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July - December 2006

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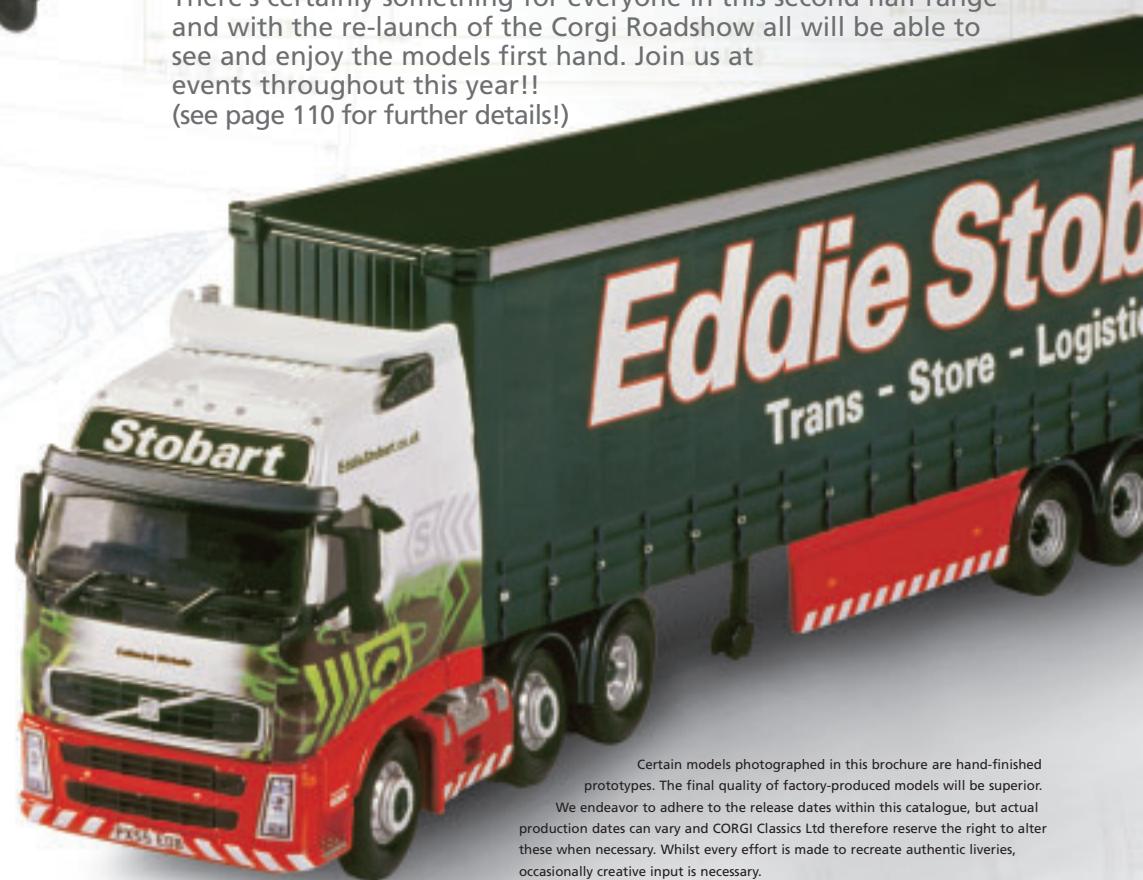
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Welcome to our July–December 2006 Collector catalogue and another fantastic array of die-cast models.

As you flick through from the Aviation Archive through Road Transport and on to Vanguards you'll note an unprecedented level of new tooling including the new Euro Fighter, the Volvo FH Cab and the Ford Cortina MkIII...and these are just the highlights.

There are also some great new ranges seeing us through to the end of 2006 and beyond, including the Forward March 1:32nd scale figures and a tin plate revival... and if that's not enough we also continue to celebrate our 50th anniversary year with further releases from the special anniversary range, detailed in our separate anniversary catalogue.

There's certainly something for everyone in this second half range and with the re-launch of the Corgi Roadshow all will be able to see and enjoy the models first hand. Join us at events throughout this year!! (see page 110 for further details!)



Certain models photographed in this brochure are hand-finished prototypes. The final quality of factory-produced models will be superior. We endeavor to adhere to the release dates within this catalogue, but actual production dates can vary and CORGI Classics Ltd therefore reserve the right to alter these when necessary. Whilst every effort is made to recreate authentic liveries, occasionally creative input is necessary.

THE AVIATION ARCHIVE



THE AVIATION ARCHIVE

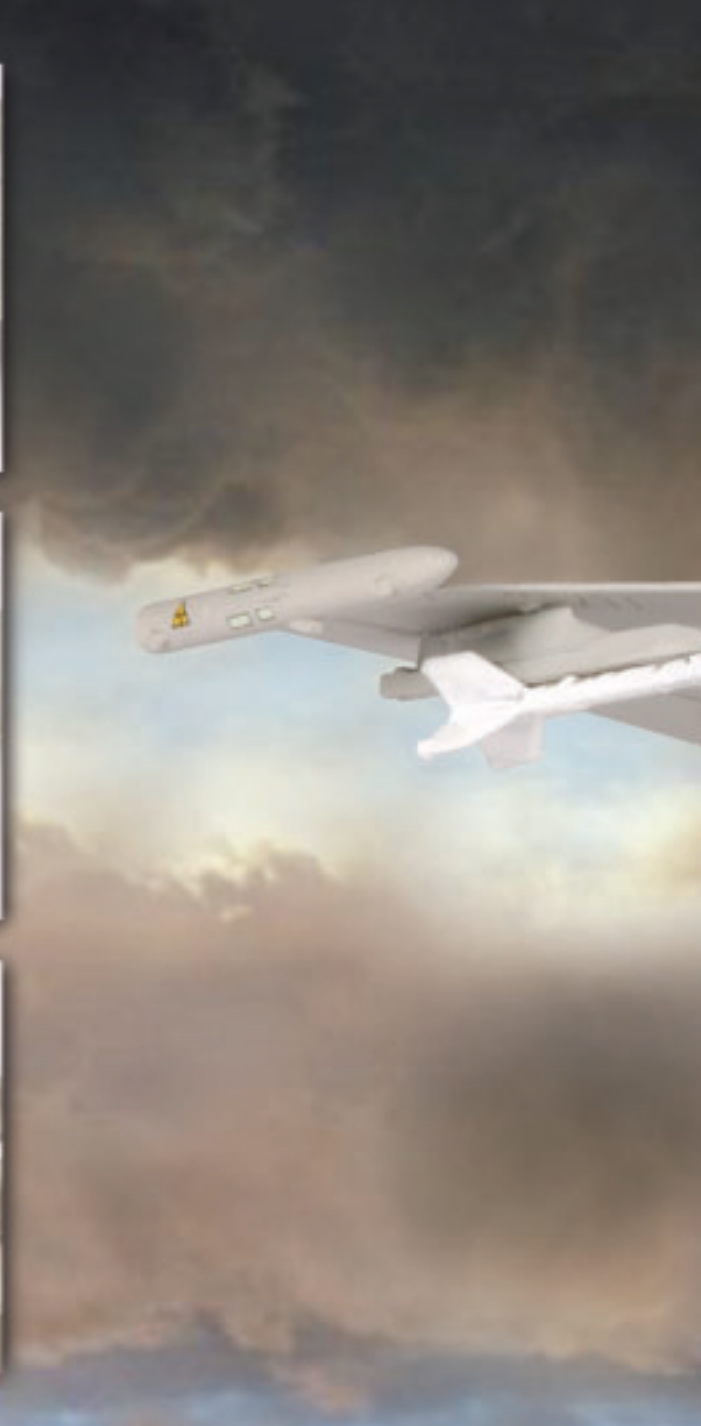
July-December 2006

The Aviation Archive range continues to deliver highly accurate historical pieces throughout the rest of 2006.....

There are 5 new tools for the aviation enthusiast to add to their collection. Starting with the Hawker Typhoon released in July; a great British primary ground attack plane during the second half of WWII. In August the P-38 Lightning is launched, a twin engine heavy fighter nicknamed The Fork Tailed Devil and also in August the Eurofighter comes to fruition, this 21st century fighter aircraft has been designed for air dominance and the model will command the same level of dominance in the Collecting world.

In September the Junkers 88 will hit the shelves, a highly versatile plane that saw service throughout WWII it compliments our WWII collection perfectly. Finally the Westland Lysander equips itself for inclusion in the Aviation Archive range, the Lysander was the first British Aircraft stationed in France during WWII.

Each aircraft livery has been thoroughly researched to bring the aviation and military enthusiasts another collection of highly detailed die-cast models.





Eurofighter

5

The Aviation Archive Deluxe - Sights & Sounds

In both Sights & Sounds and the Working Range, The Aviation Archive helps bring some of the greatest avionic achievements to life with a selection of effects that add to the realism of the model and create an atmosphere of 'being there'.

MODEL NO	AA32813
MODEL NAME	DH MOSQUITO FBVI - MM417, No487 Sqn, 140 WING
OPERATOR	No.2 GROUP, 2nd TAF RNZAF
BASED	HARBOUR BOMBING RAID
SCALE	1:72
WINGSPAN	230mm
RELEASE	OCTOBER
BARCODE	807903-328138
LIMITED EDITION	

During the early months of 1943 the two Mosquito squadrons with No. 2 Group achieved notable success in their precision attacks on targets deeper in German or German-occupied territory. Many of their bombs fell on the enemy railway system, its workshops, engines and rolling stock; several spectacular raids were directed against certain small targets which were of special importance to the German war machine and the harbours and naval stores had also achieved significant importance and were targeted in these daylight raids; these were 'nuisance' raids on Germany and other cities which struck a shrewd blow at Nazi prestige.

INCLUDES AUTHENTIC
SOUNDS OF THE BLITZ
AND INTERACTIVE
ILLUMINATED BASE

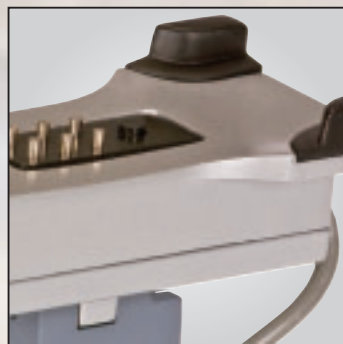
MODEL NO	AA33709
MODEL NAME	HEINKEL He111H - 14-6N + BK, 1/KGr 100
OPERATOR	LUFTWAFFE
BASED	VANNEF, FRANCE 1940 - BLITZ BOMBER
SCALE	1:72
WINGSPAN	315mm
RELEASE	JULY
BARCODE	807903-337093
LIMITED EDITION	

In 1940 the all up weight of the He 111 was increased to 30,985 lbs (14055kg) and obviously was to slow the aircraft when under a full load, but these aircraft were filled to capacity during the night raids on London during the 'Blitz' and caused devastating results. The main variants were the He 111H-6 and H-14, and although not used during the Battle of Britain, they were used in great numbers in bombing raids on London and all major British cities from early 1941. These variants as well as the He 111H-5 and other German bombers continued night attacks on British targets to which Britain really had no answer.

INCLUDES AUTHENTIC
MOSQUITO BOMBING RAID
SOUNDS AND INTERACTIVE
ILLUMINATED BASE

MODEL NO AA34908
MODEL NAME MESSERSCHMITT BF109G-6 - 'RED 1'
 OPERATOR MAJOR HERMANN GRAF, GRUPPENKOMMANDEUR JG50
 BASED LUFTWAFFE
 SCALE WIESBADEN-ERBENHEIM SEPTEMBER 1943
 WINGSPAN 1:32
 RELEASE 305mm
 BARCODE NOVEMBER
 807903-349089
LIMITED EDITION

On 21 July 1943, Jagdgruppe Süd der ObdL was formed as a high altitude fighter unit to combat RAF Mosquito twin-engine reconnaissance aircraft. On 15 August 1943, the unit was redesignated JG 50. Major Graf was tasked with leading JG 50, a role he performed until the unit was disbanded in October 1943 and absorbed into I./JG 301. Graf was to claim three victories while serving with this unit, including two USAAF B-17 four-engine bombers shot down on 6 September. Herman Graf is credited with 212 victories in over 830 missions. He recorded 202 victories over the Eastern Front. Of his 10 victories recorded over the Western front, six were four-engine bombers.



INCLUDES
 AUTHENTIC SOUNDS,
 WORKING UNDERCARRIAGE,
 PROPELLOR &
 NAVIGATION LIGHTS

1:32 SCALE WITH
 UNPRECEDENTED
 LEVELS OF DETAIL

WWII - RAF Coastal Command

RAF Coastal Command was an organization within the Royal Air Force tasked with protecting the United Kingdom from naval threats.

More specifically it was founded with the idea of directly countering German U-boats by air. It was formed just prior to WWII in 1936, and was merged into the new RAF Strike Command in 1968.

FEATURES
WORKING LEIGH
LIGHT

MODEL NO	AA34805
MODEL NAME	VICKERS WELLINGTON MkVIII - HX379:WN-A
OPERATOR	No.172 SQN, COASTAL COMMAND
BASED	CHIVENOR, DEVON LATE 1942
SCALE	1:72
WINGSPAN	360mm
RELEASE	AUGUST
BARCODE	807903-348051
LIMITED EDITION	

In April 1942 the Wellington GR Mk.VIII entered service with No.172 squadron of Coastal Command. The GR.VIII was a modified Mk.IC bomber, with ASV Mk.II radar installed and in some cases also a Leigh Light. On 3/4th June 1942 the first attack on a surfaced submarine at night using a Leigh Light was carried out by a Vickers Wellington of No.172 Squadron, RAF Coastal Command, flown by Squadron Leader J.H. Greswell. The target was the Italian Navy Marconi Class submarine Luigi Torelli. When illuminated, the submarine initially remained on the surface and fired recognition flares, believing the aircraft to be friendly. The Wellington then dropped four Mk8 depth charges, damaging the submarine.



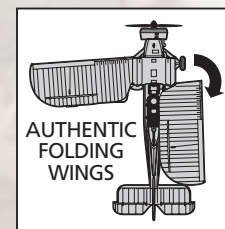
MODEL NO AA36103
MODEL NAME PBV-5 CATALINA MkIVA - JX574
 OPERATOR No.210 SQN
 BASED RAF SULLOM VOE, SHETLAND 1944
 SCALE 1:72
 WINGSPAN 440mm
 RELEASE OCTOBER
 BARCODE 807903-361036
LIMITED EDITION

In July 1940 210 Squadron moved to Oban to fly patrols over the Atlantic and in April 1941 converted to Catalinas. Patrols from Shetlands were flown for the rest of the war and on 4 June 1945 the squadron disbanded. The Consolidated Model 28 PBV Catalina was so successful in its definitive form that it went on to become the most extensively built flying boat of all time. Here, a 210 Squadron Catalina Mk IVA from RAF Sullom Voe, Shetland, has located two weary downed aircrew, drained but grateful after a long night in the North Atlantic swell. Model includes rescue diorama.

MODEL
 INCLUDES RESCUE
 DIORAMA

MODEL NO AA36304
MODEL NAME FAIREY SWORDFISH III, NF410/NH-F
 OPERATOR No.119 SQN, RAF COASTAL COMMAND
 BASED BIRCHAM NEWTON 1945
 SCALE 1:72
 WINGSPAN 193mm
 RELEASE DECEMBER
 BARCODE 807903-363047
LIMITED EDITION

Later in the war, 833 and 819 Squadrons were also seconded to RAF Coastal Command and were involved in laying smoke screens over the Allied Forces en route to the Normandy beaches on and around D-Day (6 June 1944). Coastal Command even had its own RAF Swordfish Squadron, No 119, which swapped the Albacores, which they had been flying, for Swordfish MkIII aircraft in January 1945. This squadron was used for day and night patrols seeking troublesome E-Boats and midget submarines, and in fact successfully attacked a Biber midget submarine on 13 March 1945, the vessel becoming the last submarine to be sunk by British Forces in WWII.



FULLY
 DETAILED
 RIGGING

WWII - Aircraft of the MTO

The Mediterranean Theater of Operations (MTO) was originally called North African Theater of Operations (NATO) and is an American term for the conflict that took place between the Allies and Axis Powers in North Africa and Italy during World War II. US operations in the theatre began with the Allied Expeditionary Force, which landed on the beaches of northwest Africa on November 8, 1942, in Operation Torch. They ended in the Italian Alps some 31 months later with the German surrender in May 1945.

MODEL NO	AA36203
MODEL NAME	GLOSTER SEA GLADIATOR - N5520, 'FAITH'
OPERATOR	HAL FAR FIGHTER FLIGHT
BASED	HAL FAR, MALTA JUNE 1940 (Also available N5531 'Hope' and N5519 'Charity')
SCALE	1:72
WINGSPAN	136mm
RELEASE	JULY
BARCODE	807903-362033
LIMITED EDITION	

To say Malta's air defences were small at the beginning of WWII would be an understatement. The total air power on Malta consisted of 3 Gloster Gladiator biplanes. "Faith", Sea Gladiator N5520 of 802 squadron from June to November 1939, she joined the Hal Far Fighter Flight in April 1940. She was quick to defend Malta, and whilst piloted by Flt Lt JL Waters RAF shot down and destroyed an Italian S.79 on 11 June 1940, and the next day on 12 June 1940 destroyed another S.79. She was renamed "Faith" between October 1941 and January 1942. The Fuselage is preserved in Malta. "Hope", Sea Gladiator N5531 of 802 squadron from June 1939 to January 1940, joined the Hal Far Flight, and was renamed "Hope" on 19 April 1940. She was destroyed in an air raid on 4 February 1941 "Charity", Sea Gladiator N5519 'G6A' of 802 squadron from June-September 1939, she joined the Hal Far Fighter Flight and renamed 'Charity' on 19 April 1940. She was involved in defending Malta over the critical 1940 period but was shot down on 29 July 1940 and her pilot F/O PW Hartley RAF was badly burned.



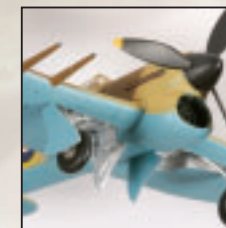
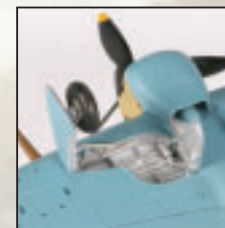
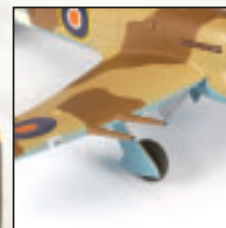
FULLY DETAILED
RIGGING



'HOPE'



'CHARITY'



NEW TOOLING

MODEL NO	AA36501
MODEL NAME	HAWKER TYPHOON Mk.IB - DN323
OPERATOR	No.451 SQN
BASED	IDKU, EGYPT AUGUST 1943
SCALE	1:72
WINGSPAN	175mm
RELEASE	AUGUST
BARCODE	807903-365010
LIMITED EDITION	

Towards the end of May 1943, three Hawker Typhoons were sent for operational flight trials in the Middle East. 219 Group RAF, who were responsible for finding a lodger unit for these service trials decided finally upon 451 Sqn RAAF. The Typhoon would have been an exciting follow-on to the Hawker Hurricane IIc then operated by the squadron. 451 Sqn at LG.106 near Idku under command of Sqn Ldr J Paine, having been recently withdrawn from frontline operations, would provide personnel for the tests.

MODEL NO	AA31924
MODEL NAME	SUPERMARINE SPITFIRE F VIII - JF502/QJ-F, FLT. LT. 'EDDIE' EDWARDS
OPERATOR	92 SQN
BASED	MARCIANISE, ITALY EARLY 1944
SCALE	1:72
WINGSPAN	156mm
RELEASE	SEPTEMBER
BARCODE	807903-319242
LIMITED EDITION	

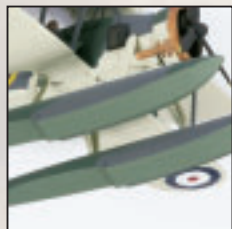
After being rested as a gunnery instructor with 203 Group at El Ballah, Edwards was promoted to Squadron Leader and joined 417 Squadron in Italy in November flying Spitfire Mk VIIIs. He was transferred to 92 Squadron in December as a flight commander also flying the Spitfire VIII. Eddie continued to add to his score with this unit in early 1944. By March he was posted to take command of 274 Squadron in England which was just re-equipping Spitfire Mk. IXs.





MODEL NO | AA36303
MODEL NAME | FAIREY SWORDFISH MK.I, FLOATPLANE - V4367
 OPERATOR | 701 CATAPULT FLIGHT
 BASED | HMS MALAYA 1940
 SCALE | 1:72
 WINGSPAN | 193mm
 RELEASE | OCTOBER
 BARCODE | 807903-363030
LIMITED EDITION

Two special squadrons equipped with Swordfish floatplanes were assigned to Royal Navy battleships and cruisers. These were Catapult Flights Nos. 701 and 702. Seventeen more Swordfish squadrons would be formed until the end of WWII. This Swordfish MkI Floatplane was embarked aboard the battleship HMS Malaya in early 1940. The warship operated with the Home Fleet and assisted the carriers in defending the UK from German naval threats in the North Sea and Atlantic.



