

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Rear Right Lights



Lotus Elite

Published weekly

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 112

ASSEMBLY GUIDE

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Lights are fitted to the rear right of the car body.

DESIGNS FOR A NEW ERA

7

The Lotus Elite was beautiful, lightweight and futuristic. However, its revolutionary fibreglass monocoque construction almost bankrupted the fledgling Lotus.

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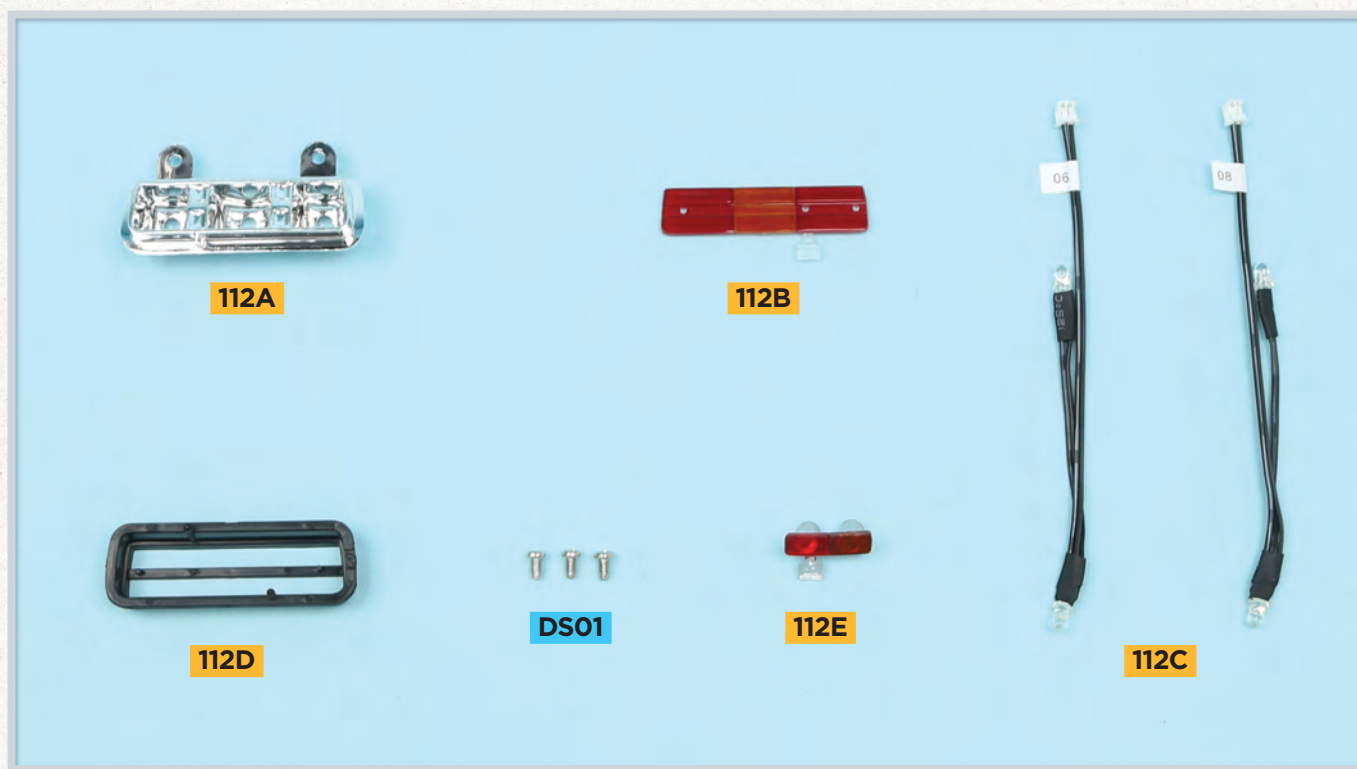
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 112: Rear Right Lights

Lights are fitted to the rear right of the model.



