

THE ICONIC FORD FALCON XB GT

SCALE
1:8



Front Bumper Skirt



The Bugatti Type 35

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POST-APOCALYPTIC EDITION

THE ICONIC FORD FALCON XB GT

ISSUE 90

ASSEMBLY GUIDE

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Support brackets are fitted to each end of the front bumper skirt.

DESIGNS FOR A NEW ERA

6

The Bugatti Type 35 was an engineering marvel built by a man whose love of avant-garde mechanical innovation was nurtured in a family steeped in successful artistic endeavours.

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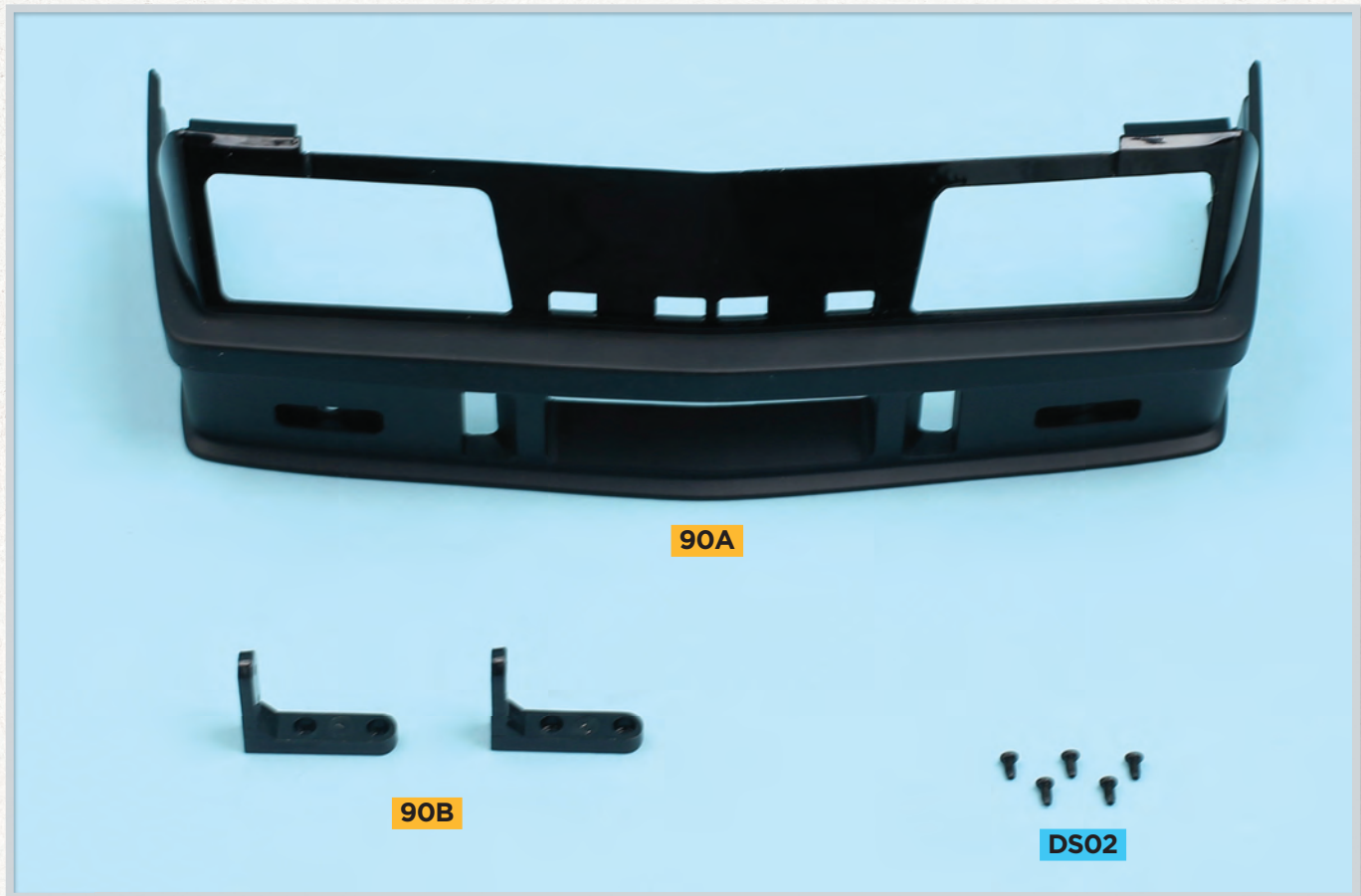
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t=top, c=centre, b=bottom, l=left, r=right, u=upper



Stage 90: Front Bumper Skirt

Support brackets are fitted to the front bumper skirt.