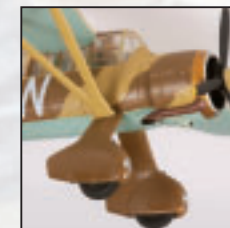
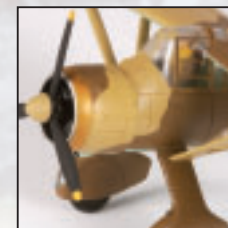
**FULLY
 DETAILED
 RIGGING**



MODEL NO | AA36802
MODEL NAME | WESTLAND LYSANDER Mk.I - L6877/JV-W
 OPERATOR | No.6 SQN
 BASED | PALESTINE 1940
 SCALE | 1:72
 WINGSPAN | 215mm
 RELEASE | DECEMBER
 BARCODE | 807903-368028
LIMITED EDITION

NEW TOOLING

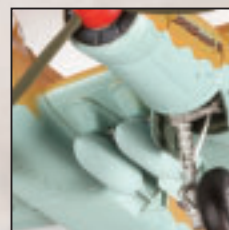
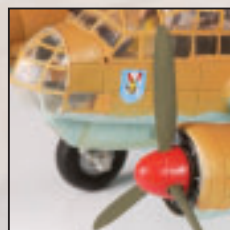
No. 6 Squadron at Ramleh, Palestine, operated a variety of aircraft, and was using Hawker Hardies and Gloster Gauntlets when it received its Lysanders in February 1940. Following problems in Palestine, the squadron had relocated there in 1938 reverting to the Army Co-operation role. It eventually left Palestine and started operations in the Western Desert, with Lysanders, in September 1940, although the squadron HQ remained in Palestine. Gradually Hurricanes replaced Lysanders in the tactical reconnaissance role, being fully equipped by June 1941. However, in August, these were replaced by Lysanders and Gladiators with some Blenheims and Hurricanes being added later, but all were removed again in January 1942 when the squadron assumed maintenance duties.



MODEL NO | AA36701
MODEL NAME | JUNKERS Ju88A-10 - (L1+EN), II GRUPPE
 OPERATOR | LEHRGESCHWADER 1 (II/LG1)
 BASED | HERAKLION, CRETE 1942
 SCALE | 1:72
 WINGSPAN | 274mm
 RELEASE | NOVEMBER
 BARCODE | 807903-367014
LIMITED EDITION

In 1938 the Lehrgeschwader became Lehrgeschwader 1 while II Geschwader became I (Schwere Jagd) Lehrgeschwader and began taking delivery of its Bf 110 twin-engined fighters. By August 1939 the geschwader was fully equipped with Bf 110s and was redesignated V Gruppe (Zerstorer) of Lehrgeschwader 1. II/LGI operated Ju-88 aircraft from 1940 and were deployed in May 1941 to Eleusis in Greece in anticipation of the invasion of Crete.

NEW TOOLING





The Spitfire first flew at 16:30 GMT on March 5th, 1936.

The Supermarine Spitfire was a single-seat fighter used by the RAF and many Allied countries in World War II. The Spitfire was designed by R.J. Mitchell, who continued to refine it until his death in 1937. The elliptical wing had a thin cross-section, allowing a faster top speed than the Hurricane and other contemporary designs; it also resulted in a distinctive appearance. Much loved by its pilots, the Spitfire saw service during the whole of World War II, in all theatres of war, and in many different variants.

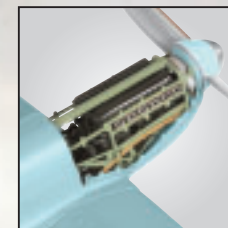
MODEL NO	AA33908
MODEL NAME	SUPERMARINE TYPE 300 - THE PROTOTYPE SPITFIRE, K5054
OPERATOR	VICKERS SUPERMARINE
BASED	EASTLEIGH, MAY 1936
SCALE	1:32
WINGSPAN	350mm
RELEASE	OCTOBER
BARCODE	807903-339080
LIMITED EDITION	

By early March of 1936 the prototype, K5054, had completed the ground trials and engine run-up tests and the necessary Aeronautical Inspection Directorate's Certificate had been issued and so The Spitfire was ready for the first flight. There has been much debate upon the exact date that this flight took place although the Spitfire historian Alfred Price uncovered a hand written report of the expenditure on the Spitfire programme dated 29 February 1936 amounting to £14,637 on which is hand written "flown 5 March 1936".

1:32 SCALE WITH
UNPRECEDENTED
LEVELS OF DETAIL

MODIFIED
TOOLING

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BOOK WORTH
£10.99





INCLUDES
PRESENTATION
PLINTH

MODEL NO AA31925
MODEL NAME SUPERMARINE SPITFIRE LF16 - FLT. LT. DICK AUDET
 OPERATOR No.411 SQN
 BASED HEESCH, HOLLAND DEC.1944 (ACE IN A DAY)
 SCALE 1:72
 WINGSPAN 156mm
 RELEASE SEPTEMBER
 BARCODE 807903-319259
LIMITED EDITION

French Canadian ace "Dick" Audet was serving with No 411 "Grizzly Bear" Sqn when he opened his account in spectacular fashion on 29 December 1944 by downing five aircraft in quick succession. In the month that followed he gained several other victories before being killed on 3 March 1945 when his aircraft was hit by flak during a strafing mission. His score stood at 10 claims at this time.

INCLUDES FREE
SET OF MK IX
PILOT'S NOTES

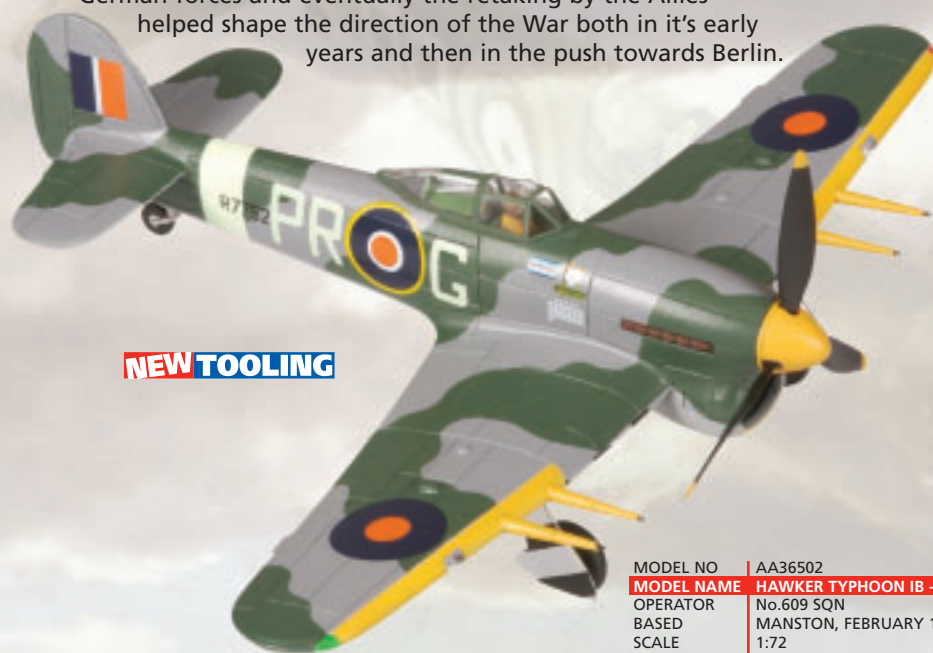
MODEL NO AA99189
MODEL NAME JOHNNIE JOHNSON 3 PIECE SET
 MkI, MVB & MkIX Spitfires
 - Plinth Mounted
 SCALE 1:72
 WINGSPAN 156mm
 RELEASE JULY
 BARCODE 807903-991899
LIMITED EDITION

The most famous and most successful Spitfire Ace of World War II was undoubtedly Johnnie Johnson, remarkable also as one of the few to fly all 3 of the most recognized of Spitfire variants. Air Vice Marshal James Edgar "Johnnie" Johnson CB, CBE, DSO and two Bars, DFC and Bar (9 March 1915–30 January 2001) was an RAF pilot who during World War II shot down 38 Luftwaffe aircraft, thus becoming the British flying ace with the most "kills" during the war. Presented here on a plinth to celebrate the 70th Anniversary of his famous mount, it was the MkIX which saw him at his most successful but both the earlier Mark I and Mark VB were also part of the Legend.



WWII - Battle for the Low Countries

The Low Countries, the historical region of de Nederlanden, are The Netherlands, Belgium and Luxembourg, for which an alternate term, the Benelux was applied after World War II. This area was of major importance in the months prior to the invasion of France and post D-Day when the occupation by German forces and eventually the retaking by the Allies helped shape the direction of the War both in it's early years and then in the push towards Berlin.



NEW TOOLING



MODEL NO | AA36502
MODEL NAME | **HAWKER TYPHOON IB - SQN LDR R.P. BEAMONT**
 OPERATOR | No.609 SQN
 BASED | MANSTON, FEBRUARY 1943
 SCALE | 1:72
 WINGSPAN | 175mm
 RELEASE | SEPTEMBER
 BARCODE | 807903-365027
LIMITED EDITION

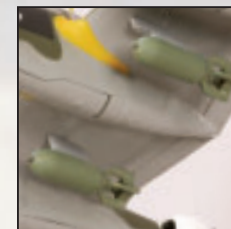
First delivered to 609 West Riding Squadron June 1942. It was the personal aircraft of Squadron Leader Roland Beamont whilst he was the Commanding Officer at 609. R7752 was damaged by enemy anti aircraft fire off Vissingen and crash landed at RAF Manston on 1st June 1943. The pilot, Squadron Leader A Ingle DFC, AFC, the Commanding officer of 609 at the time, was uninjured. R7752 was struck off charge 25th August 1943.



NEW TOOLING

MODEL NO | AA36602
MODEL NAME | **P-38J 'DROOP SNOOT' LIGHTNING - 'EZE DOES IT', CAPT. HERSCHEL "EASY" EZELL JNR**
 OPERATOR | 77th FS/20th FG
 BASED | KINGS CLIFFE, JUNE 1944
 SCALE | 1:72
 WINGSPAN | 215mm
 RELEASE | SEPTEMBER
 BARCODE | 807903-366024
LIMITED EDITION

The 20th.FG's Droop-Snoot (#42-67450) was nick-named "Eze Does It" named after Herschel F. Ezell, who was assigned to the 20th. Fighter Group on 28 April, 1944 following a complete tour of 25 missions as a bombardier on B-17 Flying Fortresses with the 306th Bomb Group. On 14 May he was made Group Personal Equipment Officer, but his primary reason for being assigned to the 20th FG was as Group Bombardier on Droop Snoot bombing missions. He flew ten of these before being returned to the States on 10 August, 1944. He was awarded the Air Medal with 4 clusters.

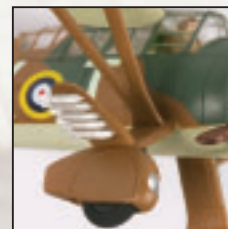
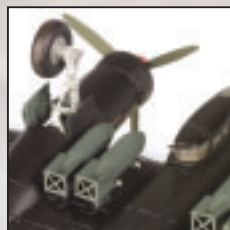




NEW TOOLING

MODEL NO | AA36702
MODEL NAME | JUNKERS Ju88A-5
 OPERATOR | 5./KG30, ADLER GESCHWADER
 BASED | FINLAND 1941-1942
 SCALE | 1:72
 WINGSPAN | 272mm
 RELEASE | DECEMBER
 BARCODE | 807903-367021
LIMITED EDITION

This is a model of a medium bomber that participated in the 1941 invasion of the Soviet Union. Officially Finland was neutral in the Russo-German war, but in all practical respects Finland had committed herself to join the Barbarossa. Finnish Defence Forces were fully mobilized and stationed along the eastern border. In northern Finland German ground forces were already operating against the Soviets, and the Luftwaffe was freely using designated Finnish airfields to attack Soviet targets. Kampfgeschwader 30 "Adler" was formed on 15th November 1939 in Greifswald.



MODEL NO | AA36801
MODEL NAME | WESTLAND LYSANDER Mk.II
 OPERATOR | 225 SQN, RAF
 BASED | FRANCE 1940
 SCALE | 1:72
 WINGSPAN | 215mm
 RELEASE | NOVEMBER
 BARCODE | 807903-368011
LIMITED EDITION

The British Westland Lysander was a slow-flying high-wing two-seat monoplane, lightly armed, and designed pre-war to cooperate with the ground forces. No.225 Squadron was reformed on 11 October 1939 from No 614A Squadron (which had been formed from 'B' Flight of 614 Squadron eight days earlier) at Odiham. Its Lysanders were mainly used in Army exercises except for some coastal patrols conducted from June 1940. They were easy targets for German fighters and suffered heavy losses in France and Belgium. Used initially as ground support aircraft, they were soon relegated to second line duties, where the STOL capabilities of the aircraft were used to their full potential.



NEW TOOLING

Birth of the Jet Aircraft

The first true, turbine-equipped jetplane was the Heinkel He 178 (Germany), piloted by Erich Warsitz in 1939. The first jet fighter was the Messerschmitt Me 262, piloted by Fritz Wendel. It was the fastest conventional airplane of WW II (only the rocket-powered Messerschmitt Me 163 Komet was faster). About the same time the United Kingdom produced the Gloster Meteor which made up the first operational jet fighter squadron in 1944 and which saw limited action in WWII. For the US, the F-86 was developed in the 1940s following the end of WWII and was one of the most-produced western jet fighters.

MODEL NO	AA35706
MODEL NAME	ME 262A - 1A
OPERATOR	MAJOR WALTER 'NOWI' NOWOTNY, KOMMANDO NOWOTNY
BASED	ACHMER/GERMANY NOVEMBER 8th 1944
SCALE	1:72
WINGSPAN	175mm
RELEASE	OCTOBER
BARCODE	807903-357060
LIMITED EDITION	

On September 26, 1944, Walter Nowotny was appointed CO of Kommando Nowotny, the world's first jet fighter unit, based at Achmer and Hesepe. Kommando Nowotny became operational on the 3rd of October and claimed their first kill, a B-24, on October 7th. Nowotny began the practice of using prop-driven conventional fighters as cover against the roaming Allied fighters during the takeoffs and landings of the Me 262. The Me 262 was especially vulnerable as the turbojet's relatively low thrust resulted in slow acceleration. It took some time for the jet to get up to speed. But once there, no Allied aircraft could touch it.



MODEL NO	AA35010
MODEL NAME	GLOSTER METEOR F.MK.8
OPERATOR	No.111 SQN
BASED	RAF NORTH WEALD, ESSEX 1954
SCALE	1:72
WINGSPAN	160mm
RELEASE	AUGUST
BARCODE	807903-350108
LIMITED EDITION	

Following its activities during WW2, No.111 Squadron disbanded in December 1947. On 2 December 1953, No.111 Squadron was reformed in its own right as a fighter unit equipped with Meteor F Mk 8s at North Weald, Essex. Hunters replaced the Meteors in June 1955 and during this period it provided one of the RAF's most famous aerobatic display teams, The Black Arrows. In 1958, the squadron set a record which still stands when it performed a formation loop consisting of 22 aircraft.

MODEL NO	AA35812
MODEL NAME	CANADAIR SABRE F.4 - SABRE CONVERSION FLIGHT
OPERATOR	2 TAF
BASED	WILDENRATH, GERMANY 1953
SCALE	1:72
WINGSPAN	157mm
RELEASE	NOVEMBER
BARCODE	807903-358128
LIMITED EDITION	

It is not widely known, but the Canadair Sabre served with the Royal Air Force for a brief time. During the early 1950s, the Sabres of the RCAF were actually the only swept-wing fighters available for the defense of Western Europe. At that time, the Royal Air Force was still flying such straight-winged types as the Gloster Meteor and the DeHavilland Vampire while they waited for the swept-wing Supermarine Swift and Hawker Hunter to reach production status. Early in 1953 the RAF somewhat reluctantly decided to acquire the Canadair Sabre to fill in the gap. 2 TAF Sabre Conversion Unit were based at Wildenrath in Germany from 10th March 1953 until 30th June 1954.



RAF Trainers

A trainer is a training aircraft used to develop piloting, navigational or weapon-aiming skills in flight crew. Classic training types were the De Havilland Tiger Moth, the North American Texan (Harvard in many countries) and the De Havilland Chipmunk. Some jet trainers, such as the Aermacchi MB-326, Folland Gnat, Fouga Magister and British Aerospace Hawk, have become famous through their use by national formation aerobatic teams. Early jet aerobatic teams tended to use combat types such as the Hawker Hunter, English Electric Lightning, and North American F-100 Super Sabre.

MODEL NO	AA36003
MODEL NAME	BRITISH AEROSPACE HAWK T.1A
OPERATOR	208(R) SQN, No.4 FTS
BASED	RAF VALLEY, ANGLESEY 2005
SCALE	1:72
WINGSPAN	132mm
RELEASE	JULY
BARCODE	807903-360039
LIMITED EDITION	

No.208(Reserve) Squadron is stationed at RAF Valley on the Isle of Anglesey, which is home to No 4 Flying Training School, responsible for the training of Royal Air Force and Royal Navy fast-jet pilots. 208 (R) Squadron teaches basic handling of the Hawk. 19(R) Squadron teaches tactics and engineering skills. The squadron has been using the Hawk since 1994, having previously been one of the last operators of the Buccaneer. The badge on the tail fin is from the 1930's when 208 Sqn was serving in the Middle East. The wings denote flight and the eye is the Egyptian god 'Horus' which together depict the Squadron's role of aerial reconnaissance.



MODEL NO	AA36402
MODEL NAME	EUROFIGHTER TYPHOON T.1
OPERATOR	29(R) SQN
BASED	RAF CONINGSBY, Lincs 2006
SCALE	1:72
WINGSPAN	145mm
RELEASE	NOVEMBER
BARCODE	807903-364020
LIMITED EDITION	

The Typhoon is an agile, single seat, multi-role aircraft optimised for high altitude supersonic air combat but also capable of operating at much lower levels in the air-to-ground roles. It is built by a four-nation consortium comprised of companies from the UK, Germany, Italy and Spain. The operational conversion unit, No 29 (Reserve) Squadron began reforming on Typhoon in late 2003 at Warton, Lancs and has since moved to their permanent base at RAF Coningsby, Lincs. The initial batch of two-seat aircraft are Typhoon T1s, while the single-seater is the Typhoon F2.

NEW TOOLING



MODEL NO	AA34706
MODEL NAME	ENGLISH ELECTRIC CANBERRA B(I)6, WT309
OPERATOR	AEROPLANE & ARMAMENT EXPERIMENTAL ESTABLISHMENT
BASED	BOSCOMBE DOWN, WILTSHIRE 1985
SCALE	1:72
WINGSPAN	305mm
RELEASE	DECEMBER
BARCODE	807903-347061
LIMITED EDITION	

Canberra WT309 was built as a B(I)6 variant by the English Electric Co at Preston, Lancs., and first flew in April 1955. The aircraft was used by the RAF Handling Squadron and arrived at Farnborough on 11th July 1957, via Marshalls Flying School, Cambridge. The official transfer from the RAF to the RAE (Royal Aircraft Establishment) was on 28th February 1958 and was allocated to the Armament Flight, which later became the Weapons Flight in 1963. It was painted in an overall white and orange dayglo scheme until it was repainted in the smart 'raspberry ripple' scheme, as depicted on the model, in the early 1980s.



Military Air Power

With a level of unparalleled force, modern fighter jets and bombers have imposed an unprecedented new regime of power, blazed across the skies from the Falklands campaign of the early eighties to the ongoing conflict in Iraq.



MODEL NO	AA33609
MODEL NAME	PANAVIA TORNADO GR.4
OPERATOR	No.12 SQN, RAF (Special 90th Anniversary Scheme)
BASED	LOSSIEMOUTH, MORAY, SCOTLAND 2005
SCALE	1:72
WINGSPAN	190mm
RELEASE	JULY
BARCODE	807903-336096
LIMITED EDITION	

No 12(B) Squadron,RAF commemorated its 90th Anniversary in 2005 by painting one of its current Tornado GR.4s in this smart scheme. The names under the cockpit are in honour of two former 12 Squadron aircrew who lost their lives in WW2, Flg.Off.D.E.Garland and Sgt. T. Gray, who were the first RAF personnel in WW2 to be awarded the Victoria Cross posthumously after flying a Fairey Battle (P2204/K) on 12 May 1940 against a bridge over the Albert Canal at Vroenhoeven. Both crew were awarded the VC on 11 June 1940. In 2001, No.12(B) Squadron replaced its Tornado GR.1s with GR.4s and the Squadron continues to support operations in Southern Iraq.