List of parts:

- 112A** Rear right light reflector
- 112B** Rear right light lens
- 112C** Rear LED lights and cable (x2)
- 112D** Rear right light frame
- 112E** Rear right lateral lens
- DS01** Three* 2.3 x 4mm PM screws

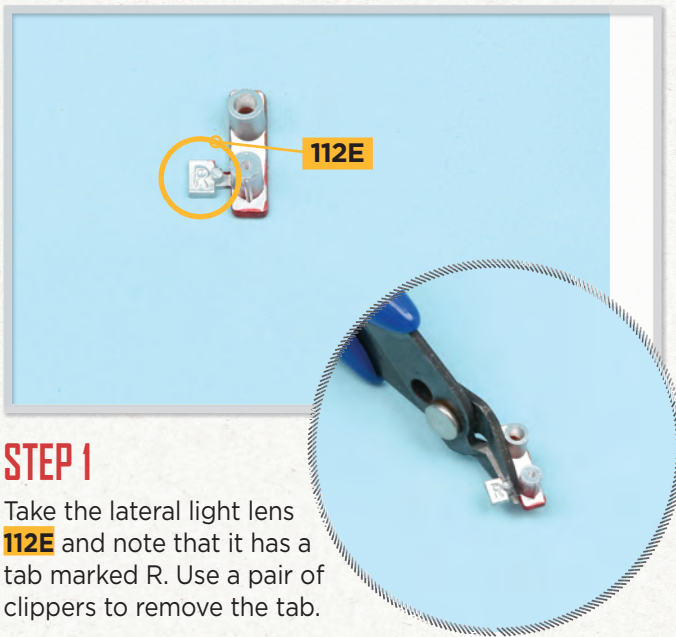
* Including spare

PM = Pan head for metal

Area of assembly



Stage 112: Rear Right Lights



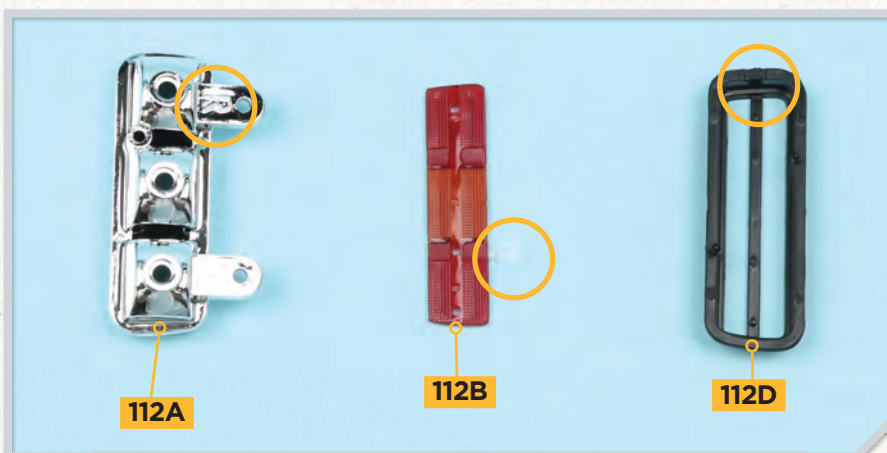
STEP 1

Take the lateral light lens **112E** and note that it has a tab marked R. Use a pair of clippers to remove the tab.



STEP 2

Fit the lens **112E** in the recess on the side of the car near the tail. The socket with a large opening fits into the larger hole in the car body.



STEP 3

Take the three parts of the rear light, which are all marked with an R. Remove the tab marked R from the lens **112B**.



STEP 4

Fit the lens **112B** into the frame **112D**. This is a push-fit connection.



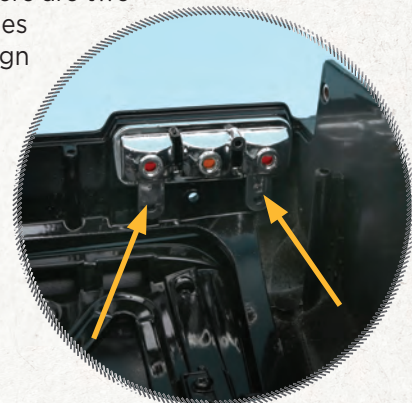
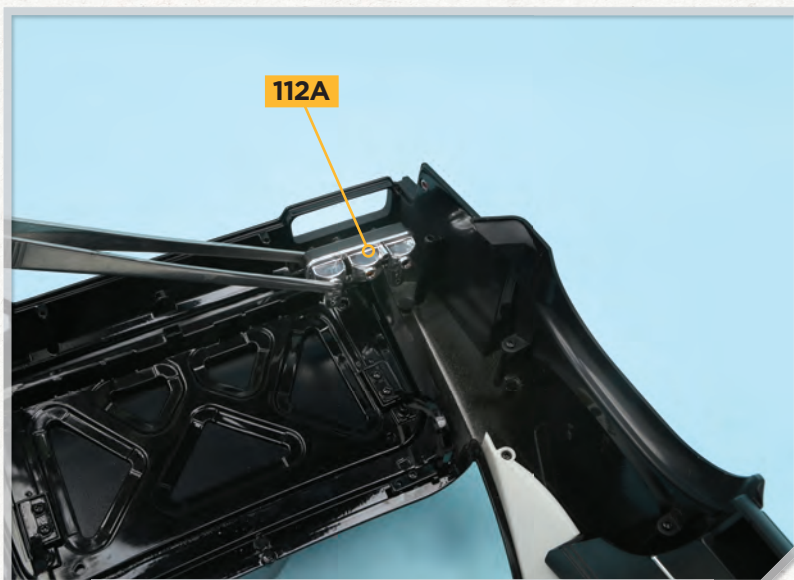
STEP 5