List of parts:

90A Front bumper skirt

90B Bracket (x 2)

DS02 Five* 2.3 x 4mm PM screws

* Including spare

PM = Pan head for metal

Area of assembly

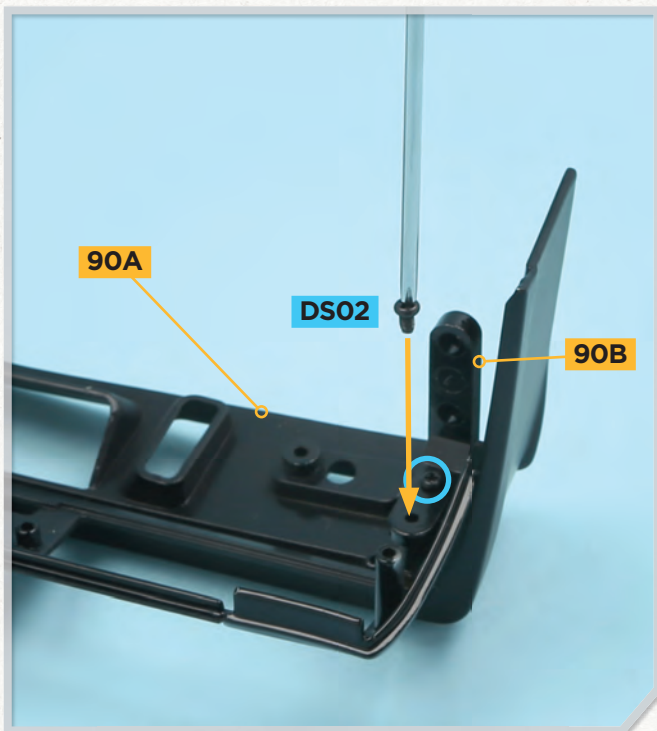


Stage 90: Front Bumper Skirt



STEP 1

Position the first bracket **90B** on one side of the front bumper skirt **90A**: two raised screw sockets on the skirt fit into recessed screw holes in the shorter arm of the bracket **90B**.



STEP 2

Fix the bracket **90B** in place with two **DS02** screws (one screw already in position circled in blue, above).



STEP 3

This shows the first bracket **90B** fixed in place on the bumper skirt **90A**.



STEP 4

In the same way, position the second bracket **90B** at the other end of the bumper skirt **90A**. Fix in place with two **DS02** screws (circled, inset).

COMPLETED ASSEMBLY

Support brackets have been fitted to each end of the front bumper skirt.





Art in Motion

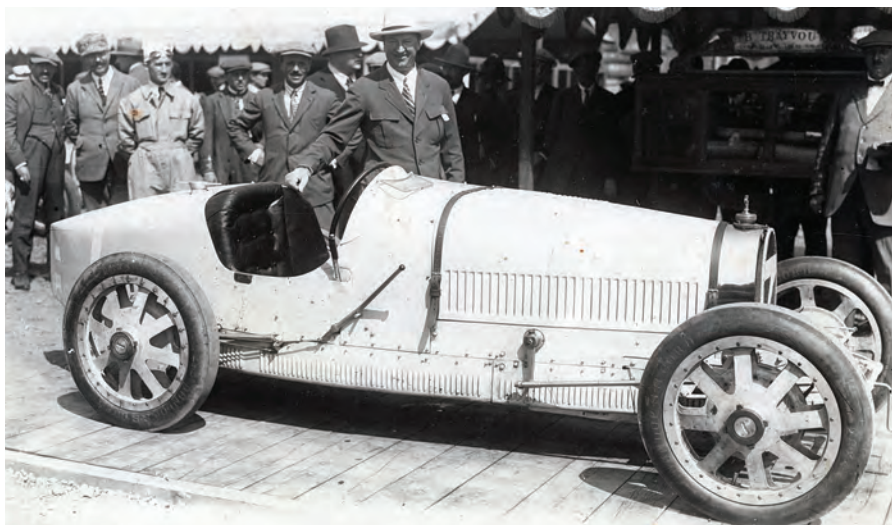
The Bugatti Type 35 was an engineering marvel built by a genius whose love of avant-garde mechanical innovation had been nurtured in a family steeped in artistic endeavour. A visual feast with the visceral power to win, it is the most successful Grand Prix car of all time.

Modern day Formula 1 fans see teams produce a new car every year, but it wasn't always like that. Prior to F1's creation in 1950, Grand Prix (GP) races took place globally and regularly for a wide range of entrants. The Bugatti Type 35 debuted on 3 August 1924, at the Grand Prix de Lyon, France, although all five cars retired with tyre issues. With that initial hiccup remedied,

over the following 10 years Bugatti Type 35s won approximately 2,500 events and at the height of the model's competitive life, averaged approximately 14 wins per week! As an example, the first ever Monaco GP, held in 1929, was won by William Grover-Williams in a Type 35B, but, apart from Caracciola's 3rd place Mercedes, the top seven cars were all variants of the Type 35, and the basic design was by then five years old.

Above: The ownership of the Bugatti name has changed hands several times, but all are keen to promote the marque with images such as this, showing the Type 35 in classic French racing blue.