**MODIFIED
TOOLING**

MODEL NO	AA35904
MODEL NAME	SIKORSKY S-70B-2 SEAHAWK
OPERATOR	No.816 SQN, ROYAL AUSTRALIAN NAVY
BASED	HMAS ANZAC 2005
SCALE	1:72
ROTORSPAN	227mm
RELEASE	AUGUST
BARCODE	807903-359040
LIMITED EDITION	

The S-70B-2 Seahawk is a twin-engine helicopter with many features designed specifically for ship-borne operations. Fitted with a foldable four bladed main rotor and tail rotor pylon (to enable the aircraft to be stowed in the hanger aboard a frigate), the Seahawk is a conventional helicopter. However, it is an advanced anti-submarine warfare craft with a high level of integration of its tactical, navigation, communications and weapons systems. The RAN operates 16 Seahawks. The Sikorsky Aircraft Division of United Technologies Corporation in Florida, USA, manufactured the first batch of eight aircraft. Aerospace Technologies Australia (ASTA) at Avalon in Victoria assembled a second batch of eight aircraft. The final aircraft was delivered to the RAN in 1992.



MODEL NO AA35408
MODEL NAME SEPECAT JAGUAR GR.3
 OPERATOR No.41 SQN
 BASED RAF COLTISHALL 2005
 SCALE 1:72
 WINGSPAN 120mm
 RELEASE AUGUST
 BARCODE 807903-354083
LIMITED EDITION

No. 41 Squadron re-equipped with Jaguars, replacing Phantoms in 1977, and the Squadron moved to its current home, Coltishall in Norfolk where it specialises in low-level reconnaissance. From there, the squadron has made numerous operational deployments including both Gulf Wars (Ops Granby and Telic) and Deny Flight (Balkans). This particular Jaguar GR.3 had its tail decorated in a special scheme for display flying by Flt. Lt. Derek Singleton during 2005.



NEW TOOLING

MODEL NO AA36401
MODEL NAME EUROFIGHTER TYPHOON F.2
 OPERATOR 17(R) SQN
 BASED RAF CONINGSBY, Lincs 2006
 SCALE 1:72
 WINGSPAN 145mm
 RELEASE SEPTEMBER
 BARCODE 807903-364013
LIMITED EDITION

In 2003 No 17 became the first RAF squadron to receive the Eurofighter Typhoon. Initially based at Warton it's responsibilities include the evaluation of the new aircraft and its integration into full squadron service. On 19 May 2005, the Squadron officially reformed with the presentation of the Squadron Standard at RAF Coningsby in Lincolnshire, to become No 17 (Reserve) Squadron, the Typhoon Operational Evaluation Unit. The initial batch of two-seat aircraft are Typhoon T1s, while the single-seater is the Typhoon F2.



Helicopter Legends

The German Focke-Wulf Fw 61 first flew with limited control achieving vertical and forward flight in 1934. Nazi Germany used the helicopter in combat during WWII in small numbers, but it was Korea and the Bell 47 that first saw it come into a prominent Military role, a role that today sees it used in all Military capacities from passenger carrier to full blown attack ship.

MODEL NO	AA50413
MODEL NAME	BELL UH-1E IROQUOIS HUEY - '518185', HMLA-267
OPERATOR	MARINE AIRCRAFT GROUP 56
BASED	CAMP PENDLETON 1971
SCALE	1:48
ROTORSPAN	280mm
RELEASE	JULY
BARCODE	807903-504136

With the upswing of the Vietnam War, VMO-5 was reactivated on December 15 of 1966 at Camp Pendleton and assigned to Marine Helicopter Training Group 30, 3d Marine Aircraft Wing. The aircraft assigned was the UH-1E "Huey" and the OV-10 "Bronco." In July 1967, VMO-5 was reassigned to Marine Aircraft Group 56. The squadron was redesignated HML-267 in March 1968 and remained in combat readiness for the remainder of the war. In November of 1971 the squadron was reorganized resulting in HML-267 flying only UH-1E aircraft.



MODEL NO	AA34209
MODEL NAME	BOEING-VERTOL CHINOOK HC.1
OPERATOR	'SPECIAL AIR SERVICE OPERATIONS', RAF 7/18 SQN, GULF WAR DETACHMENT
BASED	AL JUBAIL AB, SAUDI ARABIA JAN 1991
SCALE	1:72
ROTORSPAN	225mm
RELEASE	JULY
BARCODE	807903-342097

On the evening of 22nd January 1991, eight members of a patrol with the callsign, "Bravo Two Zero", were infiltrated by Chinook helicopter, into Iraq. Their task, was to observe the main supply route and to sever underground communications cables, which ran between Baghdad and Jordan. In addition, they were to seek and destroy any Scud missiles in the area. Each member of the patrol was overloaded with stores and equipment for the stay, and once landed, the patrol moved some 20km, to where they found a small cave, in which, they chose to hide. The Patrol was led by Sergeant Andy McNab.



MODEL NO | AA33413
MODEL NAME | WESTLAND SEA KING HAS.6
OPERATOR | 814 SQN, ROYAL NAVY
BASED | NATO 'TIGER MEET', CULDROSE, CORNWALL 1997
SCALE | 1:72
ROTORSPAN | 260mm
RELEASE | AUGUST
BARCODE | 807903-334139

814 Squadron was disbanded after service in the Gulf, Bosnia and Kosovo, at RNAS Culdrose in Dec 2000. 814 Squadron reformed again on 1 Mar 2001 with the Merlin HM.1 at RNAS Culdrose. Having a 'tiger' in its badge, the squadron is a member of the elite 'Tiger Squadron Association' and decorated this Sea King HAS.6 in an attractive tiger scheme for participation in the 1997 NATO Tiger Meet at RAF Fairford, Glos., during the Royal International Air Tattoo.

MODEL NO | AA51907
MODEL NAME | AUGUSTA-BELL MODEL 47G - XT131/B, ARMY AIRCRAFT HISTORIC FLIGHT 2005
OPERATOR | ARMY AIR CORPS
BASED | MIDDLE WALLOP
SCALE | 1:48
ROTORSPAN | 235mm
RELEASE | JULY
BARCODE | 807903-519079

The Historic Army Flight has been in existence for more than twenty years when some aircraft went out of service and were gifted to the School of Army Aviation at Middle Wallop. For more than twenty years, forward-thinking people in the Army Air Corps have done their best to ensure that at least one example of aircraft used by the Corps remains airworthy. Most people know the Sioux from the TV show, MASH. The huge bubble canopy is very distinctive. The Army bought some from Augusta Bell and the first 17 were made in Italy and were crated up and sent to Britain.

MODEL NO | AA51209
MODEL NAME | AH-1G COBRA - 15174
OPERATOR | US ARMY
BASED | POST-VIETNAM (SE Asia scheme)
SCALE | 1:48
ROTORSPAN | 280mm
RELEASE | AUGUST
BARCODE | 807903-512094

By June 1967, the first AH-1G HueyCobras had been delivered. Originally designated as UH-1H, the "A" for attack designation was soon adopted and when the improved UH-1D became the UH-1H, the HueyCobra became the AH-1G. Bell built 1,116 AH-1Gs for the US Army between 1967 and 1973, and the Cobras chalked up over a million operational hours in Vietnam. During the Post-Vietnam war period a number of AH-1G's were painted in unusual schemes or in the familiar USAF Southeast Asia scheme as depicted here. This AH-1G also continued the use of the trademark sharkmouth.

WWII - War In The Pacific - New Guinea

Netherlands New Guinea and the Australian territories were invaded in 1942 by the Japanese. The Australian territories were put under military administration and were known simply as New Guinea. The highlands, northern and eastern parts of the island became key battlefields in the South West Pacific Theatre of World War II. Papuans often gave vital assistance to the Allies, fighting alongside Australian and US troops, and carrying equipment and injured men across New Guinea.

MODEL NO | AA35211

MODEL NAME | P-40E WARHAWK - 'TYPHOON MCGOON', LT. CLYDE V. KINSLEY

OPERATOR | 7th FS/49th FG
BASED | NEW GUINEA 1943
SCALE | 1:72
WINGSPAN | 155mm
RELEASE | SEPTEMBER
BARCODE | 807903-352119

LIMITED EDITION

The 7th Pursuit Squadron was activated on 15 July 1941, designated the 7th Fighter Squadron in 1942, and assigned to the 49th Fighter Group. The squadron's bases followed America's march north from the Solomon Islands as it was based in New Guinea and the Philippines. Pilots from the 7th flew the hottest aircraft in the Army Air Forces including the P-35, P-40, P-47, P-38, and P-51. Today the squadron is designated the 7th Combat Training Squadron, providing qualification training for F-117A stealth fighter pilots. This distinctive aircraft was flown by Lt. Clyde V. Kinsley who added the inscription 'Typhoon McGoon' on the left and right hand side of the nose.

MODEL NO | AA36601

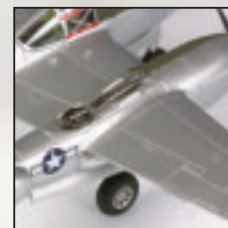
MODEL NAME | P-38J-15 LIGHTNING - 'MARGE', MAJ. RICHARD 'DICK' BONG, OPS OFFICER

OPERATOR | 5th FIGHTER COMMAND
BASED | NEW GUINEA 1942
SCALE | 1:72
WINGSPAN | 215mm
RELEASE | AUGUST
BARCODE | 807903-366015

LIMITED EDITION

In May 1941 Richard Bong enlisted in the U.S. Army Air Corps. Lieutenant Bong received his wings and commission in January 1942 and in October he was flying combat missions in the Southwest Pacific Theater. Flying Lockheed P-38s with the 49th Fighter Group, he scored his first "kills" in late December. By April of 1944, Captain Bong had shot down 27 aircraft, surpassing Eddie Rickenbacker's American record of 26 credited victories during World War I. On September 24, 2002, which would have been Dick Bong's 82nd birthday, the Richard I. Bong WWII Heritage Center opened to the public in Superior, Wisconsin. The converted aircraft hangar contains a museum, a film screening room, and his fully restored famous P-38 Lightning, 'Marge', named after his eventual wife.

NEW TOOLING





MODEL NO AA36104
MODEL NAME PBX-5 CATALINA - "BLACK CAT", VP-34, LT. PFLEEGER
 OPERATOR AIR FLEET WING 17
 BASED NEW GUINEA 1944
 SCALE 1:72
 WINGSPAN 440mm
 RELEASE OCTOBER
 BARCODE 807903-361043
LIMITED EDITION

VP-34 was one of ten Navy patrol squadrons to be designated Black Cats during the war. The nickname came from the flat black paint applied to the Catalinas and the nighttime strike missions assigned to these squadrons. On 26 December 1943, VPB-34 (the VPB designation was not formally approved until the following October) flew to their new operating base at Samarai on the eastern tip of New Guinea. This aircraft was flown by Lt. Pflieger in 1944 for a rescue of three survivors of a B-24 that had ditched after a raid on Truk - the Japanese "Gibraltar of the Pacific", the seemingly impregnable base for its combined and Fourth Fleets.



MODEL NO AA35308
MODEL NAME B-25D-1 - CRABB 2nd, 345th BG/498th BS
 OPERATOR DOBODURA
 BASED NEW GUINEA 26th DECEMBER 1943
 SCALE 1:72
 WINGSPAN 280mm
 RELEASE DECEMBER
 BARCODE 807903-353086
LIMITED EDITION

The 345th Medium Bombardment Group, "The Air Apaches" were widely known in the Southwest Pacific theatre. Their brightly painted Falcon or Parrot (498th Sqdn), Bat (499th Sqdn), Bat (500th Sqdn) and Panther (501st Sqdn) Mitchell B-25 twin engine bombers flew at low level, often at tree-top height. Converted to gun nosed B-25's, with up to 12 forward firing fifty caliber machine guns they were well respected and feared by the Japanese. Crabb 2nd is a B-25D-1 of the 498th BS/345th BG out of Dobodura, New Guinea in December 1943. This plane features a stylized parrot on the nose, with white striped tails and the name (painted as a crab) on the right side.

US Modern Warfare

As the war in Vietnam raged and the Cold War took its grip across the world the US built a modern airforce that to this day has been decisive in every conflict and campaign seen across the globe.



SPECIAL
RE-FUELLING
DISPLAY STAND

MODEL NO	AA99190
MODEL NAME	BOEING KC-97L STRATOFREIGHTER
OPERATOR	121st AIR REFUELLING WING
BASIS	OHIO AIR NATIONAL GUARD, USAF, LOCKBOURNE AFB, OHIO, USA 1974 (Re-fuelling a Phantom)
SCALE	1:144
WINGSPAN	298mm
RELEASE	AUGUST
BARCODE	807903-991905
LIMITED EDITION	

The C-97 was the military transport version of the Boeing Stratocruiser. Between 1943 and 1950, 74 Stratofreighters were ordered; the first flight occurred on Nov. 15 1944. A tanker version (KC-97) was introduced in 1950 using the "flying boom" refueling system and all subsequent USAF contracts for C-97s were for tankers. On June 7, 1973, the aircraft on display was christened "Zeppelinheim" by the mayor of that German town honoring its use by the 160th Air Refueling Group (Ohio ANG) during Operation "Creek Party," the aerial refueling of NATO forces in Europe. It was flown to the Museum in August 1976.



MODEL NO | AA36004
MODEL NAME | **McDONNELL DOUGLAS (BAE) T-45 GOSHAWK - PROTOTYPE**
 OPERATOR | US NAVY
 BASED | BUAER 162787 1991
 SCALE | 1:72
 WINGSPAN | 132mm
 RELEASE | OCTOBER
 BARCODE | 807903-360046
LIMITED EDITION

The first 83 production Goshawks were T-45As, which were followed in 1997 by the "T-45C" with a digital glass cockpit layout featuring twin multifunction displays (MFDs); a head-up display (HUD); a Global Positioning System (GPS) satellite navigation receiver; and a MIL-STD 1553B digital data bus. The Goshawk was originally to have been fitted with a glass cockpit, but the USN had to drop that plan due to cost constraints. Later, the glass cockpit requirement was revived and implemented as a "Cockpit 21" effort in 1994, leading to the T-45C. Existing T-45As are being upgraded to the T-45C standard.

**MODIFIED
TOOLING**

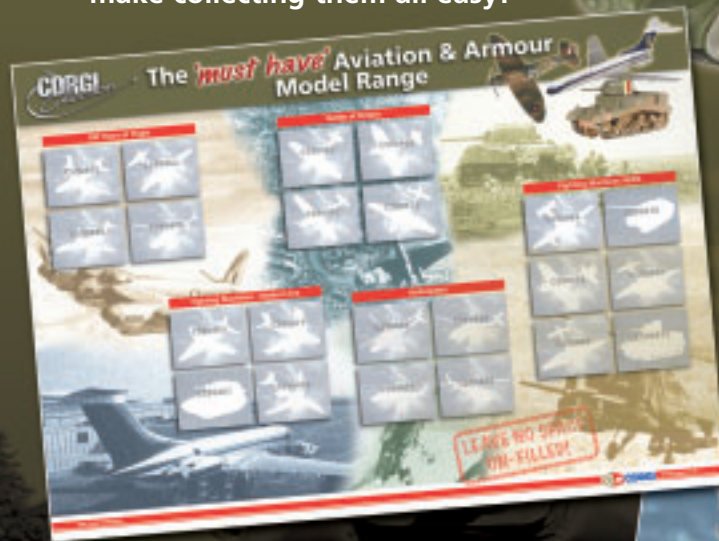
MODEL NO | AA35903
MODEL NAME | **SIKORSKY HH-60 JAYHAWK**
 OPERATOR | U.S. COASTGUARD
 BASED | ELIZABETH CITY, N.CAROLINA USA
 SCALE | 1:72
 ROTORSPAN | 227mm
 RELEASE | NOVEMBER
 BARCODE | 807903-359033
LIMITED EDITION

The HH-60J Jayhawk is a medium-range recovery helicopter, which is used to perform search and rescue, law enforcement, military readiness, and marine environmental protection missions with the U.S. Coast Guard. The HH-60J is not able to perform water landings. Though normally stationed ashore, it can land and take-off from 270-foot medium endurance cutter and 378-foot high endurance Coast Guard Cutters. These cutters are capable of refueling and supporting the helicopter for the duration of a cutter patrol.



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Sikorsky Blackhawk



100 Years of Flight

MODEL NO | CS90455
MODEL NAME | **BOEING 707-436**
 OPERATOR | BOAC
 WINGSPAN | 96mm
 RELEASE | JANUARY
 BARCODE | 807903904554



NEW



NEW

MODEL NO | CS90456
MODEL NAME | **VICKERS VC-10 1103**
 OPERATOR | BRITISH CALEDONIAN
 WINGSPAN | 96mm
 RELEASE | JANUARY
 BARCODE | 807903904561



NEW



NEW

MODEL NO | CS90470
MODEL NAME | **AUGUSTA BELL 206B JET RANGER II**
 OPERATOR | BRITISH EUROPEAN AIRWAYS
 ROTOR DIA | 128mm
 RELEASE | MARCH
 BARCODE | 807903904707



Battle of Britain



NEW

MODEL NO | CS90467
MODEL NAME | **HAWKER HURRICANE MKI**
 PILOT | DOUGLAS BADER
 WINGSPAN | 102mm
 RELEASE | FEBRUARY
 BARCODE | 807903904677



NEW

MODEL NO | CS90460
MODEL NAME | **SUPERMARINE SPITFIRE MkIB**
 PILOT | FLT SGT GEORGE 'GRUMPY' UNWIN
 WINGSPAN | 102mm
 RELEASE | JANUARY
 BARCODE | 807903904608



NEW

MODEL NO | CS90457
MODEL NAME | **MESSERSCHMITT Bf109E**
 PILOT | HELMUT WICK
 WINGSPAN | 98mm
 RELEASE | JANUARY
 BARCODE | 807903904578



NEW

MODEL NO | CS90473
MODEL NAME | **JUNKERS Ju-87 STUKA - 'T6+HL'**
 OPERATOR | 3./StG 2 'IMMELMAN'
 WINGSPAN | 100mm
 BASED | FRANCE 1940
 RELEASE | MARCH
 BARCODE | 807903904738



The Corgi Collection

27

MODEL NO | CS90466
MODEL NAME | CONSOLIDATED LIBERATOR - RAF
 OPERATOR | RAF, SEAC
 WINGSPAN | 122mm
 RELEASE | FEBRUARY
 BARCODE | 807903904660



MODEL NO | CS90458
MODEL NAME | MITSUBISHI ZERO
 OPERATOR | 401st SENTAI, 341st KOKUTAI
 WINGSPAN | 98mm
 BASED | MANILA 1944
 RELEASE | JANUARY
 BARCODE | 807903904585

MODEL NO | CS90478
MODEL NAME | KING TIGER TANK
 BASED | HUNGARY, FEBRUARY 1945
 LENGTH | 120mm
 RELEASE | JUNE
 BARCODE | 807903904783

NEW TOOLING



All new packaging design

MODEL NO | CS90472
MODEL NAME | DH MOSQUITO FBVI - HR399 OB-R
 OPERATOR | RAF, 45 SQN
 WINGSPAN | 117mm
 RELEASE | MARCH
 BARCODE | 807903904721



Aircraft models
include
display stand



MODEL NO | CS90468
MODEL NAME | STUKA - TROPICAL
 WINGSPAN | 106mm
 RELEASE | FEBRUARY
 BARCODE | 807903904684

MODEL NO | CS90475
MODEL NAME | STUART - DESERT RATS, 'BELLMAN'
 LENGTH | 69mm
 RELEASE | MARCH
 BARCODE | 807903904752





Fighting Machines - Modern Era



NEW

MODEL NO | CS90463
MODEL NAME | Bae HAWK T Mk1
 OPERATOR | RAF, ST ATHAN STATION FLIGHT
 'WELSH DRAGONS'
 BASED | RAF ST ATHAN 1995
 WINGSPAN | 83mm
 RELEASE | FEBRUARY
 BARCODE | 807903904639



NEW

MODEL NO | CS90471
MODEL NAME | CANADAIR SABRE Mk.5
 OPERATOR | RCAF 'GOLDEN HAWKS'
 AEROBATIC TEAM
 WINGSPAN | 89mm
 RELEASE | MARCH
 BARCODE | 807903904714



NEW

MODEL NO | CS90461
MODEL NAME | SCIMITAR TANK
 OPERATOR | LIGHT DRAGOONS, 'B' SQN
 LENGTH | 72mm
 BASED | BOSNIA 1993
 (UN PEACEKEEPING FORCE)
 RELEASE | JANUARY
 BARCODE | 807903904615



NEW

MODEL NO | CS90476
MODEL NAME | VICKERS VC-10 C.1K - REFUELLER
 OPERATOR | RAF
 WINGSPAN | 96mm
 RELEASE | MARCH
 BARCODE | 807903904769

Helicopters



NEW

MODEL NO | CS90469
MODEL NAME | WESTLAND WAH-64 APACHE
 OPERATOR | BRITISH ARMY AIR CORPS
 ROTOR DIA | 115mm
 RELEASE | FEBRUARY
 BARCODE | 807903904691



NEW

MODEL NO | CS90477
MODEL NAME | WESTLAND WESSEX HCC4
 OPERATOR | THE QUEENS FLIGHT
 ROTOR DIA | 125mm
 RELEASE | MARCH
 BARCODE | 807903904776



NEW

MODEL NO | CS90464
MODEL NAME | BELL 205 (UH-1H) IROQUOIS - G-HUEY
 OPERATOR | RAF BENEVOLENT FUND
 (SEARCH & RESCUE)
 ROTOR DIA | 120mm
 RELEASE | FEBRUARY
 BARCODE | 807903904646



NEW

MODEL NO | CS90459
MODEL NAME | SIKORSKY S-70A-9 BLACKHAWK
 OPERATOR | AUSTRALIAN ARMY
 ROTOR DIA | 115mm
 RELEASE | JANUARY
 BARCODE | 807903904592



MODEL NO | CS90465
MODEL NAME | **BOEING B-17**
 OPERATOR | RAF COASTAL COMMAND
 WINGSPAN | 120mm
 RELEASE | FEBRUARY
 BARCODE | 807903904653
 LIMITED EDITION



MODEL NO | CS90474
MODEL NAME | **NA P-51 MUSTANG - 'DOOLEYBIRD'**
 OPERATOR | RAF
 WINGSPAN | 102mm
 RELEASE | MARCH
 BARCODE | 807903904745
 LIMITED EDITION

SKIRMISH

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Cromwell Centaur Tank



MODEL NO | CC60213
MODEL NAME | PANTHER Ausf.G TANK
 & 3 GERMAN INFANTRY FIGURES
 OPERATOR | GERMAN ARMY
 THEATRE | ARDENNES 1944
 SCALE | 1:50
 LENGTH | 130mm
 RELEASE | OCTOBER
 BARCODE | 807903-602139
LIMITED EDITION

The German counteroffensive through the Ardennes in the winter of 1944, the Battle of the Bulge, will long be recalled in American military annals as having inflicted on the U.S. 12th Army Group the first and only serious reverse it suffered in its sweep from Normandy to the Rhine. Counting on the defensive strength of the terrain, General Bradley was holding his line in the Ardennes with minimum forces. On 16 December the Germans crashed through these with a massive counteroffensive. It came as a complete surprise, created widespread if momentary consternation, halted the Allied offensive, and cost the Americans and British over 70,000 casualties before they could contain it.