Fit the reflector **112A** over the lens, pushing it firmly into the frame **112D**. This is a push-fit connection.



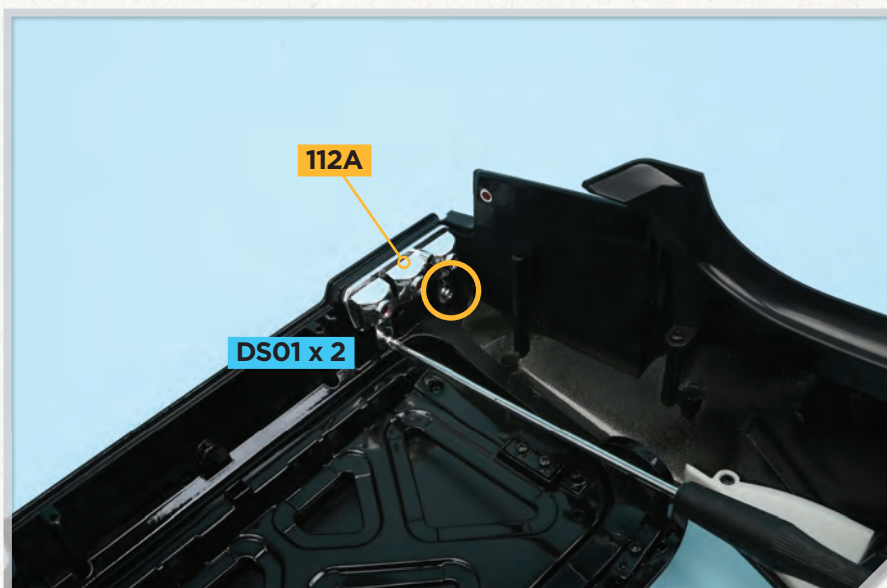
STEP 6

With the car body upside down, fit the light assembly from the previous step into the rear right opening. Note the orientation of the assembly: there are two tabs with screw holes in part **112A** that align with sockets in the car body (arrows, right inset).



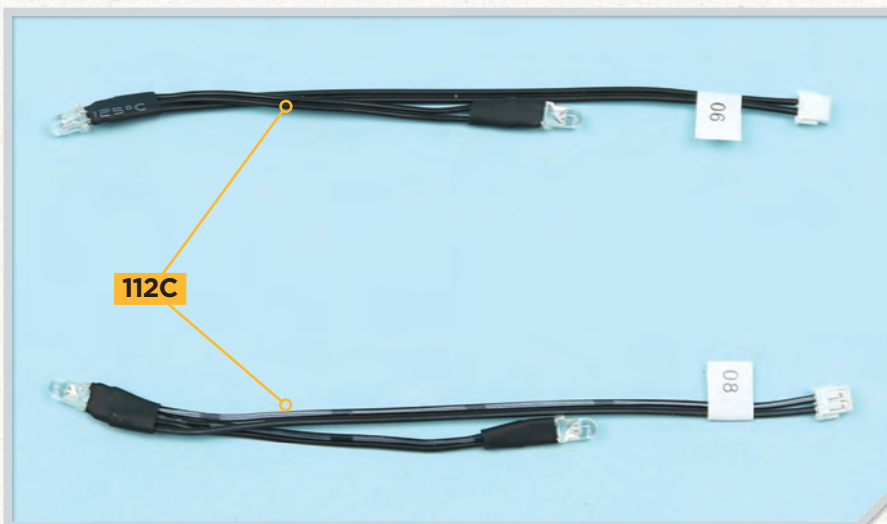
STEP 7

Fix the light in place using two **DS01** screws.