Remarkably, Ettore Bugatti never formally qualified as an engineer. He was born in Milan on 15 September 1881. At the age of 16, Ettore's father, Carlo, enrolled him into the Brera Art Academy. It was thought that Ettore would become a fine furniture/cabinet maker and silversmith, like his father, or a sculptor, like his brother Rembrandt. But Ettore had other ideas, and with his parents' blessing he became an unpaid apprentice at Prinetti & Stucchi of Milan, who at the time made sewing machines and bicycles, but who were about to expand into motorised bikes and trikes. Bugatti designed his first vehicles there, and subsequently



Ettore Bugatti (centre, with his hand on the driving seat) alongside his masterpiece just before the Type 35's first event in 1924.



Still Campaigning!

The Type 35 glided almost seamlessly from frontline GP car into amateur racing and then historic racing. Its star quality makes it a firm favourite with both fans and drivers. If you fancy joining their ranks any kind of Type 35 costs well over \$500,000 and can cost as much as \$4 million if it is historically significant. Well-known owner/racer Julian Mazjub (left, in one of his Bugattis) explains: "I have an early one and a late one and they are different, but both very quick cars. They reward accuracy but it's a very forgiving comfortable car to race. The trick is to set them up as Bugatti intended, often, when modified, they end up slower!"

worked for various companies designing cars before he was able to set up on his own in Molsheim on 1 January 1910.

GROWING THE COMPANY

Ettore's company blossomed, and by the time World War I broke out it was employing 400 people. Ettore spent much of the war in Paris designing aero engines, but at the end of the war he returned to Molsheim, which was now in territory that had ceded to France. He returned to producing cars and entered motor racing. In late 1923 he set about updating his GP car to race the following year, in what would be the third year of the 2-litre engine rule.

Ettore had, from his very early days, produced cars that were substantially lighter than many rival's machines, and he was a devotee of the virtuous circle of lightness way before Colin Chapman was born; he described W. O. Bentley's Speed Six as "the fastest lorry in the world", although apparently with admiration, for the green 'lorries' were beating his cars at the time. However, Bugatti made as many components as he could,

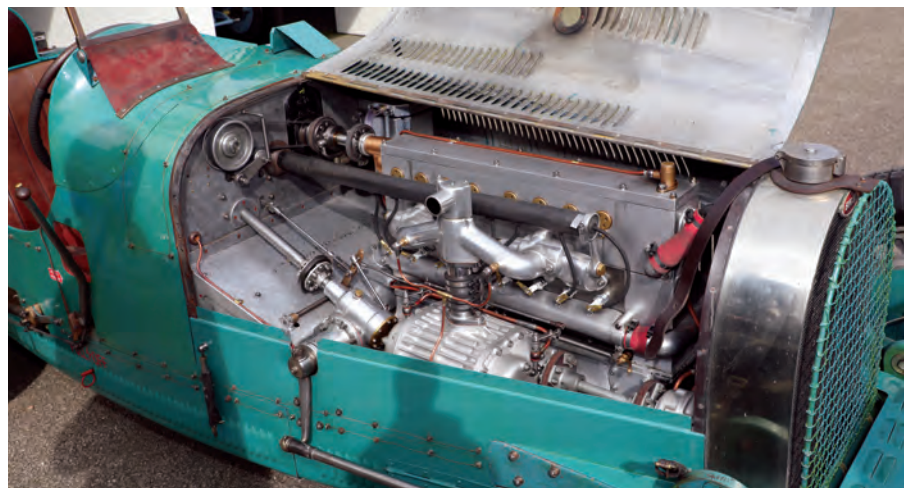
The engine bay of the Type 35B is regarded as being one of the most beautiful ever — an angular contrast to the car's flowing lines.

including his own nuts and bolts, to control the weight and aesthetic beauty of his creation. The jewel-like Type 35 was his masterpiece, a wonderful exercise in disciplined engineering, paring weight and novel thinking.

The lightweight channel section chassis followed the curvature of the body and differed in depth according to the loads in that area. The beautifully simple aluminium body flowed in a continuous arc from the horseshoe shaped radiator to the tail. Revolutionary aluminium wheels, with eight flat spokes, featured built in brake drums and reduced unsprung weight. Another innovation was the hollow tubular front axle: rather than bolt the front springs to it, the axle was forged so that the springs passed through it.

The Type 35 was powered by Bugatti's own SOHC 2-litre straight-8 engine with 3 valves per cylinder and 5 roller bearings for the crankshaft, which makes a glorious noise that, once heard, is never forgotten. The Type 35 was a great commercial success and was reasonably priced bearing in mind its quality. It was small, light and easy to handle.

Bugatti produced numerous versions, of which the 1927 supercharged 2.3-litre 35B is the best known although many drivers prefer the lighter 2-litre naturally aspirated cars. In total around 340 Type 35s of all versions were built. There has never been another Grand Prix racing car to match the success and sheer beauty of the Bugatti Type 35. ■



COMING IN ISSUE 91



- **ASSEMBLY GUIDE**
Fog lights and a support bar are fitted to the front bumper skirt.

NEW PARTS

Fog light reflectors (right and left), front bumper skirt, fog lights and cables, fog light lenses and screws.

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