IDEAL FOR
54 mm
WARGAMERS



MODEL NO | CC60109
MODEL NAME | CHURCHILL MK.VII TANK
 & 3 BRITISH PARATROOPER FIGURES
 OPERATOR | BRITISH ARMY
 THEATRE | HOLLAND 1944
 SCALE | 1:50
 LENGTH | 150mm
 RELEASE | SEPTEMBER
 BARCODE | 807903-601095
LIMITED EDITION

This Anglo-American airborne operation was launched 17 September 1944 with the object of securing the crossings over the great Dutch rivers, Maas, Waal, Lower Rhine, and so opening a way for an armoured advance into the north German plain before the onset of winter. Montgomery, commanding the British 21st Army Group, persuaded Eisenhower in early September that, such was the disorganization of the Germans in the west following their precipitated retreat from Normandy, he could 'bounce' their defense of the Low Countries and avoid the preparation of a long conventional offensive.

IDEAL FOR
54 mm
WARGAMERS



MODEL NO | CC51028
MODEL NAME | M4A3 SHERMAN TANK
 & 3 US INFANTRY FIGURES
 OPERATOR | US ARMY
 THEATRE | BATTLE OF THE BULGE 1944
 SCALE | 1:50
 LENGTH | 115mm
 RELEASE | SEPTEMBER
 BARCODE | 807903-510281
LIMITED EDITION

In December 1944, the German army had been retreating since its defeat in Normandy five months earlier. But at 5.00am on December 16th the German artillery suddenly bombarded the peaceful Ardennes front, initiating what came to be known as the Battle of the Bulge. It was the greatest pitched battle ever fought by the Americans, and their only major struggle in the dead of winter. Before it was over, they had suffered over 80,000 casualties.

IDEAL FOR
54 mm
WARGAMERS





IDEAL FOR
54 mm
WARGAMERS

MODEL NO | CC60011
MODEL NAME | **SdKfz7/1 & ANTI-AIRCRAFT GUN**
& 3 GERMAN INFANTRY FIGURES
OPERATOR | GERMAN ARMY
THEATRE | HOLLAND 1944
SCALE | 1:50
LENGTH | 130mm
RELEASE | OCTOBER
BARCODE | 807903-600111
LIMITED EDITION

By November 1944 the German 15th Army withdrew deeper into Holland. The German 7th army began a series of attacks against the US 9th Army. The Germans had been preparing a massive counter-attack in the West since the Allied breakout from Normandy. The plan called Wacht am Rhein ("Watch on the Rhine") was to attack through the Ardennes and swing North. The attack started on December 16 in what became known as the Battle of the Bulge. After initial successes in bad weather, which gave them cover from the Allied air forces, the Germans were eventually pushed back to their starting points by January 15, 1945.

MODEL NO | CC60416
MODEL NAME | **M16 QUAD .50 HALFTRACK**
& 3 US INFANTRY FIGURES
OPERATOR | US ARMY
THEATRE | FRANCE 1944
SCALE | 1:50
LENGTH | 115mm
RELEASE | DECEMBER
BARCODE | 807903-604164
LIMITED EDITION

The Allied invasion of southern France in the late summer of 1944, an operation first code-named ANVIL and later DRAGOON, marked the beginning of one of the most successful but controversial campaigns of World War II. However, because it fell both geographically and chronologically between two much larger Allied efforts in northern France and Italy, both its conduct and its contributions have been largely ignored. Planned originally as a simultaneous complement to OVERLORD, the cross-Channel attack on Normandy, ANVIL actually took place over two months later, on 15 August 1944, making it appear almost an afterthought to the main Allied offensive in northern Europe. Yet the success of ANVIL and the ensuing capture of the great southern French ports of Toulon and Marseilles, together with the subsequent drive north up the Rhone River valley to Lyon and Dijon, were ultimately to provide critical support to the Normandy-based armies finally moving east toward the German border.



IDEAL FOR
54 mm
WARGAMERS



IDEAL FOR
54 mm
WARGAMERS

MODEL NO | CC60610
MODEL NAME | **CROMWELL CENTAUR MK.IV TANK**
& 3 BRITISH PARATROOPER FIGURES
OPERATOR | BRITISH ARMY
THEATRE | D-DAY, NORMANDY 1944
SCALE | 1:50
LENGTH | 150mm
RELEASE | NOVEMBER
BARCODE | 807903-606106
LIMITED EDITION

On the 6th June 1944, two Allied armies, one British and one American, landed on the Normandy beaches and secured a firm foothold in German-occupied Europe. They attempted to push the invasion inland, but the Germans reacted with determination and aggression, forcing them to battle for every inch of ground. Progress was slow and bloody, but after almost three months of fighting, the aim of gradually wearing down German manpower and materiel was showing signs of success. Following a co-ordinated offensive, in which the British 21st Army Group attacked in the east to draw in the German armoured reserves, the 12th US Army Group succeeded in breaking through the German line in the west on the 31st July. With the 1st Canadian and 2nd British Armies attacking them from the north, the Americans proceeded to encircle the German 7th Army from the south, trapping and cutting it to pieces in the Falaise Pocket. The Battle of Normandy had been won.



Welcome to the first range of Corgi Warbirds, a 14 piece collection of some of the finest and most famous World War II Aircraft all presented in detailed die-cast and featuring some of the most iconic names of the War. Each aircraft comes in a specially designed display box and comes complete with a display stand. As an added bonus if you collect all 14 scale models in the range we will send a FREE Sights & Sounds model from our Aviation Archive range worth up to £149.99*

*Model Value may vary depending on availability



3-TON
LORRY



MODEL NO	WB99601
MODEL NAME	SUPERMARINE SPITFIRE MKIA
PILOT	GEORGE UNWIN
SCALE	72
WINGSPAN	156mm
RELEASE	MAY
BARCODE	807903-996016

MODEL NO	WB99602
MODEL NAME	P51 MUSTANG III
PILOT	EUGENIUSZ HORBACZEWSKI
SCALE	72
WINGSPAN	155mm
RELEASE	MAY
BARCODE	807903-996023

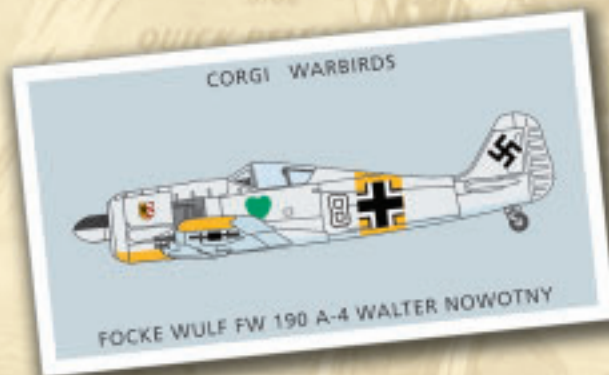
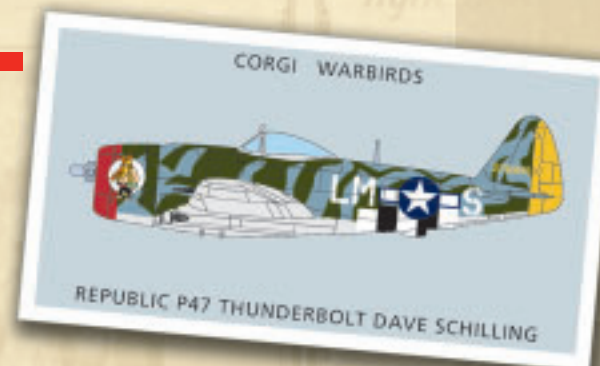


MODEL NO	WB99603
MODEL NAME	HAWKER HURRICANE MKI
PILOT	PETE BROTHERS
SCALE	72
WINGSPAN	167mm
RELEASE	JUNE
BARCODE	807903-996030

MODEL NO WB99604
MODEL NAME MESSERSCHMITT Bf 109E-4
 PILOT HELMUT WICK
 SCALE 72
 WINGSPAN 136mm
 RELEASE MAY
 BARCODE 807903-996047



MODEL NO WB99607
MODEL NAME P47D THUNDERBOLT
 PILOT DAVE SCHILLING
 SCALE 72
 WINGSPAN 175mm
 RELEASE JUNE
 BARCODE 807903-996078



MODEL NO WB99605
MODEL NAME FOCKE WULF FW 190A-4
 PILOT WALTER NOWOTNY
 SCALE 72
 WINGSPAN 145mm
 RELEASE JUNE
 BARCODE 807903-996054



MODEL NO WB99608
MODEL NAME JUNKERS JU87 STUKA
 PILOT HANS ULRICH RUDEL
 SCALE 72
 WINGSPAN 188mm
 RELEASE JUNE
 BARCODE 807903-996085

MODEL NO WB99606
MODEL NAME CHANCE VOUGHT CORSAIR F4U-1
 PILOT KENNETH WALSH
 SCALE 72
 WINGSPAN 175mm
 RELEASE MAY
 BARCODE 807903-996061



MODEL NO WB99609
MODEL NAME AVRO LANCASTER BIII
 NAME 'MICKEY THE MOOCHER'
 SCALE 144
 WINGSPAN 216mm
 RELEASE MAY
 BARCODE 807903-996092





MODEL NO WB99610
MODEL NAME CURTISS P40 KITTYHAWK IA
 PILOT LES JACKSON
 SCALE 72
 WINGSPAN 155mm
 RELEASE JUNE
 BARCODE 807903-996108



MODEL NO WB99613
MODEL NAME MESSERSCHMITT ME262A-1a
 PILOT HEINZ BÄR
 SCALE 72
 WINGSPAN 175mm
 RELEASE MAY
 BARCODE 807903-996139

MODEL NO WB99611
MODEL NAME A6M-3 MITSUBISHI ZERO
 PILOT HIROYOSHI NISHIZAWA
 SCALE 72
 WINGSPAN 165mm
 RELEASE MAY
 BARCODE 807903-996115



MODEL NO WB99614
MODEL NAME SUPERMARINE SPITFIRE HFIXC
 PILOT OTTO SMIK
 SCALE 72
 WINGSPAN 156mm
 RELEASE JUNE
 BARCODE 807903-996146



MODEL NO WB99612
MODEL NAME BOEING B17 FLYING FORTRESS
 NAME 'SALLY B'
 SCALE 144
 WINGSPAN 219mm
 RELEASE JUNE
 BARCODE 807903-996122

CORGI WARBIRDS RANGE - MAY
 YEAR 2006 - UK ASSORTMENT 1
 WB99699

SPITFIRE MKIA GEORGE UNWIN
 SPITFIRE MKIA GEORGE UNWIN
 LANCASTER MKIII MICKEY THE MOOCHER
 LANCASTER MKIII MICKEY THE MOOCHER
 Bf109E-4 HELMUT WICK
 Bf109E-4 HELMUT WICK
 MUSTANG III EUGENIUSZ HORBACZEWSKI
 A6M3a ZERO HIROYOSHI NISHIZAWA
 Me262A-1a HEINZ BÄR
 F4U-1 CORSAIR KENNETH WALSH

CORGI WARBIRDS RANGE - JUNE
 YEAR 2006 - UK ASSORTMENT 2
 WB99698

SPITFIRE HFIXC OTTO SMIK
 SPITFIRE HFIXC OTTO SMIK
 HURRICANE MKI PETE BROTHERS
 HURRICANE MKI PETE BROTHERS
 B17 G SALLY B
 B17 G SALLY B
 P47D THUNDERBOLT DAVE SCHILLING
 FW190A-4 WALTER NOWOTNY
 STUKA B-2 HANS ULRICH RUDEL
 KITTYHAWK IA LES JACKSON

OFFER

Collect all 14 Models in the range and send in your Proof of Purchase enclosed in each pack and we will send you absolutely FREE a fantastic interactive Sights & Sounds Model*, worth up to £149.99** from the Aviation Archive.

*Model TBC ** Model Value may vary depending on availability

ROAD TRANSPORT



ROAD TRANSPORT

The July to December 2006 collection features a host of familiar favourites alongside the newly tooled Volvo FH in the Hauliers of Renown range. This 6 month range consists of models across a number of brands including a selection of 9 double 9 models, more fun-filled Mini Mania models and Vintage Glory makes a comeback!

Collectors of 9 Double 9 will be pleased to see the three new liveries incorporated into this second half range and there are some great model vans to keep the "Van Man" happy.

Within the Hauliers of Renown section not only is the new tool available in a host of liveries but the second Sights and Sounds release will be available in the shape of the Scania Topline Curtainside in Ian Hayes livery, it's due out in time for Christmas.

Road Transport wouldn't be complete without the revived Vintage Glory model section and if one blast from the past isn't enough to delight you then feast your eyes on all that Mettoy has to offer – remember there will be more to come.

The collection draws to a close with the most famous of them all The Routemaster and our special tribute to this London icon. So enjoy all that Road Transport has to offer whether it be a trip down memory lane or that reminder of a modern day vehicle you've been waiting for!





Volvo FH

HAULIERS of RENOWN

1:50 SCALE

LIMITED EDITION

The 'Flagship' of the Collectables - packed with superb, highly detailed models in liveries of the great names in British Haulage. All models are presented in customised display packaging and features include poseable wheels, realistic airlines, opening bonnets, tilting cabs, customer applied rear view mirrors and fine detail wipers.



<345mm>

MODEL NO	CC12933
MODEL NAME	SCANIA TOPLINE FRIDGE TRAILER
OPERATOR	EDWARD GILDER & CO
BASED	BOUGHTON-ON-THE-WATER
RELEASE	Jul-06
BARCODE	807903129339

Edward Gilder established Edward Gilder & Co Ltd in 1995, Edward was then just 18 years old, this was after Edwards' father decided to move from transport to commercial truck dealing. Edward's father's transport company was called Peter Gilder & Sons which was an internationally renowned international livestock transport company, established in 1976 with 25 livestock trucks based in the United Kingdom & 10 livestock trucks based in France, all of which were Scania's, it even had its own ferry sailing from Dover to Dunkerque five times per week. Peter Gilder & Sons transported livestock & shipped livestock all over the world and was the leading, biggest international livestock transport company of all time. Today Edward Gilder & Co Ltd run a mixed fleet of livestock & temperature controlled vehicles, all of which are top of the range Scania's specialising in meat transport to Europe & pedigree livestock transport to Europe, Malta, Cyprus, Africa & Russia. Like father, like son, Edward Gilder & Co Ltd has the biggest fleet of livestock trucks specialising in the international transport of pedigree and breeding livestock in the United Kingdom.



'Houghton Parkhouse', founded in 1956 by John and Bertha Houghton, are leading European award winning designers and manufacturers of livestock transporters. In 1986 their son Michael and his wife Pam took over the family business building upon the strengths his parents had laid down to further develop the company within it's high tech premises based on the original site at Milnthorpe, Cumbria. Employing motivated designers and experienced craftsmen, 'Houghton Parkhouse' aim to ensure their livestock transporters are designed and manufactured to the highest standards with the best possible attention paid to animal welfare.



<335mm>

MODEL NO	CC13904
MODEL NAME	FODEN ALPHA
OPERATOR	HOUGHTON PARKHOUSE
BASED	"THE PROFESSIONAL"
RELEASE	LIVESTOCK TRANSPORTER
BARCODE	WOODHEAD BROS
	COLNE, LANC
	Jul-06
	807903139048

Dennis Wilfred Oates, born in St. Ives, Cornwall in 1929, youngest son of a Cornish tin miner, started in haulage in 1951 with a Commer Q4 Tipper hauling sand and concrete blocks. Deliveries were made to farms around the St. Ives area as well as shovelling out 4 to 6 loads of coal a day from St. Ives railway station to Treggenna Castle Hotel in the town. In the late 50s/early 60s Dennis had a 10 ton Bedford carrying Cornish vegetables through to UK wholesaler's fruit markets, returning home with animal feeds. In the early 70s the first of many Volvo F88's arrived and he branched out into refrigerated transport which continues to this day, hauling fresh fish throughout Europe. The fleet totals 14 Scania and DAFs with approx. 20 fridges and along with storage facilities are based on a 2 acre site in Penzance. Dennis Oates Snr. is still as active now as he ever was overseeing his business with his three sons Dennis, Graham and Edward.



MODEL NO | CC13231
MODEL NAME | **DAF XF CURTAINSIDE**
 OPERATOR | JAMES IRLAM & SONS LTD
 BASED | KNUTSFORD, CHESHIRE
 RELEASE | Jul-06
 BARCODE | 807903132315

James Irlam Logistics is a widely respected, independently owned business with many years experience within the fast moving UK supply chain market. The Company offers a highly streamlined, cost effective logistics solution that exactly matches the demands of our customers and includes distribution, warehousing and co-packing services. The fleet consists entirely of high specification DAF units, each operating for a maximum of 3 years and our comprehensive maintenance programme ensures driver safety and guards against breakdowns. From our workforce of highly trained drivers through to the senior management team, our customers will be assured of a speedy and effective response to any logistics request.

www.jamesirlam.co.uk



<345mm>



One of Europe's leading manufacturers of commercial vehicles, the MAN fleet of trucks range from 6 to 50 t gross weight for any application. They were awarded 'Truck of the Year' for the fourth time in 1995 and as well as manufacturing trucks they also make buses, coaches and engines for vehicles, boats and power generation. MAN has production plants in Germany, Austria, Turkey, South Africa and Australia, and also has assembly under licence in many other countries. Offering a comprehensive range of services for customers across an international sales and service network MAN has developed a worldwide reputation for excellence in truck manufacture.



<275mm>

MODEL NO | CC13711
MODEL NAME | **SCANIA R SERIES BULK TIPPER**
 OPERATOR | JAMES INNES & SONS LTD
 BASED | PORTSOY
 RELEASE | Aug-06
 BARCODE | 807903137112

James Innes & Son Ltd started in the haulage industry in 1976 with a Volvo F86 six wheeled bulk tipper, which they had painted Bahama Gold and this colour is still used to this day. The first artic they purchased was a DAF2800 in 1982 and the following year they acquired their first Scania - a 112 P-Cab. Since then, the Company has grown and they now run a fleet of 14 artic, 13 Scania's and one DAF. The Company specialises in bulk grain haulage, collecting and delivering grain from farms, distilleries and maltings all over Scotland and Northern England. The Company is run by Leonard and Elizabeth Innes and their son Neil.