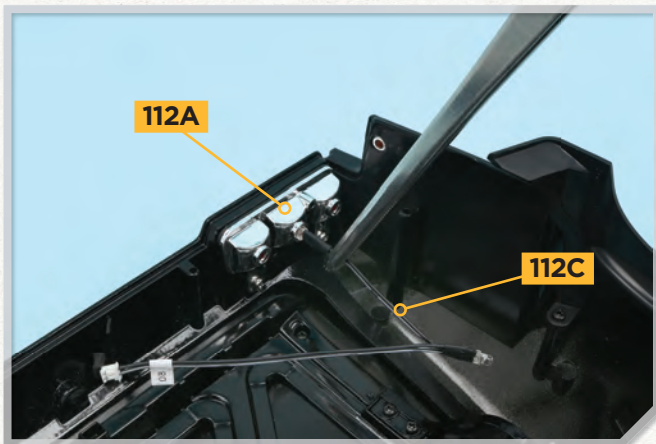


STEP 8

Take the two cables **112C**. They are marked 06 and 08. On each of the parts, one LED has a cable from the connector and a cable connected to the second LED. The second LED only has one cable.

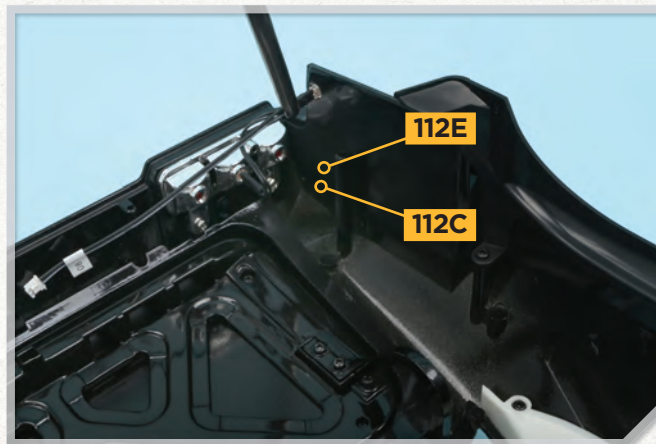


Stage 112: Rear Right Lights



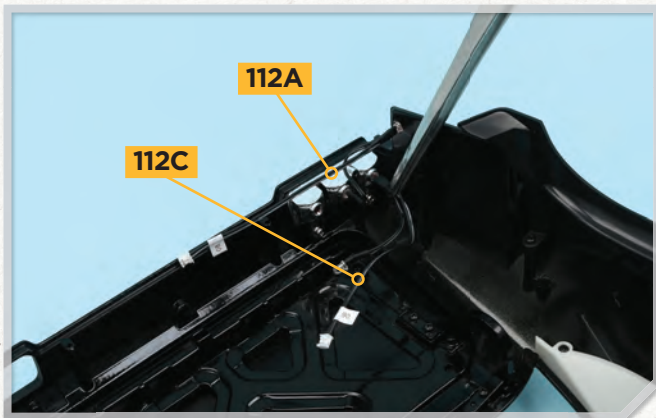
STEP 9

Take the cable **112C** marked 08 and fit the LED with a single cable into the central hole in the reflector **112A**.



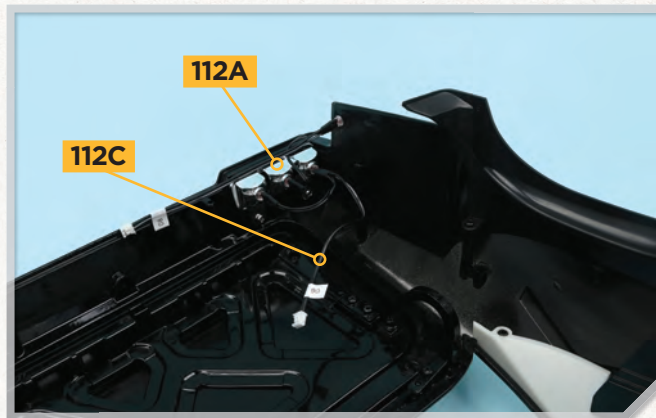
STEP 10

Fit the LED with two cables into the lateral lens **112E** at the side of the car body.



