassed. Experienced development engineer Giotto Bizzarrini and his team got to work and designed a car that used a dry-sump development of the by then legendary Colombo V12 engine, allowing it to be lower, and it had a 5-speed gearbox. This first prototype was nicknamed 'Monster' by the team because it was so ugly.

Politics then intervened. Girolamo Gardini, Ferrari's commercial director, was frustrated by the constant interference of Enzo's wife Laura and in November 1961 unwisely issued Il Commendatore with an ultimatum; basically get Laura to back off or I quit! Not surprisingly Ferrari, who said in his autobiography "I have a flair for the agitation of men" sacked Gardini.

TEAM CHANGES

A number of other employees, including Bizzarrini, took Gardini's side. There are conflicting reports as to what followed, but a large group were either fired or walked out in support. Their plan failed and Bizzarrini was out (he later designed Lamborghini's V12 engine), as was the Scuderia's manager Romolo Tavoni, the administrative manager Ermanno Della Casa and Chief Engineer and designer of the all-conquering 156 'Shark Nose' F1 car Carlo Chiti.

This 'Palace Revolt' appeared to be a self-inflicted wound to what was then the most successful racing team in Europe. Enzo immediately promoted a gifted 26-year-old recent graduate engineer, Mauro Forghieri. Enzo had known Mauro since his birth, as his father had worked at Ferrari since the 1930s.

Forghieri later admitted that he was too young for such responsibility, but he worked night and day and developed the 'Monster' into the swan-like GTO, a car that would go on to dominate the GT Class of sports car racing in 1962 and 1963. Each GTO was handmade and subtly different, but the development of the final shape was the work of coachbuilder Sergio Scaglietti and his craftsmen, who created a new Kamm-style cut-off rear design, initially without the spoiler.

Forghieri remained at Ferrari until 1987, and his other designs won the F1 driver's world championship title four times for Surtees, Lauda (twice) and Scheckter, but Forghieri retained a fondness for the GTO and, in later years, attended its anniversary events at Ferrari's Maranello factory. Forghieri passed away in November 2022 and his friend and rival Gordon Murray (who had been a Brabham/McLaren designer) paid tribute saying: "We're a dying breed; designers who can work on the engine, gearbox, aero, fuel system, cooling, suspension and set-up... The only person, I think, who could manage all of it in the same way I did was Mauro Forghieri, who created winning sports and F1 cars." ■

COMING IN ISSUE 103



• ASSEMBLY GUIDE

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

• HISTORY OF THE FORD FALCON

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.

NEW PARTS

Inner frame of boot door and screws.



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