<345mm>

MODEL NO | CC13420
MODEL NAME | **MAN TGA CURTAINSIDE**
 OPERATOR | WOODY'S EXPRESS
 BASED | STORNAWAY
 RELEASE | Jul-06
 BARCODE | 807903134203

This striking MAN TGA Curtainside is one of a 25 strong general haulage fleet run by Highlands and Islands operator Woody's Express. Woody's Express Parcels is an established haulage and courier company with permanent depots in Stornaway (Head Office) on the Isle of Lewis and in Inverness. Parcels are transported and delivered daily throughout the Outer Hebrides, Inverness area, Aberdeen and Glasgow. The Company offers a range of delivery options from next day to five days, all with competitive prices and the utmost care is taken with parcels, courier packages and larger consignments.

www.woody-s-express.com

Vehicle livery design by 20 Four Seven Marketing (Scotland) Limited. www.sprat2catch.com Design produced for Woody's Express Parcels Limited.

HAULIERS of RENOWN

VOLVO

The Volvo FM was introduced in 1998 and quickly became one of the leading truck models for a wide variety of regional transport and construction operations. The new Volvo FM has the same model designation as its predecessor, but it is better in virtually every respect.

An entirely new driver's environment gives you even better conditions for working safely, securely and efficiently. New engines and transmissions offer excellent driveability and low fuel consumption. No matter whether you work in distribution, construction or service industries, you can have your truck factory-prepared for easier bodybuilding – and in certain cases even fully built, ready for operation, as soon as it leaves the factory.



<345mm>

MODEL NO	CC14002
MODEL NAME	VOLVO FH CURTAINSIDE
OPERATOR	EDDIE STOBART LTD
BASED	CARLISLE
RELEASE	Aug-06
BARCODE	807903140020

Eddie Stobart Ltd is Britain's largest independent road haulage company and notably the most famous. The company history stems back over half a century starting from a rural village location to becoming a major national and international operator. In the year 2000 Eddie Stobart employed over 2500 people, operated nearly 1000 vehicles out of 30 depots across the UK and Europe with annual turnover reaching 150m. The same year also saw the departure of William Stobart who left to work for his brother-in-law, Andrew Tinkler, Managing Director of a highly successful civil engineering company, WA Developments Ltd. In 2004 the Eddie Stobart Group Ltd was taken over by W A Developments (International) Ltd following the retirement of Edward Stobart which has resulted in William Stobart returning to the Eddie Stobart Group Ltd as Managing Director. An on-going investment programme to further strengthen and develop the company is in place to ensure the Eddie Stobart Group's continued future success. www.eddiestobart.co.uk

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MODEL NO	CC13806
MODEL NAME	MERCEDES-BENZ ACTROS CURTAINSIDE
OPERATOR	NORFOLKLINE
BASED	FELIXSTOWE
RELEASE	Aug-06
BARCODE	807903138065

In the 1950's, a young independent Dutch exporter of agriculture and horticultural products, Mr Remeus, started a regular conventional service connecting Vlaardingen and Colchester. Draught restrictions caused the route to be altered and in 1958 Great Yarmouth to Scheveningen was established. The first new build, the Superior Trader, joined the service in 1961 and that year Norfolk Lijn NV was officially founded under the ownership of Mr.Remeus. More coasters were acquired during the 60's and in January 1969 the first ro-ro vessel Duke of Holland was put into service. This reduced turnaround times from two days to four hours. A fleet of trailers was acquired and the company was now providing door-to-door services. In 1973, Mr.Remeus sold all of his shares to Unilever and the company was renamed Norfolk Line. Norfolk Line changed hands again in 1985, A.P.Moller's British subsidiary, the Maersk Co.Ltd, took control of the highly successful ferry operator. Today Norfolk Line functions as a separate business unit within the A.P.Moller organization. Length and draught restrictions in Great Yarmouth have

prevented Norfolk Line from introducing larger vessels, so the port was abandoned in favour of Felixstowe in 1992. At the start of 1998 the name Norfolk

Line became one word and that is now the style adopted by all company offices throughout Europe. In 2006, due to draught restrictions once again, this time in Scheveningen, the route will be altered back to it's original route, Vlaardingen to Felixstowe.

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NEW TOOLING



<345mm>

MODEL NO	CC13518
MODEL NAME	VOLVO FM FELDBINDER TANKER
OPERATOR	CEMEX
BASED	RUGBY
RELEASE	Aug-06
BARCODE	807903135187

CEMEX is a global building solutions company with leading positions in cement, ready-mixed concrete and aggregates. The company provides reliable services and high-quality products to customers and communities in more than 50 countries around the world. Founded in 1906, CEMEX has grown from a small local player into one of the top global companies in the world. Following the acquisition of the RMC Group in March 2005, CEMEX has more than 50,000 employees worldwide. CEMEX has a national distribution and delivery network which is second to none. As an industry first, CEMEX has installed a global positioning system (GPS) for dynamic real-time logistics planning and introduced 'Flexi-load' a flexible out of hours delivery service in 194 articulated vehicles to optimise logistics resources and improve customer service, ensuring that correct products are delivered to the right place at the right time. CEMEX is one of country's top 20 logistics operators, making more than four million deliveries annually by road, rail, sea and inland waterways. In 2005 CEMEX won the prestigious Motor Transport's Efficiency in Operation Award for demonstrating "exceptional success in optimising efficiency and clearly outshone the other entries in this category."

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<270mm>



<345mm>

HIGHLY LIMITED

MODEL NO CC13712
MODEL NAME SCANIA R SERIES TANKER
 OPERATOR SHIRLEY'S TRANSPORT LTD
 BASED CELLARHEAD, STOKE-ON-TRENT
 RELEASE Sep-06
 BARCODE 807903137129

Shirley's Transport Ltd., based at Cellarhead, Stoke-on-Trent, Staffordshire currently operate some 75 vehicles, the core business being the transportation of bulk liquids throughout Europe. Founded in 1936, by the father of the current Directors Arthur and James Shirley, originally the main traffic was cattle, bagged animal feeds, meat and other general haulage. During the 1950's Shirley's started to work for breweries in Burton-upon-Trent involving delivering crates and kegs. The first tanker was purchased in 1966 and from then Shirley's channelled its efforts into tanker work and through the levels of service provided, embarked upon relationships with customers that are still going strong today.



<285mm>

DAF

As long haul operators extend their capabilities across Europe and beyond, the XF has become something of an icon. Recognised throughout the industry as the vehicle of choice for pan-European operations, its innovative and eye-catching cab, interior of unrivalled specification and superb fuel economy of its advanced 12.6 litre 24 valve XF engine have embodied DAF's commitment to creating the ideal long distance vehicle. At 2.25 metres long, the XF has plenty of interior space - the Space Cab has an interior height of 6'2" (1.89m) from floor to roof and the Super Space Cab a staggering 7'4" (2.25m). Both models have air suspension seats, 3 way adjustable steering column, full size lower bed and upper bunk, electrically adjustable heated mirrors, electric windows, and 'walnut' finish dashboard as standard. The Super Space Cab has heated leather faced seats, air conditioning and an integral refrigerator. DAF Trucks Limited is part of the PACCAR Group - the world's third largest truck builder.

HAULIERS of RENOWN



Foden Trucks has the longest history of building trucks to meet operators needs. In one of the most modern truck plants in Europe, Foden designed vehicles and assembled them, using the best driveline components matched to leading class cabs. The 'Next Generation' Alpha range was first launched in 2001 and includes 4, 6 and 8 wheel rigids from 18 to 32 tonnes gross plus a wide choice of tractor units up to 44 tonnes. More recent innovations have included the availability of ZF ASTRonic automatic transmission on many models. Today's Fodens are worthy successors to those illustrious machines from the early days of steam and the many pace-setting trucks and specialist vehicles of post war era.

MODEL NO	CC13906
MODEL NAME	FODEN ALPHA CURTAINSIDE
OPERATOR	RITCHIE TRANSPORT
BASED	HETTON-LE-HOLE, TYNE & WEAR
RELEASE	Sept-06
BARCODE	807903139062

The family based concern of E & N Ritchie can trace their continuous involvement in road transport back through four generations to 1898 and founder Ralph Ritchie. It was Ralph's two sons - Ernest and Norman - who took the company into the mechanised world and for more than 40 years the two brothers also operated Hetton Sand & Gravel Co Ltd. The current Ritchie business - which embraces UK general haulage, warehousing, distribution plus garage repairs & services - is run by Ralph's two great grandsons, Stuart & Alastair Ritchie. The business still occupies the same premises at Triumph Garage in Hetton-le-Hole which Ralph originally began trading in.



<335mm>

HIGHLY LIMITED



<345mm>

MODEL NO	CC13807
MODEL NAME	MERCEDES-BENZ ACTROS FLATBED TRAILER/LOAD
OPERATOR	MAURICE HILL TRANSPORT LTD
BASED	MANSFIELD, NOTTS
RELEASE	Oct-06
BARCODE	807903138072

Maurice Hill Transport Ltd is a family owned and run road haulage business which was established in 1960. It now runs over fifty articulated vehicles and 300 trailers and specialises in the nationwide transportation of steel and building products. The Company moves all shapes, sizes and descriptions of steel, from standard 40' loads of reinforcing bar through 40' and 60' loads of fabricated steel up to special types of abnormal loads. They are also experienced in moving lamp posts, street furniture, concrete pilings and tunnels. All drivers are experienced in handling and restraining loads of steel to ensure a safe and timely delivery.

Intellectual Property Rights licensed by DaimlerChrysler AG



NEW TOOLING



<345mm>

MODEL NO CC13713
MODEL NAME SCANIA R SERIES FLATBED TRAILER/LOAD
 OPERATOR PRESTONS OF POTTO
 BASED POTTO, N. YORKS
 RELEASE Sep-06
 BARCODE 807903137136

For over half a century Prestons have been setting exceptional standards and providing a quality service. With an extensive fleet, large warehousing and a loyal workforce, they have grown to become one of the most widely recognised family businesses in the British logistics industry. Formed at Potto in 1936 by Richard Preston Snr the Company operated successfully as an agricultural business until 1957 when a transport division was formed. In 1969 the Company was handed over to Richard Jnr and his wife Anne whose joint leadership took the Company forward to its leading position today. The growth of the Company in the 70s mirrored Teesside's expanding chemical and steel businesses and the 80s saw the business become a large player in the food and drinks industry. Today Prestons is headed by the third generation, David Preston.

www.prestons-potto.com



<345mm>

MODEL NO CC14003
MODEL NAME VOLVO FH CURTAINSIDE
 OPERATOR REID TRANSPORT GROUP
 BASED NORTHAMPTON
 RELEASE Oct-06
 BARCODE 807903140037

From humble beginnings in 1985 as a livestock and general agricultural haulier located in North Antrim, the Group is now recognised as a major player within the national and international transport sector. The Company's core activities include cross channel, cross border and European express road haulage, temperature controlled distribution, express groupage, contract distribution, warehousing, and logistics. The superbly maintained fleet includes over 85 vehicles, 250 trailers and more than 30 rigs of Volvo, Scania and Mercedes-Benz manufacture. With its head office and a superb self contained 120,000 sq ft distribution and warehousing centre at Cloughmills, the company's former premises at Loughgiel provide a fully fledged garage with full service, maintenance and repair facilities.

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VOLVO

The Volvo FH offers a wide range of cab types and trim levels to exactly match both driver's and operator's needs. The

Volvo FH range is available in day, sleeper and a choice of two high roof sleeper options - the Globetrotter and Globetrotter XL.

No truck manufacturer focuses more attention on safety than Volvo - their latest innovation is the standard fitment of a driver SRS air bag in the FH. For a

smooth comfortable ride, the cab is independently suspended on the chassis by a four-point coil sprung suspension and in the Globetrotter XL a driver of 6'4" can stand upright and move freely around the cab. For peace of mind, a smoke alarm is standard fitment on all FH sleeper and Globetrotter cabs. The FH is available in both tractor and rigid form, as 4x2, 6x2 and 6x4. Whether the vehicle be a 30/40/41 tonne artic, or a heavy haulage combination, the vast range of drivelines, frames, axles and bogies means that there is an FH to meet operators needs. Volvo's total support is given from day one, which continues throughout the truck's working life -

24 hours a day, 365 days a year.

HAULIERS of RENOWN

DAF

With growing cost pressures and tightening just-in-time deadlines, the DAF CF has been designed to meet the requirements of an increasingly demanding distribution and haulage sector.

The CF offers a new range of high efficiency Euro 3 engines; a choice of stronger, lighter chassis; and a spacious cab designed to optimise driver performance.

The CF85 series is dedicated to heavyweight distribution transport and features a choice of Day, Sleeper and Space Cab, 2/3 axle chassis and 2 axle rigids.

DAF Trucks Limited is part of the PACCAR Group – the world's third largest truck builder..

MODEL NO	CC13614
MODEL NAME	DAF CF HOUGHTON PARKHOUSE
OPERATOR	THE PROFESSIONAL LIVESTOCK TRANSPORTER
BASED	P. McKERRAL & CO.
RELEASE	CAMPBELTOWN, ARGYLE
BARCODE	Nov-06 807903136146

The company was formed by Peter McKerral in 1936 and started as a farm business. He was joined by his son, with his wife Catherine in 1968. In 1972 they branched into haulage - starting as livestock - haulage and hay and straw merchants. In 1990 the harvesting of timber in this area made the firm extend the fleet to include timber haulage. Donald and Catherine's four sons have now joined the business. The company took over a business in Strachur and another in Lochgilphead giving scope to extend the business. Furthermore, P. McKerral & Co. now run a fleet of 30 lorries consisting of Scania, Volvo, M.A.N., and DAF. They have 40 trailers mainly flat trailers, some with timber cranes and have just bought 2 extendable trailers for transporting windmill towers.



<335mm>

HIGHLY LIMITED



<345mm>

MODEL NO	CC13421
MODEL NAME	MAN TGA CURTAINSIDE & MOFFETT MOUNTYLINE
OPERATOR	SLOAN TRANSPORT
BASED	DROMORE, COUNTY DOWN
RELEASE	Nov-06
BARCODE	807903134210

Sloan Transport was formed in July 1969 and is based near Dromore in Co. Down. The Company is family owned and currently run a fleet of around sixteen vehicles and over 70 trailers. The tractor units are a mix of Scania, Volvo, DAF and MAN and trailers include flats, curtainsides, Euro liners, coli carriers and walking floors. Although the Company specialises in sawdust and woodshavings bulk and bales, they also transport timber, steel, concrete products and peat.



<345mm>

MODEL NO	CC12934
MODEL NAME	SCANIA R SERIES FRIDGE TRAILER
OPERATOR	J ANDERSON TRANSPORT
BASED	DALMELLINGTON
RELEASE	Nov-06
BARCODE	807903129346

Sandy Anderson started his own business in his home village of Dalmellington in 1974, with a second hand AEC six wheeler. Initially all his work was for Scottish Agricultural Industries (SAI), delivering fertiliser to farms in the south west of Scotland. As things progressed he also began to transport fresh fish, landed from the local harbour at Ayr. The first brand new lorry was purchased in 1979; A Scania LB76 six wheeler which was very reliable and worth its weight in gold to the business. The company moved to refrigerated trailers in 1992, when the new regulations on transporting fish in these vans came into force and the international business started in 1985/86 with trips to Holland and Belgium.

MODEL NO	CC14005
MODEL NAME	VOLVO FH CURTAINSIDE
OPERATOR	BENTON BROS. LTD
BASED	BOSTON, Lincs
RELEASE	Dec-06
BARCODE	807903140051

Benton Brothers (Transport) Ltd employs over 100 personnel at three sites in Sibsey, Boston and Immingham. They operate a fleet of 60, 6 x 2 tractive units, all equipped with mobile phones, which are predominantly operated at 44 tonnes. The trailer fleet stands at 150, which includes tautliners, skeletal, low loaders, extenders, coilers and tipping chassis etc. which enables them to carry most types of freight. Several vehicles are fully equipped for continental operation. A fleet replacement program ensures that tractor units are replaced every five years and semi-trailers every ten years. All vehicles are painted in the Company's original livery. www.benton-bros.co.uk

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<345mm>

SCANIA

Since its formation in Sweden in 1891, Scania has built more than a million vehicles and has developed into one of the world's largest manufacturers of more than 100 countries throughout Europe, Latin America, Asia, Africa and Australasia.

In 2004, Scania launched its P-, R- and T-series of trucks which continue the company's long 'modular-build' tradition, whereby a comprehensive range of vehicles is delivered from a limited number of components. Within a few months of its launch, the Scania R-series was awarded the accolade of International Truck of the Year, underscoring the popularity of the marque with transport operators world-wide.

HAULIERS of RENOWN

Mercedes-Benz

With headquarters in Germany and the USA, DaimlerChrysler is the world's largest commercial vehicle manufacturer, building around half a million trucks, vans and buses each year. With Mercedes-Benz probably the most well-known brand, it is the market leader in the USA with Freightliner, Sterling, Western Star, Detroit Diesel and Orion as well as the specialised brands of American LaFrance and Thomas Built Buses. In Europe Mercedes-Benz trucks, vans and buses hold leading market shares across the widest weight ranges. To complete the global picture, in Asia, DaimlerChrysler hold an 85% share in Mitsubishi Fuso Truck and Bus Corporation.

The Actros Megaspacer cab offers long-distance drivers the comfort and convenience of a flat floored cab and the most commanding view of the road.

Air conditioning, automated transmissions, radar-controlled proximity cruise control and lane monitoring are all available to keep the Actros driver safe and relaxed.

MODEL NO	CC13809
MODEL NAME	MERCEDES-BENZ ACTROS CURTAINSIDE
OPERATOR	POLLOCK (SCOTRANS) LTD
BASED	MUSSELBURGH
RELEASE	Dec-06
BARCODE	807903138096

The majority of this famous haulage company's fleet consists of maximum capacity 44 tonne artics. Vehicles operated include top of the range Scania R Series, DAF XF Super Space Cabs, Volvo FH and MAN TGA XXLs. In addition they run a handful of Mercedes-Benz Actros 6 x 2 tractors, one of which is a MkII Megaspacer. As reference to the Mercedes-Benz badge, the vehicle is named 'Star Trek' and following on from this, the individual tartan is 'Kirk in the Hills'. Whilst some of the Mercedes tractors have been fitted with tipping gear to service a recently won coal contract, N77 PSL continues to operate on general haulage throughout the UK.

Intellectual Property Rights licensed by DaimlerChrysler AG



<325mm>



<325mm>

MODEL NO	CC13234
MODEL NAME	DAF XF SKELETAL TRAILER & CONTAINER
OPERATOR	JOHN G RUSSELL TRANSPORT LTD
BASED	HILLINGTON, GLASGOW
RELEASE	Dec-06
BARCODE	807903132346

John G. Russell (Transport) Ltd is a family owned business founded in 1969, initially in general haulage, diversified into containerisation offering storage, repair and transportation services throughout Scotland.

The Group has expanded over the years with the acquisition of several other businesses, consolidated into four trading companies providing a comprehensive logistics service including warehousing, distribution, re-work and promotional activities, road & rail domestic and European transport, World-wide forwarding and bulk tanker transport.

The group are heavily involved in the entire logistics chain for the Scotch Whisky Distilling Industry. Although recognised specialists in the Food and Drink sectors, the Group has experience and flexibility in warehouse and transport of a wide range of commodities, illustrated in Russell's distribution capabilities from item to case to pallet to full load including bulk liquids.



MODEL NO CC99192
MODEL NAME DAVID HAIG SET
 OPERATOR DAVID HAIG
 BASED BELLSHILL, SCOTLAND
 RELEASE Dec-06
 BARCODE 807903991929

David Wilkie Haig returned from the Second World War to his home town of Bellshill and decided to set up a transport business with a second hand, ex war dept. Thornycroft lorry in 1946. After the conflict there was much work to do rebuilding the country's economy, just the conditions that a new haulage contractor needed. The wheels on David's wagon never stood still and with an increasing amount of customers requesting work, the fleet would soon expand and flourish. During the 1960's the company's mainstay was Austin, with over 40 examples of this once renowned make being operated alongside the 'Nordic Invaders' in the shape of Volvo trucks. These joined the fleet with the F86 and F88 models being recalled as real firm favourites.

For many years Glasgow's bustling dock quaysides kept the company busy; the city was then a true world hub of transport with ships calling from across the world, a staggering variety of cargoes were carried and fetched from the riverside. Coatbridge's Freightliner terminal which opened in the mid 1960's, would also prove to be an important source of work, as it still is today. The company's signature Italian road service commenced in 1969 and the journey in those days was particularly challenging prior to the EEC's 'open frontiers.' David Haig retired in 1985 after 39 years of sterling service in the industry, achieving a great deal in his personal and business life and even finding time to become one of the founder members of the Road Haulage Association. David's son, Douglas, who had worked with his father for many years would keep just one truck for the firm's famed 'Italian job', but that situation would not last for long as earlier customers struggled to get reputable replacement contractors and a year later the inevitable happened and a depot was opened, with the fleet numbers expanding again.