STEP 11

Take the cable **112C** marked 06 and fit the LED with two cable connections into the hole on the outer side of the light reflector **112A**.



STEP 12

Fit the LED with a single cable into the remaining hole in the reflector **112A**.

COMPLETED ASSEMBLY

Lights have been fitted to the rear right of the assembly.





The Future Arrives Early

The Lotus Elite was sublimely beautiful, lightweight and futuristic, but its revolutionary fibreglass monocoque construction almost bankrupted fledgling Lotus.



Just over 1,000 Elites were built but the car made a name for Lotus. 'DADIO' won the 1961 British GT Championship in the hands of racing driver and jazz musician Les Leston. Leston, whose nickname was 'Daddio', fitted the Ferrari-red coupé with the famous (DAD 10) number plate. The car is one of the most popular historic racing Elites today.

Although just over 1,000 Lotus Elites were built, the Type 14 planted the Lotus flag firmly in the road car world and the lessons learned helped to create the successful, and profitable, Elan.

The delicate Elite was *the* sensation at the 1957 UK motor show. In gleaming white, it appeared to have been beamed down from outer space and offered superb performance: a top speed of 114mph and a 0-60 time of 11.4 seconds despite utilising a minuscule all-aluminium 1.2-litre 75bhp Coventry Climax FWE (Feather Weight Elite) engine. This single-overhead-cam inline-four cylinder, developed from a portable water pump engine for firefighting, was germane to the Elite's conception, as it allowed for this aerodynamic, 'plastic' mini-GT to be a thoughtful super-efficient 673kg antidote to the establishment. It made contemporary rivals such as the similarly priced Jaguar XK150 appear heavy, cumbersome, and

archaic. A new motto came to define Lotus founder Colin Chapman, "Simplify, then add lightness."

LOTUS SUCCESS

In 1948, Chapman had built an Austin 7-based special to trial with girlfriend (and future wife) Hazel Williams. Its success led to a second Ford-based special, which he called a Lotus, for reasons that have never been explained. A business was born.

Chapman and his small team (most moonlighting with other day jobs) created a successful F1 team, while simultaneously developing a new way of making road cars. Although not designed as a racer, the Elite took six consecutive class victories at the 24 Hours of Le Mans from 1959 to 1964, plus two prestigious Index of Thermal Efficiency awards in 1960/62. The media savvy Chapman ensured that the success of Lotus was noticed by making appearances on the emerging new media of TV. Unfortunately, that notoriety cut both ways, and the joke

that Lotus stood for 'lots of trouble usually serious', became common. Remarkably the Elite was styled by accountant and Lotus racing car customer Peter Kirwan-Taylor and, with some input from Frank Costin, had a low coefficient of drag: 0.29.

The pioneering fibreglass monocoque comprised three sections with a steel hoop bonded around the windscreen which increased rigidity and provided door hinge mountings, while mechanical components were bolted through the glass fibre with bonded metal inserts. Lotus struggled with interior noise and quality control, so the first customers finally received production Elites almost two years after that sensational launch. Commercially it failed, but in every other way the Lotus Elite was a huge success. Today almost all new racing/sports cars, are made using composites in their construction: carbon fibre, effectively the son of fibreglass, dominates. Chapman had learned commercial lessons that others would benefit from. ■

COMING IN ISSUE 113



• ASSEMBLY GUIDE

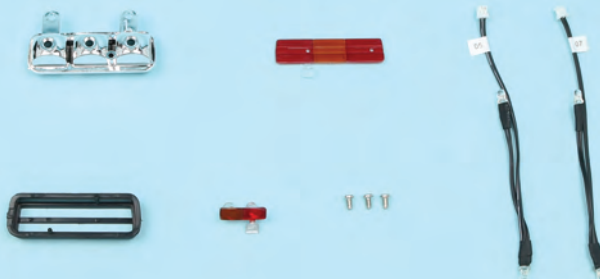
The indicators, brake light and rear light are fitted to the back left-hand corner of the model.

• HISTORY OF THE FORD FALCON

Having been on the market for over 60 years, the Ford Transit is Ford's bestselling vehicle. It was designed in the UK, in response to Henry Ford II's desire to create a vehicle that satisfied the needs of both the British and German markets.

NEW PARTS

Rear left light reflector and lens, rear left lights and cables, frame, left lateral lens and screws.



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