Today Haig Transport operates from a purpose built depot in Bellshill's Reema Road, which includes spacious offices and 30,000 sq. ft. of modern warehousing. Now with 3rd generation son Marco on board, the distinctive green, red and white fleet consists of a mixture of Volvo, Iveco and Renault trucks, all of which pull a selection of curtainside, skeletal and box trailers. The Haig family prides itself on exceptional customer service and enjoys particularly long associations with a number of its clients at home and abroad. The company's 'one driver one vehicle' policy ensures all trucks, which feature traditional tartan bands and individual fleet names, are always well looked after and presented. After many years of running to Italy and the continent, the company's hard work and commitment was recently recognised with the Transport News; 'Scottish European Haulier of the Year' award, which was presented to Douglas Haig in 2002.



RENAULT

Based on original research and inspired by progress in the field of transport, PREMIUM was born from a host of innovations, studies and tests implemented by RENAULT over many years. Beginning as a cab concept presented to RENAULT V.I. General Management in 1988, the concept was followed over the following years by in-depth research into chassis and by 1993 it had an inner and outer shape.

Launched onto the market in 1996 PREMIUM Long Distance combines high efficiency with driver comfort

with the chief characteristics being its extremely light weight and a payload 600 to 900kg greater than any other vehicle in its category.



NEW TOOLING

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TRUCKFEST

1:50 SCALE

LIMITED EDITION

Truckfest events are the showcase for the UK's road transport industry, attracting the very finest trucks on the road.

Each of the events feature hundreds of trucks, all competing for prestigious awards.

In conjunction with Truckfest, we bring you this great range of tractor units.

Each model includes customer applied rear view mirrors and realistic airlines.

2006 TRUCKFEST DATES

April 30th & 1st May
East of England Showground,
Peterborough

3rd & 4th June
Kent County Showground,
Dentling

17th & 18th June
Drifffield Showground,
Yorkshire

1st & 2nd July
Royal Bath & West Showground,
Somerset

5th & 6th August
Royal Highland Centre,
Edinburgh

16th & 17th September
Haydock Park Racecourse,
Lancashire

MODEL NO	CC13714
MODEL NAME	SCANIA R SERIES TOPLINE
OPERATOR	COLES TRANSPORT
RELEASE	Sep-06
BARCODE	807903137143
BASED	BANBURY

The Company Coles Transport, based in Banbury, was started in 1979 by husband and wife, Nigel and Denise Coles. They gradually built the fleet up to 8 vehicles, all Scania's, customised and airbrushed with various themes. Both of their sons, Gary and Darren are now involved in the business and it was Gary's influence that led them to start customising their vehicles and entering various truckshows in the UK and Europe - their best win being the Nordic Trophy in Sweden in 2003. They now manufacture and sell a lot of their stainless steel accessories. This Topline model was their 2005 addition to the fleet.



<125mm>

MODEL NO	CC13232
MODEL NAME	DAF XF SUPER SPACE CAB
OPERATOR	BEAMISH TRANSPORT
RELEASE	Aug-06
BARCODE	807903132322
BASED	CHESTER-LE-STREET, COUNTY DURHAM

Beamish Transport was set up as a partnership between Darren Pickering and Stephen Fenwick in 1993 and was incorporated in 1998. The Company operates a specialised fleet of 31 car and caravan transporters from their purpose built workshops and premises at Burnt House Bank, Pelton Fell, Chester le Street, and has an annual turnover in excess of £2.6m. Vehicle movements are undertaken for a number of north-east motor dealerships, national car auctions, caravan manufacturers and various motor retailers throughout the UK. The Company prides itself on its high levels of customer service and personal attention delivered by its hardworking and dedicated staff and this attention to detail is reflected in the unique green and red livery applied to the vehicles within its fleet.



<125mm>



MODEL NO CC13908
MODEL NAME FODEN ALPHA
 OPERATOR REID'S TRANSPORT
 RELEASE Dec-06
 BARCODE 807903139086
 BASED MINISHANT, AYRSHIRE

Reid's Transport was formed by the present Managing Director, Robert Laidlaw, in late 1969 at Whitletts, Ayr, engaged mainly in work with Bedford KM tippers. The Company moved to its' present depot at Minishant, Ayrshire in 1971 and ran a mixed fleet on local and long distance haulage - AEC, Leyland, Scammell, Guy, Seddon, Ford, Scania and Volvo until 1998 and since then the fleet has consisted of Foden and DAF. Today, Reid's operate bulk tippers engaged primarily in haulage of animal feeds, coal and quarry products and bulk powder tankers mainly for the glass industry. In addition they are heavily engaged in emptying bulk cargoes at Ayr harbour and carrying out bulk warehouse operations.

MODEL NO CC13808
MODEL NAME MERCEDES-BENZ ACTROS
 OPERATOR YUILL & DODDS
 RELEASE Nov-06
 BARCODE 807903138089
 BASED BLANTYRE, SCOTLAND

Established in 1953, Yuill & Dodds has grown into one of the leading haulage specialists in Scotland with a fleet of over one hundred vehicles ranging from long distance articulated units to rugged off-road eight wheel vehicles.

Mr James Yuill and Mr Matthew Dodds founded the Company, however, Mr & Mrs Yuill, their son Brian and daughter Karen, direct the business today. The Company has expanded their UK operations from bulk tipper operators to specialist suppliers of ejector trailers, skips, flats and curtainsiders with tail-lift or forklift facilities.

Intellectual Property Rights licensed by DaimlerChrysler AG



NEW TOOLING

MODEL NO CC14004
MODEL NAME VOLVO FH
 OPERATOR J.G. McWILLIAM LTD
 RELEASE Oct-06
 BARCODE 807903140044
 BASED HUNTLY, ABERDEENSHIRE

Kenneth McWilliam Transport is a family run company based at Huntly, Aberdeenshire. They have been operating since 1970 offering solid fuels, garden products and coal bunkers. The Company also offers transport throughout the UK and Europe running Bulk Tippers, 45ft Flat Trailers, High Curtain Siders, Artics and Rigs. Excellent storage facilities are provided from their 7 acre site which are linked to their rail sidings for ease of transport by rail throughout the UK.

www.mcwilliamhuntly.co.uk

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RIGIDS

**1:50 SCALE
LIMITED EDITION**

The Rigids range offers collectors a delightful array of rigid, curtainside, box, tipper and fridge lorries from across the UK. All models have fine detail wipers, customer applied mirrors and carry the authentic liveries from some of the most high profile haulage companies on Britain's roads today.

MODEL NO	CC13517
MODEL NAME	VOLVO FM CURTAINSIDE
OPERATOR	N. IRVING TRANSPORT
BASED	MORPETH, NORTHUMBERLAND
RELEASE	July-06
BARCODE	807903135170

N. Irving Transport is a family run business that started in 1979. The Company is based at Cramlington, Morpeth in Northumberland and is run by Norman and Susan Irving, daughter Catherine and Jason Pritchard. The current fleet consists of 22 tractor units, 3 rigids and 30 trailers of Mercedes-Benz, Renault and Volvo manufacture. The stunning livery has always been two-tone blue but was altered to a metallic finish three years ago. The Company provides a daily groupage and full load service between the UK and Ireland.



<225mm>

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MODEL NO	CC13613
MODEL NAME	DAF CF CURTAINSIDE
OPERATOR	J. LONG & SONS (HAULAGE) LTD
BASED	LEEDS
RELEASE	Sep-06
BARCODE	807903136139

J. Long & Sons (Haulage) Ltd is a true family business formed in the 1920s and now in its fourth generation. The Company is based at an 8 acre site in Leeds and aims to provide a quality road haulage, storage and distribution service within the UK, holding BS EN ISO 9002 registration since 1996. They service a wide range of customers, specialising in printed goods and major forest products. Since 1998, the company has been a member of the Pall-Ex overnight pallet system, offering next day and economy distribution. April 2000 saw the opening of the Hull depot, operating through direct link to Leeds and being fully integrated into the working practices of the company. Service is provided by a fleet of around 90 rigid and artic vehicles, mainly comprising of DAF XF 38 and 44 tonne units, maintained at the company's 24 hour purpose built workshop. The transport operation is complemented by 90,000 sq ft of warehousing, situated at Leeds and Wetherby. The Company is developing rapidly and is generally regarded as one of the area's leading hauliers.



<225mm>



<185mm>

MODEL NO CC13905
MODEL NAME FODEN ALPHA AGGREGATE TIPPER
 OPERATOR HENRY STREETER (TRANSPORT) LTD.
 BASED CROYDON, SURREY
 RELEASE Aug-06
 BARCODE 807903139055

HIGHLY LIMITED

Henry Streeter (Transport) Ltd is a family run company that traces its origins back to 1860. It supplies aggregate from quarries owned by its sister company to the readymix concrete industry in West London and Surrey areas. Although its fleet of Foden tippers operates from Heathrow its roots can be traced back to Croydon, Surrey where a road still bears the Streeter name. Streeters have been running Fodens for thirty years with a fleet of between 15-20 tippers.



<225mm>

MODEL NO CC11913
MODEL NAME ERF EC AGGREGATE TIPPER
 OPERATOR BRIAN HARRIS TRANSPORT
 BASED WIDCOMBE-IN-THE-MOOR, DEVON
 RELEASE Dec-06
 BARCODE 807903119132

In 1946 Jerry Harris and Sam Miners formed the haulage company Harris & Miners. Sam Miners unfortunately died in 1958 and in 1965, Brian Harris came off the road and became the Companies Transport Manager. In May 1978, Jerry Harris passed away and in July of that year Brian gained control having previously bought out the Miners family. The Company now changed its name to Brian Harris Transport Ltd, a new distinctive livery evolved and ERF became the backbone of the fleet. However, clouds were gathering on the horizon and throughout the 1990s troubles piled up that would ultimately signal the beginning of the end for a transport company nestling on the edge of Dartmoor. Through no fault of his own, Brian lost two contracts and Candy Tiles went into receivership. Additionally, complaints from incomers into new houses built near the yard resulted in the council placing draconian restrictions on the Company. All these events added to the agony and at 5pm on Friday March 30th 2001, Brian announced that the business was closing down. The auction of the Brian Harris fleet took place on Wednesday 18th April and this famous fleet was dispersed to every corner of the UK - a sad loss to the industry.



ERF Ltd (E.R. Foden & Son) based at Sun Works, Sandbach, Cheshire, brought out it's first vehicle in 1933 - a 4.6 ton diesel wagon. The company went on to produce many different models including the 1948 V Series and the innovative KV (Kleer Vue) cab in 1952, both great favourites in the Corgi Classics range. In 1993, ERF celebrated its Diamond Jubilee with the launch of the EC Series - Promoted as a 'green' truck with 80% of its cab able to be recycled for future use. This series was well received by the truck press and consequently very popular with the customer due to its long life characteristics and reliability. Year 2000 was an eventful year for ERF, with new owners, new products, and a new factory. The company was bought by German company MAN, and introduced the 'New Generation' ECS and ECX ranges to replace the EC. The new models carry forward ERF's strengths of excellent fuel economy and customisation, and provide the driver with comfortable and well specified cabs. Launch of the new products coincided with the move to an all new factory in Middlewich, Cheshire, putting all of the company's operations on one site for the first time in 25 years.



<225mm>

MODEL NO CC13520
MODEL NAME VOLVO FM BOX LORRY
 OPERATOR D.R. MACLEOD
 BASED STORNAWAY
 RELEASE Nov-06
 BARCODE 807903135200

D R Macleod began as an owner-driver operation in 1981 with a Leyland Reiver. After the first year a Leyland Octopus 8 wheel platform was added followed by a Leyland Marathon tractor unit and then a Leyland Road Train. In the mid eighties the first Volvo F10 tractor was purchased signalling a move away from Leyland. There are currently 23 Volvo's in the fleet along with 6 Scania and 12 DAF. The fleet, a well known sight on Scottish roads, is engaged in all aspects of general haulage hence the 60 plus trailers comprise of a variety ranging from refrigerated vans, curtainsiders, box vans, bulk tippers, tankers (powder and liquid), and platforms. The sheer diversity is due to the role of the Company in supplying the Scottish Islands with the commodities they require via Ro Ro ferries from the UK mainland on a daily basis. Based in Stornaway on the Isle of Lewis, the Company now has four depots and Operating centres in Scotland.

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1:43 SCALE

LIMITED EDITION

Commercial vans operate in many sectors of the Road Transport Industry, from service vehicles to delivery operation the 'van' is a real workhorse. All models feature photo etched wipers, new highly detailed wheels with rubber tyres, wing mirrors and highly detailed chassis..



MODIFIED TOOLING



MODEL NO	CC07805
MODEL NAME	FORD TRANSIT VAN
OPERATOR	BRITISH GAS
RELEASE	Jul-06
BARCODE	807903078057



MODIFIED TOOLING

MODEL NO	CC07808
MODEL NAME	FORD TRANSIT VAN
OPERATOR	BRITISH TELECOM
RELEASE	Sep-06
BARCODE	807903078088

MODIFIED TOOLING



MODEL NO	CC07806
MODEL NAME	FORD TRANSIT VAN
OPERATOR	MCCULLA
RELEASE	Jul-06
BARCODE	807903078064



MODIFIED TOOLING

MODEL NO	CC07807
MODEL NAME	FORD TRANSIT VAN
OPERATOR	EDDIE STOBART
RELEASE	Aug-06
BARCODE	807903078071



MODIFIED TOOLING



MODEL NO	CC07809
MODEL NAME	FORD TRANSIT VAN
OPERATOR	IAN HAYES
RELEASE	Oct-06
BARCODE	807903078091

MODIFIED TOOLING

MODEL NO	CC07810
MODEL NAME	FORD TRANSIT VAN
OPERATOR	SCOTT TRAWLERS
RELEASE	Dec-06
BARCODE	807903078101





1:50 SCALE

LIMITED EDITION

Corgi's Fire and Emergency vehicles represent an important part of the UK's history and heritage in this area. These 9 Double 9 releases are made to exacting standards to ensure model accuracy.

MODEL NO	CC06305
MODEL NAME	DAIMLER AMBULANCE
OPERATOR	L.C.C.
RELEASE	Aug-06
BARCODE	807903063053

This Daimler Ambulance first appeared in 1949, bodied by Barker & Company Coachbuilders and went on to become the classic ambulance of the 1950s. Due to the shortage of suitable chassis after the war, Daimler decided to produce a special ambulance chassis and collaborated with the various municipal and medical authorities to produce this stylish vehicle. 499 of these vehicles were built with the majority going to London and although most were bodied by Barker, a number received bodies by Hooper. Constructed with an ash framework, these ambulances offered a smooth, stable ride although fuel consumption was high at only 8.5 mpg. The ambulance continued to be used in service until well into the 60s and a number have been restored and can be seen today.



<117mm>



<158mm>

MODEL NO	CC13011
MODEL NAME	DENNIS F12 FIRE ENGINE
OPERATOR	CITY OF STOKE ON TRENT FIRE BRIGADE
RELEASE	Jul-06
BARCODE	807903130113

Think of fire engines and the name 'Dennis' springs to mind. The brothers behind the legendary 'Dennis Brothers', John and Raymond, originated in the village of Huntsman in Devon. In 1895, the brothers began a venture that lead them into the manufacture of cars, lawn mowers, lorries, buses and of course fire engines. The 'F Series' of fire engines began production in 1946, the F12 being the more popular with the larger production run. The F12 was constructed of a wooden frame skinned with aluminium and was produced in both rear and side pump versions.

This model is based on one of three Dennis F12's that served with the Brigade during the sixties.

MODEL NO	CC13519
MODEL NAME	VOLVO FM INCIDENT RESPONSE UNIT
OPERATOR	CENTRAL SCOTLAND FIRE & RESCUE
RELEASE	Sep-06
BARCODE	807903135194

This vehicle is based at Falkirk Fire Station and available to give cover as requested to most of mainland Scotland. It carries equipment provided under the 'New Dimensions' scheme by the Scottish Executive. The appliance carries twelve trolleys each containing a vast array of specialist chemical decontamination equipment. The equipment once assembled enables fire crews to carry out mass decontamination of either the public or firefighters who may have been subjected to a chemical or biological hazard. Included in its fixed equipment are emergency lighting units and the facility to replenish directly apparatus or cylinders at the scene of an incident.

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<225mm>



MODEL NO	CC12935
MODEL NAME	SCANIA TOPLINE CURTAINSIDE
OPERATOR	IAN HAYES TRANSPORT
RELEASE	Dec-06
BARCODE	807903129353
BASED	COOKSTOWN, CO.TYRONE

Enter into a world that stimulates the senses with Corgi's 'Sights and Sounds' models. Realistic visual effects combine with authentic sounds bringing the model to life before your eyes.

Sounds

Engine start/idle
Engine idle/stop
Engine idle/drive away
Engine start/idle/drive away

Engine idle/reverse with warning horn
Engine start/idle/reverse with warning horn
Pneumatic brake
Air horn

Features

Front & rear driving lights
Trailer marker lights along lower sides
Brake/stop lights

Reversing lights with warning horn
Indicator light right/left
Hazard warning lights
Air horn
IR remote control

Based in Cookstown, Co.Tyrone, Ian Hayes began doing reefer work in 1978 with a Volvo F88-290. However, during the 80s, and now with an Atkinson Borderer tipping trailer, he found an opening with Creagh Concrete of Toomebridge and still works for them today. The Irish building boom has seen his fleet increase steadily over the last few years and the pride of the fleet must be his superbly liveried Scania 144-530 T-Cab, modelled previously by Corgi and probably the best selling model of the Hauliers of Renown range to date! As well as Creagh Concrete, the Company also serves other producers including Blue Circle Cement. The show stopping colour scheme carried by all of the Ian Hayes fleet was liveried by Coagh based coach painter Gary O'Neill.



Corgi's celebration of the Mini continues with this new range featuring 3 classic Mini's in race and rally liveries from competition around the globe as well as a range of BMW Mini's that represent each corner of the UK and Ireland with specially designed roof schemes that can be ordered when you buy a new Mini. The highlight of the range though is the exciting addition of working headlights on the racing Mini and working front and rear lights on all the BMW Mini's, further evidence that Corgi is leading the way with product innovation.



MODEL NO	CC82250
MODEL NAME	MINI INNOCENTI
	COOPER EXPORT
	ROB STACEY
RELEASE	Sep-06
BARCODE	807903822506

Manufactured in 1974, Innocenti Cooper Export AVS 482N has led an interesting life...

Originally registered in Monaco, it spent it's formative years basking in the golden warmth and glittering 'high life' of the French Riviera. Subsequently imported into the UK, via a short stay in Virginia USA, AVS 482N has spent recent years competing in historic events that encompass the spirit, adventure and determination from a bygone era of rallying.

Campaigned throughout 2006, the pinnacle of the season for AVS 482N will be the 13th Rallye Des Isles, in Greece.

Although the actual identity of the island is kept secret until the very last moment to prevent practice, every team knows that numerous special tests and gruelling rough stages lie ahead as the islands are chosen for their demanding terrain. Only after Scrutineering at Piraeus Port, are the crews finally informed of the hidden destination...

AVS 482N is about to embark on its greatest adventure yet....



MODEL NO	CC82249
MODEL NAME	MINI 7 RACING CLUB
	PETER THOMPSON,
	MINI 7
	(2005 Championship
	Winning Car)
RELEASE	Jul-06
BARCODE	807903822490

Driver of Car No.5 and 2005 Mini 7 Championship winner, Paul Thompson consistently finished in the top 5 of every one of the 10 races in the Championship year in this eye catching liveried car.



MODEL NO	CC82251
MODEL NAME	MINI 7 RACING CLUB
	COLIN PEACOCK,
	MINI MIGLIA
RELEASE	Dec-06
BARCODE	807903822513

In the final year of the Miglia championship, Peter Baldwin dominated the field, but one man stood out as a star for the future . . . Colin Peacock finished in 5th place and remained consistent throughout the season in his attractive Number 83 car.





MODEL NO | CC86528
MODEL NAME | **BMW MINI COOPER**
 PARK LANE
 RELEASE | Nov-06
 BARCODE | 807903865282

As the New BMW Mini Cooper has grown in popularity so have the options available to the consumer and new for 2006 is a range of Limited Edition variants in a selection of attractive designs. This attractive and stylish livery features a street map of Park Lane design running down the front wing of the car.

MODEL NO | CC86526
MODEL NAME | **BMW MINI COOPER**
 CHECKMATE
 RELEASE | Aug-06
 BARCODE | 807903865268

As the New BMW Mini Cooper has grown in popularity so have the options available to the consumer and new for 2006 is a range of Limited Edition variants in a selection of attractive designs. This attractive and stylish livery features a checkerboard design running down the front wing of the car.



MODEL NO | CC86527
MODEL NAME | **BMW MINI**
 ONE SEVEN
 RELEASE | Oct-06
 BARCODE | 807903865275

As the New BMW Mini Cooper has grown in popularity so have the options available to the consumer and new for 2006 is a range of Limited Edition variants in a selection of attractive designs. This attractive and stylish livery features a number 7 design running down the front wing of the car.





1:50 SCALE LIMITED EDITION

The Vintage Glory of Steam range represents the last of nostalgic favourites from the bygone days of steam transport. All models are based on authentic steam engines



MODEL NO	CC20306
MODEL NAME	1918 GARRETT 4NHP 6 1/2 TON 4CD TRACTOR
OPERATOR	ADVENTURER
RELEASE	Oct-06
BARCODE	80790320306

Works No. 33296 Reg. No. BJ 5510. The earliest recorded owner of this engine is E W Farrow of Spalding, who made purchase at auction in 1920 for use as a general haulage vehicle in connection with their engineering business.

MODEL NO	CC20004
MODEL NAME	SENTINEL
OPERATOR	E.C. GRANSDEN & CO. LTD
RELEASE	Nov-06
BARCODE	807903200045

The highly successful 5 tonner was replaced by the "Super" in around 1920, and a direct development the DG4 appeared in 1926. This was quickly followed by a six wheeler (DG6) and a DG8 four axle version in 1929. This was called the first British "eight legger" as though in practise it carried no more than a six wheeler because of weight restrictions of the time. By 1930 there was pressure on the remaining steam road vehicle builders to upgrade, though Sentinel were able to introduce an improved "S" type as late as 1934, designated S4, S6 and S8. Production continued to some extent until the outbreak of the war.



MODEL NO	CC20110
MODEL NAME	1905 FOWLER 6NHP SHOWMANS ROAD LOCO
OPERATOR	SIR JOHN FOWLER
RELEASE	July-06
BARCODE	807903201103

Fowler showmans road locomotive 9393 of 1905, named "SIR JOHN FOWLER", was originally built as a 6nhp class R1 road locomotive. The engine was sold new on the 14th March 1905 to Lalonde Bros. & Barham of Weston-super-Mare, Somerset - well known long-distance furniture removers.



MODEL NO	CC20206
MODEL NAME	SENTINEL
OPERATOR	1925 FODEN C TYPE - W J KING, BISHOPS LYDEARD, NR TAUNTON - ENTERPRISE
RELEASE	Dec-06
BARCODE	807903202063

A new company was formed in 1887, Edwin Foden Sons & Co Ltd, and development work commenced on Edwin's idea of a superior steam wagon. This took longer than anticipated but by the 1901 war office trials a design had been produced which was to set the standard for steam wagons for the next twenty-five years. Edwin Foden died on 31st August 1911, being succeeded by his sons William and E.R.





STRICTLY LIMITED EDITION

NEW TOOLING

Alongside the special 50th Anniversary range, CORGI are releasing this fabulous tinplate Routemaster Bus under the Mettoy label.

Mettoy (the name derived from Metal Toys) was established in 1934 by Philipp Ullmann and Arthur Katz in Northampton. The original Mettoy Models were produced in tinplate and many were fitted with a clockwork mechanism. In 1956 Mettoy launched their own range of small, detailed diecast models to rival the popular Dinky Toys - and the CORGI brand was born.

The tinplate replica Routemaster Bus is the forerunner of a new era of tinplate collecting. Look out for more exciting models from CORGI under the METTOY label in 2007 and join us in celebrating the success of the company who gave birth to the CORGI range which we know and love today.



TRADITIONAL TINPLATE TOYS
MADE BY CRAFTSMEN

CLOCKWORK DRIVE
MECHANISM WITH
KEY WINDER!

OF 2006 PIECES WORLDWIDE

MODEL NO MT00101
MODEL NAME ROUTEMASTER BUS
OPERATOR LONDON TRANSPORT
RELEASE Nov-06
BARCODE 807903001017

The original Routemaster Bus was designed in the 1950's and some fifty years after its first appearance, almost 1,000 examples of this famous London bus still exist in the British Isles. Unfortunately, this popular London icon will be withdrawn from service by the end of 2005 but there is no doubt that the bus will remain a legend in its own right.

- DETAILED INTERIOR.
- STRICTLY LIMITED EDITION.
- OPERATING BELL.
- FRONT WHEEL STEERING.
- CLOCKWORK DRIVE MECHANISM WITH KEY WINDER.
- PRODUCED IN EUROPE.



ROUTEMASTER

RM 2217

The Last Routemaster in Ordinary
London Service

After over 50 years service on the streets of London, the last Routemaster ran in ordinary service on Route 159 early afternoon of 9th December 2005. The vehicle chosen for this special duty was RM 2217, the last standard length Routemaster built in 1965. The vehicle is owned by Arriva and had previously been used to promote Harry Potter films as a specially decorated 3 deck bus.

Route 159 runs between Marble Arch and Streatham Station, and was Routemaster operated for many years. Designed by London Transport and built by AEC at Southall with bodywork by Park Royal, 2760 Routemasters of various types were constructed for London use between 1959 and 1968 (the four prototypes were built between 1954 and 1957).

Transport for London still supports the operation of Routemasters on heritage Routes 9 and 15, which augment the standard low floor bus service on these routes.

SCALE 1:50

MODEL NO	CC25907
MODEL NAME	AEC ROUTEMASTER
OPERATOR	LONDON TRANSPORT (THE LAST RM)
RELEASE	Sep-06
BARCODE	807903259074



THE ORIGINAL OMNIBUS COMPANY



THE ORIGINAL OMNIBUS COMPANY

1:76 SCALE

LIMITED EDITION

The centrepiece of the OOC July to December range is the Wright Single Deck bus 'decked out' for you in both Whitelaws and Lothian liveries.

The second release of the wonderful RTW tooling will be out in August in Bartons livery, alongside more delightful Roe Trolleybus and Motorbus releases.

Look out for the Tamar Link set – who would have thought someone would paint their bus pink..... and we can't overlook Best Impressions with three releases designed by the talented Mr Ray Stenning. This range really will make you go 'oo'!





Wright Single Deck



1:76 SCALE

LIMITED EDITION

The Wright Group is the United Kingdom's leading supplier of accessible buses for public transportation systems throughout the country. Founded in 1946, and still a family owned and managed company, the Wright Group has pioneered low floor buses in the UK, and has earned a reputation for producing vehicles which are stylish, durable, high in quality and packed with innovative features.

NEW TOOLING



<157mm>

MODEL NO	OM46002
MODEL NAME	WRIGHTBUS URBAN ECLIPSE
OPERATOR	WHITELAWS COACHES
RELEASE	Jul-06
BARCODE	807903460029
BASED	STONEHOUSE, S. LANCASHIRE

Whitelaws Coaches, a family run bus and coach company, was founded by George Whitelaw in 1973 with his wife Sandra by his side. Since the business was established, it has grown from a two taxi, one minibus operation to a fleet of 14 coaches and 24 buses, still based in Stonehouse, South Lanarkshire, Scotland. The Volvo B7 RLE with the WrightBus Urban Eclipse body was first introduced to the fleet on 1st July 2004. Six of these vehicles were delivered in 2004 and a further five in 2005. This vehicle SJ04 DVG, entered service on the 1st July 2004 on the 254 Stonehouse to Hamilton route.

50% of the models will carry destination Stonehouse 254 and the other 50% will be Hamilton Bus Station 254.

MODEL NO	OM46003
MODEL NAME	WRIGHTBUS URBAN ECLIPSE
OPERATOR	LOTHIAN BUSES PLC
RELEASE	Nov-06
BARCODE	807903460036
BASED	EDINBURGH

Lothian Buses operates 35 Volvo B7 Wrightbus Eclipse Urban single deckers on its high frequency service 22 running from the Gyle Centre through Edinburgh City Centre to Ocean Terminal in the historic port of Leith. These buses are fitted with guidewheels for use on Edinburgh's FASTLINK, the UK's longest continuous section of guided busway. Number 131, the vehicle modelled here, incorporates an advert for The Royal Yacht Britannia, which permanently resides at Ocean Terminal. Launched at John Brown's Shipyard in Clydebank in 1953, the Royal Yacht proudly served Queen and country for 44 years. She is now owned by The Royal Yacht Britannia Trust, and visitors can step on board the ship that was once home to the world's most famous family.



<157mm>

NEW TOOLING



<157mm>

MODEL NO | OM41111
MODEL NAME | **LEYLAND PD3/E.LANCS**
 OPERATOR | BLACK PRINCE
 RELEASE | AUG-06
 BARCODE | 807903411113
 BASED | LEEDS

Black Prince was formed in 1968, taking the Company name from the statue in Leeds City Square, and originally worked contracts, private hires, and a Blackpool express service. A new livery of red and yellow was adopted on deregulation in 1986 for a growing fleet operating routes in competition on the Leeds-Morley corridor. FTF 702F, a Leyland Titan PD3/4 with an East Lancashire 70 seat body was acquired in 1984. It had been new to the Ramsbottom Urban District Council, the smallest constituent of the South East Lancashire, North East Cheshire PTE, as its No.8. 702 participated in the last day of Black Prince operation on the 30th July 2005.

50% of the models will carry destination Morley 51 and the other 50% will be Leeds, Corn Exchange 49.

MODEL NO | OM41404
MODEL NAME | **AEC REGENT V/ROE**
 OPERATOR | FELIX MOTORS LTD
 RELEASE | AUG-06
 BARCODE | 807603414046

Ernest Parish began operations in 1921. His smart Felix Motors buses ran from Doncaster to Armthorpe and to Thorne Moorends. With very few exceptions, they were purchased new and were invariably turned out in immaculate condition. In post-war years orders had been shared between AEC and Leyland but from 1953 AEC became preferred suppliers with ten Regents (MkIII and MkV), all with Roe bodies, and seven Reliance coaches being added to the fleet. No.37, Regent MkV came in 1957, some years later having platform doors fitted. It was the oldest member of the fifteen strong fleet to be taken over by the South Yorkshire PTE in 1976, but was never operated by them.

50% of the models will carry destination Doncaster, Armthorpe and the other 50% will be Moorends via Hatfield Woodhouse.

NEW TOOLING



<157mm>

MODEL NO | OM40701
MODEL NAME | **BRISTOL K/ECW**
 OPERATOR | ENSIGN BUS
 RELEASE | SEPT-06
 BARCODE | 807903407017
 BASED | PURFLEET

Ensignbus are Britains largest used double deck bus dealer and have been supplying buses since 1972. As well as the dealership side Ensignbus has also operated many of its own buses on commercial routes, sightseeing and rail replacement and continues to operate many buses throughout the UK. One of the Ensignbus Heritage Fleet is HLJ44 which was intended when new to go to Hants and Dorset but was diverted to London Transport to make up a short fall in war weary buses. Following many years of the road it was returned to passenger carrying service in October 2005 to commemorate the last day of Routemasters on London Route 38.



<157mm>

Original Omnibus

69



<108mm>

MODEL NO	OM41702
MODEL NAME	RTW DOUBLE DECK BUS
OPERATOR	BARTON
RELEASE	AUG-06
BARCODE	807903417023
BASED	HEANOR, DERBY

The RTW was London Transport's first 8-foot wide motor bus - six inches wider than its predecessors. 500 were built by Leyland Motors Ltd. between 1948 and 1950. They first ran on suburban routes because of concerns about their operation in narrow streets. After successful trials they quickly moved into Central London, where they were a familiar sight throughout the 1950s and early -60s. Fewer than twenty RTWs saw service with independents but RTW 341 entered service with Barton Transport at Ilkeston Garage in February 1966 as Barton 1035. KXW 441 was Barton's only RTW and was withdrawn in 1971.



<108mm>

MODEL NO	OM41405
MODEL NAME	ROE TROLLEYBUS
OPERATOR	MAIDSTONE CORPORATION
RELEASE	OCT-06
BARCODE	807903414053
BASED	MAIDSTONE

From 1904 until 1928 Maidstone Corporation used trams for its routes to Barming, Loose and Tovil Road. Trolleybuses replaced tramcars on two routes, but diesel buses took over on the Tovil run. Until 1964 the trolleys seemed reasonably secure, having had several extensions to the system since the Second World War, the last being the erection of wiring along the new Bishops Way. The decision to abandon the system was taken the same year, with replacement by diesel buses scheduled to take place over the next four years. During the transition programme buses were slotted into the trolleybus services, and the final withdrawal came on 15 April 1967. Number 56 (GKP 511), is a Sunbeam W new in 1944 with a Park Royal Utility UH30/26R body, rebodied by Roe (H34/28R) in 1960. This fine vehicle is now preserved at The Sandtoft Transport Centre, near Doncaster.

MODEL NO	OM40816
MODEL NAME	BRISTOL LODEKKA FS
OPERATOR	WILTS & DORSET
RELEASE	OCT-06
BARCODE	807903408168
BASED	HEANOR, DERBY

Wilts & Dorset Motor Services Ltd started business in 1915, acquired Salisbury and District Motor Services and in 1931 came under the control of the Tilling & British Automobile Traction Ltd., and the Southern Railway. Wilts & Dorset passed, along with Hants & Dorset to the Tilling Group on the dissolution of TBAT in 1942. In 1964 Wilts & Dorset and Hants & Dorset were placed under common management, while in 1969 Wilts & Dorset became a trading name for part of the Hants & Dorset company but retaining its Tilling red livery. The two fleets were finally merged in 1972 using Hants & Dorset's name and Wilts & Dorset's livery - albeit in NBC's corporate poppy red shade.



<108mm>

MODEL NO	OM41406
MODEL NAME	GUY ARAB IV/ROE
OPERATOR	WOLVERHAMPTON CORPORATION
RELEASE	DEC-06
BARCODE	807903414060
BASED	WOLVERHAMPTON

The Corporation purchased the company horse tramways in the town in 1923, and electrified the system using the Lorain surface-contact method, thus isolating it from surrounding networks. Motorbus operation commenced as early as 1905, with a route to Lea Road using three Wolseley double deckers, making Wolverhampton the first municipal tramway undertaking to operate motorbuses. Wolverhampton pioneered trolleybus operation in the 1920s, quickly replacing tram services and some motorbus services, these being replaced during the 1940s by modern trolleybuses. The Guy Motors factory was situated in the town, and so its products have always provided a large part of the Wolverhampton bus and trolleybus fleet. Roe supplied bodies for the majority of the trolleybus fleet and for a single batch of Guys delivered in 1953, nos. 571-577 (KJW 571-577).

50% of the models will carry destination 40 Wolverhampton and the other 50% will be 17 Bridgnorth.

NEW TOOLING



<108mm>

MODEL NO	OM45117
MODEL NAME	MCW METROBUS
OPERATOR	READING BUSES/LONDON EXPRESS
RELEASE	NOV-06
BARCODE	807903451171
BASED	READING

Reading Buses, one of only seventeen remaining Municipally owned Bus Company's in the UK, has a proud history of providing public transport for the population of Reading and the surrounding area, it celebrated its Centenary in 2001. An integral part of the community, it makes a vital contribution to the local economy, each weekday over 31,000 men, women and children make a return trip to and from Reading on their buses and in a year over 19.7 million passengers will use its services. The Company has invested heavily in recent years in new low floor vehicles and boasts one of the most modern fleets to be found in the country.

50% Reading, 50% Heathrow bus station



<108mm>

MODEL NO	OM43913
MODEL NAME	GUY ARAB
OPERATOR	RIBBLE
RELEASE	DEC-06
BARCODE	807903439131
BASED	PRESTON, LANCOS

From the company's formation in 1919 until 1922 the Ribble fleet consisted of an odd assortment of vehicles from other operators and the military. The long association with Leyland started in 1922 with the acquisition of its SG7 model, followed by SG9 and SG11, building the fleet to 94 by 1925. 183 PLSC Leyland Lions were delivered from 1926 onward, followed by LT Lions. 1929 saw the first double deckers appear, when Leyland Titan TD1 48 seaters took the total to 474 vehicles by the end of that year. Thus the pattern for growth and standardisation on Leyland products was set until the start of the War. In 1942, Leylands weren't available and the production of buses was restricted to Guy and Daimler, whose output was inadequate for the country's requirements. As a result, Ribble received only 12 Daimlers and 46 Guy double decks, all except 8 were fitted with wooden slat seats.

50% of the models will carry destination Carlisle 628 and the other 50% will be Preston 10.



<108mm>

Original Omnibus

71

MODEL NO | OM41911
MODEL NAME | LEYLAND PD3/QUEEN MARY
 OPERATOR | BOROLINE
 RELEASE | OCT-06
 BARCODE | 807903419113
 BASED | MAIDSTONE

Maidstone Corporation had a history which could be traced back over 90 years, having operated trams from 1904 until 1928. Trolleybuses then replaced them on two of the three routes, until closure in 1967. Motor buses were introduced in 1928. Crew operation had ceased in November 1976 with the withdrawal of Leyland PD2s. After deregulation in 1986 the Corporation owned bus company was facing more competition in its own operating area and saw an expansion into the London contract market as the answer. In mid 1987 contracts were gained for the 132, 228A/C, (later the 228, 328 and the 233) in the Eltham area as part of the Bexley scheme. A new, bold blue and yellow image was introduced in the spring of 1990, so that Boro'line Maidstone buses were conspicuous among red buses as far away as Euston Station. Ex Southdown 'Queen Mary' BUF 278C was reregistered 217 UKL and given the fleetnumber 290 and used on British Rail contract work.



MODEL NO | OM44708
MODEL NAME | DENNIS DART SLF
 OPERATOR | UNO
 RELEASE | NOV-06
 BARCODE | 807903447082
 BASED | HATFIELD, HERTS

Universitybus was set up by the University of Hertfordshire in 1992 to provide student transport to the expanding university from the local area as well as improving east-west travel across the country and opening up new links from North London. A new purpose-built depot on the Hatfield Business Park was opened in 2003 and the operation has grown to operate over 50 modern buses on an extensive network of public services across central Hertfordshire. In 2004 the company was rebranded as 'UNO', with a fresh, contemporary new livery, to reflect the new wider market being served. KC03 OSE is one of thirty low floor wheelchair accessible Dennis Dart buses in the Uno fleet and has Transbus (Plaxton) Pointer bodywork.

MODEL NO | OM44112
MODEL NAME | OPTARE SOLO
 OPERATOR | PULLMAN COACHES LTD
 GOWER EXPLORER
 RELEASE | DEC-06
 BARCODE | 807903441127
 BASED | SWANSEA



Pullman Coaches Ltd. was formed in 1990. Up until 1997 they were predominantly a coach hire company, providing school transport, private hire and coaches for various tour operators. In 1997 they started a commercial service from Swansea to Blaenymaes. They gradually built up their bus service operations and in September 2004, were awarded the Gower service contract by the City & County of Swansea, who provided Pullman Coaches with The Gower Explorer buses. They now currently operate 20 service buses and are planning to further expand their bus service operations in 2006.

50% of the models will carry destination 115 Llangenith & Llanmadoc and the other 50% will be 117 Horton.





<160mm>

MODEL NO	OM45906
MODEL NAME	VAN HOOL T9
OPERATOR	GO GOODWINS
RELEASE	JUL-06
BARCODE	807903459061
BASED	ECCLES, MANCHESTER

Go Goodwins began in 1976 and are a family run company based in Eccles, Manchester. Having five generations of experience in the coaching industry, this makes Go Goodwins one of the UK's leading coach hire companies attracting some of the biggest names in sport and show business. The Company operates a fleet of twelve modern, corporate executive, full executive and standard coaches. Go Goodwins have been a commercial partner of the English Cricket Board (ECB) since 2001 and provide the England team's official state-of-the-art transport ensuring England's cricketers arrive at international games in peak condition. This coach - C11 ECB' is one of the official **England Team Coaches**.



<160mm>

MODEL NO	OM45907
MODEL NAME	VAN HOOL T9
OPERATOR	WA SHEARINGS
RELEASE	OCT-06
BARCODE	807903459078
BASED	WIGAN

The merger between Shearings and Wallace Arnold that had been widely rumoured for many years finally took place on 21 March 2005. What were already the UK's two largest coach holiday operators combined to run a fleet of 330 vehicles, since reduced through economies of scale. The new combined brand WA Shearings was launched in September with publication of the Summer 2006 brochure and a repaint of the entire fleet was carried out during the winter. The results from customer focus groups, which were used to provide ideas for the new identity, showed a strong preference for retention of blue as the base colour. This coach 710 (MX05 AHA) carried its original Shearings Premier Class livery for less than nine months before becoming one of the first repaints.



<160mm>

MODEL NO	OM43314
MODEL NAME	PLAXTON PREMIERE
OPERATOR	STAGECOACH WALES/RED & WHITE COACHES
RELEASE	SEP-06
BARCODE	807903433146
BASED	CWMBRAN, S. WALES

Red & White Coaches is the new name for Phil Anslows Travel - a well respected and long established South Wales company specialising in school contracts, stage carriage and private hire. Now part of the Stagecoach Group, the Company offers the highest standard of service and quality travel at competitive prices. All of the coaches have reclining seats, seat belts and telephones and all drivers are uniformed, first aid trained and courteous. Red & White Coaches offers a full tour planning service from suggesting day excursion destinations through to extended tours, including accommodation.



<160mm>

MODEL NO	OM41215
MODEL NAME	WRIGHT ECLIPSE GEMINI
OPERATOR	EAST YORKSHIRE MOTOR SERVICES
RELEASE	SEP-06
BARCODE	807903412158
BASED	ECCLES, MANCHESTER

East Yorkshire Motor Services turned to the Wrights Eclipse Gemini design for its 170-strong double deck bus fleet in 2005. By mid 2006 there were eighteen similar buses on the roads of Hull and East Yorkshire in the operator's burgundy and cream livery, introduced after privatisation of this former NBC company in 1987 and carried by nearly all of the total fleet of 340 buses and coaches. This bus is one of the first batch of six and is the only EYMS bus to carry a 'mega-rear' advertisement promoting the busy route from the city centre to the University.

50% of the models will carry destination Cottingham, The Lawns and the other 50% will be Cottingham, Beverley Road.



<145mm>

MODEL NO	OM42515
MODEL NAME	EAST LANC'S LOWLANDER
OPERATOR	SANDERS COACHES
RELEASE	OCT-06
BARCODE	807903425158
BASED	HOLT, NORFOLK

Sanders Coaches was started by Norman and Gladys Sanders in December 1975. Sons Paul and Charles joining in 1976 and 1979 respectively. From small beginnings the fleet grew to over 100 vehicles in 1998 the backbone being Bedfords in the early years. Predominantly the fleet is now DAF, with some Dennis, Mercedes, Setra and Volvo vehicles. Currently 90 vehicles are operated. The work mix is Local Bus Operation, School contracts, Private Hire and their own Tour and excursion programme. This, one of two DB250 Myllennium Lowlanders replace the last of the Leyland Olympians.



<240mm>

MODEL NO	OM41308
MODEL NAME	WRIGHT SOLAR FUSION
OPERATOR	FIRST BATH
RELEASE	AUG-06
BARCODE	807903413087
BASED	BATH

In 1997, using a mixture of Dennis Darts, Dennis Lances and DAF Icarus, First in Bath took over full operations of the cross-city services 18 and 418. Serving both the University of Bath and Bath Spa University, the route expanded and became the 'Bright Orange' in 1998 - the buses gaining a distinctive coat of orange paint. In 2002, the Company first introduced 'bendy-buses' to the route increasing capacity further. In mid 2005 the Company took delivery of nine new B7's bringing the fleet to 12, providing 1400 seats per hour. A new livery followed which is truly 'bright orange'!



MODEL NO	OM99191
MODEL NAME	THE TAMAR LINK
OPERATOR	THE TAMAR LINK SET
RELEASE	JULY-06
BARCODE	807903991912
BASED	PLYMOUTH

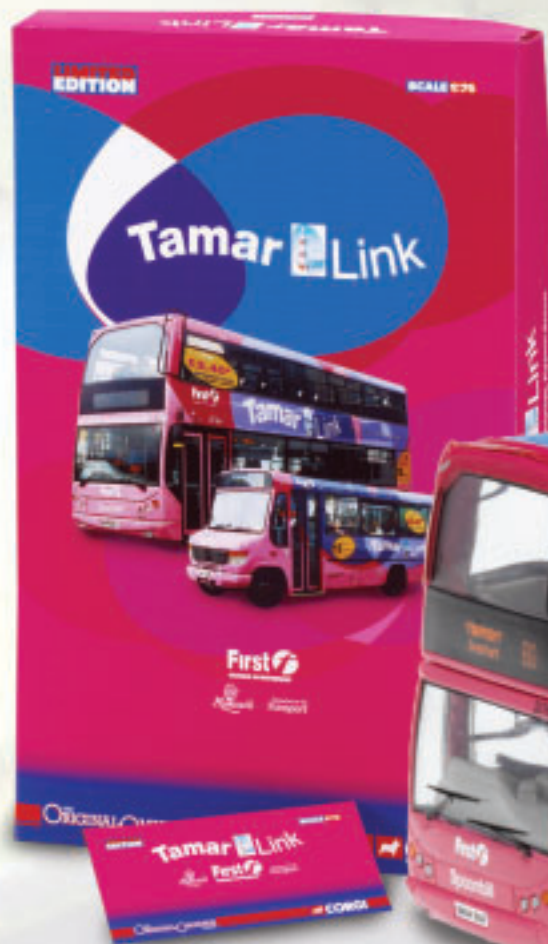
These eye-catching Trident Double Deckers were launched on 7th February 2005 and were fully operational on First's Torpoint service 80/81 in March 2005. The vehicles were the result of a successful Urban Bus Challenge bid submitted by Plymouth City Council, supported by Cornwall County Council and were jointly funded by the Department for Transport and FirstGroup plc.

The buses provide an enhanced service for commuters travelling from South East Cornwall to Plymouth via the Torpoint Ferry. The striking pink design was the result of extensive market research carried out by FirstGroup plc and has been well received by regular customers on the service.

The buses were named by local schoolboy Jack Jerrard, after birds which can be seen around the Tamar Estuary; Spoonbill, Egret, Cormorant, Swan & Heron. The vehicles are 13ft 9ins high and weigh 11620 kgs unladen and the body was manufactured by East Lancashire Coachbuilders (Trident 2). The engine is a Cummins ISC Euro 3 Six cylinder turbocharged, they have a fully automatic gearbox. The vehicles seat 78 passengers or 75 with one wheelchair.

50% of the Plaxton Beaver models will be Reg. No. S412 GUB, Fleet No. 50306 and the other 50% will be Reg. No. S407 GUB, Fleet No. 50301.

50% of the E. Lancs models will be Reg. No. WA54 OLR, Fleet No. 32760 (Spoonbill) and the other 50% will be Reg. No. WA54 OLT, Fleet No. 32758 (Egret).



<145mm>



<101mm>

Original Omnibus

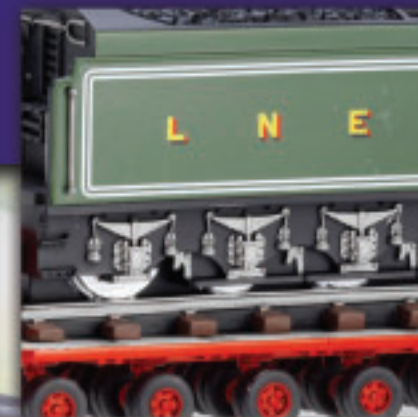
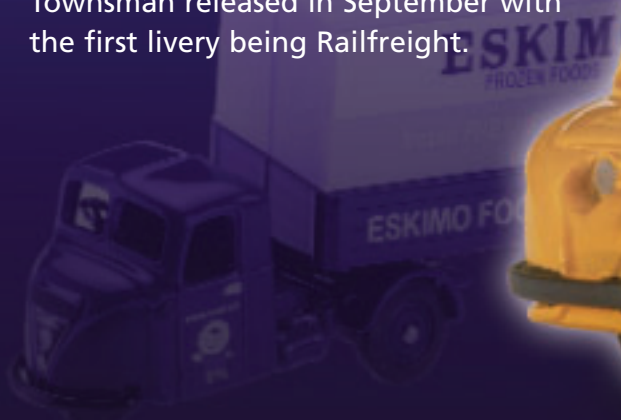
75

TRACKSIDE

1:76 SCALE

LIMITED EDITION

The July to December trackside range continues to offer a great selection of road transport vehicles designed to compliment 'OO' model rail layouts. There are some more fantastic liveries on the new vans released in the first half but the real jewel in the crown is the Scammell Townsman released in September with the first livery being Railfreight.





MODEL NO | DG148018
MODEL NAME | SCAMMELL SCARAB FLATBED & LOAD
 OPERATOR | THE CALICO PRINTERS ASSOC. LTD.
 RELEASE | Jul-06
 BARCODE | 80577802887

Formed in 1899 this association brought together printers in England and Scotland with the head office being based in Manchester.



<110mm>

MODEL NO | DG199008
MODEL NAME | SCAMMELL MECHANICAL HORSE STEPFRAME TRAILER
 OPERATOR | ROYAL MAIL
 RELEASE | Aug-06
 BARCODE | 80577802948

Trusted with the nation's mail since 1636 Royal Mail are still a national institution today.

NEW TOOLING



<117mm>

MODEL NO | DG206000
MODEL NAME | SCAMMELL TOWNSMAN BOX TRAILER
 OPERATOR | RAIL FREIGHT
 RELEASE | Sep-06
 BARCODE | 80577802979

The Scammell Townsman was the ultimate development of the Mechanical Horse. It was in production from 1964 to 1968. It was faster and more comfortable than the Scarab and featured a fibreglass cab. Power came from a Standard diesel engine.

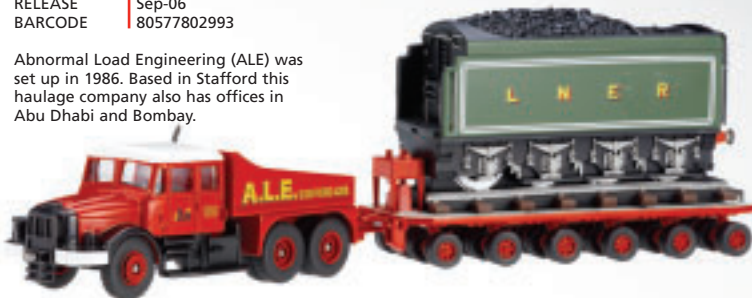
NEW TOOLING



<110mm>

MODEL NO | DG198008
MODEL NAME | SCAMMELL CONTRACTOR/TRAILER/TENDER LOAD
 OPERATOR | ALE
 RELEASE | Sep-06
 BARCODE | 80577802993

Abnormal Load Engineering (ALE) was set up in 1986. Based in Stafford this haulage company also has offices in Abu Dhabi and Bombay.



<265mm>

MODEL NO | DG148019
MODEL NAME | SCAMMELL SCARAB STEPFRAME TRAILER
 OPERATOR | CIE
 RELEASE | Nov-06
 BARCODE | 80577803068

Scammell's highly successful Scarab, launched in 1948, was the modern replacement for the original Mechanical Horse which dated back to 1933. The Scarab, aimed mainly at the railway companies, ceased production in 1968.

NEW TOOLING



<122mm>

MODEL NO | DG175015
MODEL NAME | SCAMMELL HANDYMAN FLATBED TRAILER & LOAD
 OPERATOR | REID'S TRANSPORT
 RELEASE | Nov-06
 BARCODE | 80577803075

When Scammell's Michelotti cab first appeared in 1962 it was seen as very futuristic. It was made standard on the Handyman Mk.II from 1965. The Handyman was one of the few tractors of the era that could legally couple to a 40ft trailer.



<130mm>

MODEL NO | DG199009
MODEL NAME | SCAMMELL MECHANICAL HORSE STEPFRAME TRAILER
 OPERATOR | POST OFFICE TELEPHONES
 RELEASE | Nov-06
 BARCODE | 805778030082

This company came into existence when the General Post Office, who were responsible for all communications in the UK, separated into Royal Mail and Post Office Telephones. The company was later privatised into British Telecom.



<117mm>

NEW TOOLING

MODEL NO | DG206001
MODEL NAME | SCAMMELL TOWNSMAN DROPSIDE TRAILER & LOAD
 OPERATOR | BRS
 RELEASE | Nov-06
 BARCODE | 80577803112

British Road Services was formed in 1948 after a Labour government mandate in 1945 and is still at the forefront of road freight operations in the UK today.

NEW TOOLING



<110mm>

MODEL NO | DG198009
MODEL NAME | SCAMMELL CONTRACTOR
 OPERATOR | PICKFORDS INDUSTRIAL
 RELEASE | Dec-06
 BARCODE | 80577803136

Pickfords HH division had gone through a number of livery changes and in the early 80's the company was re-named Pickfords Industrial Ltd. and the livery was changed again. This model reflects the livery used after the re-naming in the early 80's.



MODEL NO | DG202003
MODEL NAME | **AUSTIN J2 VAN**
 OPERATOR | ROYAL MAIL
 RELEASE | Oct-06
 BARCODE | 80577803045

The forward control Austin/Morris J2 15cwt van was in production between 1956 and 1967. Powered by a 1.5 litre petrol engine, it was also built in pick-up and minibus form. It was widely used by the Royal Mail and GPO Telephones.



<55mm>

MODEL NO | DG200002
MODEL NAME | **FORD TRANSIT VAN**
 OPERATOR | BRS TRUCK RENTAL
 RELEASE | Jul-06
 BARCODE | 80577802900

If one vehicle revolutionised the van market, it was the Ford Transit, launched in 1965, with its V4 petrol engine and two wheelbase options. It was suitable for a vast range of special bodywork and Transit production continued until January 1971.



<60mm>

MODEL NO | DG20100
MODEL NAME | **MORRIS LD VAN**
 OPERATOR | POLLOCK
 RELEASE | Jul-06
 BARCODE | 80577802917

The Morris Commercial LD 1-ton van with its early 'beehive' grille began production in 1953. Frontal styling was revised from 1955 and the vans were badged as Austin or Morris. A 1.5-ton version was added and production continued until 1967.



<60mm>

MODEL NO | DG202002
MODEL NAME | **MORRIS J2 VAN**
 OPERATOR | BMC
 RELEASE | Aug-06
 BARCODE | 80577802955

The forward control Austin/Morris J2 15cwt van was in production between 1956 and 1967. Powered by a 1.5 litre petrol engine, it was also built in pick-up and minibus form. It was widely used by the Royal Mail and GPO Telephones.



<55mm>

MODEL NO | DG201003
MODEL NAME | **MORRIS LD VAN**
 OPERATOR | J & M PARCEL SERVICE
 RELEASE | Sep-06
 BARCODE | 80577803013

The Morris Commercial LD 1-ton van with its early 'beehive' grille began production in 1953. Frontal styling was revised from 1955 and the vans were badged as Austin or Morris. A 1.5-ton version was added and production continued until 1967.



<60mm>

MODEL NO | DG200003
MODEL NAME | **FORD TRANSIT VAN**
 OPERATOR | SECURICOR
 RELEASE | Sep-06
 BARCODE | 80577803006

If one vehicle revolutionised the van market, it was the Ford Transit, launched in 1965, with its V4 petrol engine and two wheelbase options. It was suitable for a vast range of special bodywork and Transit production continued until January 1971.

Still the country's leading supplier of cash management services, Securicor transports more than £300 billion per year.



<60mm>

SCALE 1:76

MODEL NO	DG203002
MODEL NAME	BEDFORD CA VAN
OPERATOR	CORGI TOYS
RELEASE	Aug-06
BARCODE	80577802962

Launched in 1952 the Bedford CA 10/12 cwt van featured semi-forward control, a 1.5 litre petrol engine and sliding doors. A 15cwt long wheelbase model was added in 1959 and in 1964 came an improved, face lifted Mk.2 version. Production ended in 1969.



<55mm>

MODEL NO	DG203003
MODEL NAME	BEDFORD CA VAN
OPERATOR	PICKFORDS
RELEASE	Oct-06
BARCODE	80577803051

Launched in 1952 the Bedford CA 10/12 cwt van featured semi-forward control, a 1.5 litre petrol engine and sliding doors. A 15cwt long wheelbase model was added in 1959 and in 1964 came an improved, face lifted Mk.2 version. Production ended in 1969.



<55mm>

MODEL NO	DG200004
MODEL NAME	FORD TRANSIT VAN
OPERATOR	ROBSON'S
RELEASE	Nov-06
BARCODE	80577803099

If one vehicle revolutionised the van market, it was the Ford Transit, launched in 1965, with its V4 petrol engine and two wheelbase options. It was suitable for a vast range of special bodywork and Transit production continued until January 1971.



<60mm>

MODEL NO	DG203004
MODEL NAME	BEDFORD CA VAN
OPERATOR	ROYAL MAIL
RELEASE	Dec-06
BARCODE	80577803150

Launched in 1952 the Bedford CA 10/12 cwt van featured semi-forward control, a 1.5 litre petrol engine and sliding doors. A 15cwt long wheelbase model was added in 1959 and in 1964 came an improved, face lifted Mk.2 version. Production ended in 1969.



<55mm>

MODEL NO	DG202004
MODEL NAME	AUSTIN J2 VAN
OPERATOR	SECURICOR
RELEASE	Dec-06
BARCODE	80577803143

The forward control Austin/Morris J2 15cwt van was in production between 1956 and 1967. Powered by a 1.5 litre petrol engine, it was also built in pick-up and minibus form. It was widely used by the Royal Mail and GPO Telephones.

Still the country's leading supplier of cash management services, Securicor transports more than £300 billion per year.



<55mm>

MODEL NO	DG201004
MODEL NAME	MORRIS LD VAN
OPERATOR	BOWYERS
RELEASE	Nov-06
BARCODE	80577803105

The Morris Commercial LD 1-ton van with its early 'beehive' grille began production in 1953. Frontal styling was revised from 1955 and the vans were badged as Austin or Morris. A 1.5-ton version was added and production continued until 1967.



<60mm>

SCALE 1:76

MODEL NO | DG186013
MODEL NAME | **ERF LV FLATBED & LOAD**
 OPERATOR | RUGBY CEMENT
 RELEASE | Jul-06
 BARCODE | 80577802894

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.

During its time Rugby Portland Cement Company Ltd. operated between 450 and 500 vehicles from 7 works and depots throughout England.



<130mm>

MODEL NO | DG146015
MODEL NAME | **GUY PANTECHNICON**
 OPERATOR | WARING & GILLOW
 RELEASE | Oct-06
 BARCODE | 80577803020

The Guy Pantechnicon, based on the Vixen 4-ton chassis, was in production from 1946 to 1964. On a 4.49m wheelbase, it was described as a 'bulk load chassis' and powered by a 4-cylinder petrol or Perkins P4 diesel engine.

This furniture company has been producing some of the finest furniture ever crafted since the 1800's.



<115mm>

MODEL NO | DG187009
MODEL NAME | **BIG J TIPPER**
 OPERATOR | R. E. MASON
 RELEASE | Aug-06
 BARCODE | 80577802931

The Big J, launched in 1964, was Guy Motors' last range, the company having been taken over by Jaguar (hence the Big J). They had a wide choice of power units and continued in production until 1979 by which time Guy was part of British Leyland.



<110mm>

MODEL NO | DG186014
MODEL NAME | **ERF LV FLATBED TRAILER & CONTAINER**
 OPERATOR | CARTERS
 RELEASE | Jul-06
 BARCODE | 80577802894

The ERF 'LV', launched in 1962, was a completely new design and featured an improved glass fibre cab with a large one-piece windscreen. The main power units were the Gardner '150' and '180'. Production continued until 1974.



<130mm>

MODEL NO | DG176022
MODEL NAME | **LEYLAND OCTOPUS PLATFORM LORRY**
 OPERATOR | W. A. GLENDINNING
 RELEASE | Aug-06
 BARCODE | 80577802924

Leyland's post-war '600 Series' range appeared in 1947, the Octopus being the largest model at 22 tons gross vehicle weight. Its plain but tasteful styling still had echoes of wartime austerity. Power unit was Leyland's own 125bhp, 600cu.in diesel.



<120mm>

MODEL NO | DG150012
MODEL NAME | **FODEN S21 SHEETED TRAILER**
 OPERATOR | BASSETTS ROADWAYS
 RELEASE | Sep-06
 BARCODE | 80577802986

Foden's S21 fibreglass-cabbed range first appeared in 1958 and continued in production until 1968. At first it was nicknamed the 'Sputnik' after the Russian spacecraft but later became known amongst enthusiasts as the 'Mickey Mouse'.

This haulier operates almost 60 lorries and 120 trailers, transporting a wide variety of goods from adhesives to ceramics to imported steel.



<130mm>

SCALE 1:76



Van

PRECISION DIE-CAST REPLICASTM
guards



Vanguards

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PRECISION DIE-CAST REPLICAS[®]
10TH ANNIVERSARY

We are very proud to present the new Vanguards Collection for July to December 2006 which includes a raft of new models for each and every collection.

There are two new tools in the second half of the year both offering a trip down memory lane. The Ford Cortina MkIII will be out in September as a standard saloon and in Lancashire Constabulary livery in October. Then the Hillman Avenger accelerates into the range with two releases in the second half.

You'll find a wealth of models being released across the marques from BMC to Vauxhall all meticulously researched and modelled on original or restored vehicles wherever possible.

Take the time to idle over this range before you motor on to the next section ensuring you take in the Born Free Land Rover, the G4 Challenge set and the Vauxhall Motors Centenary set en-route.



Cortina Mk.III



MODEL NO | VA10201
MODEL NAME | PRINCESS 2200HL
 LIVERY | GLACIER WHITE
 RELEASE | JULY
 BARCODE | 080577102017

When the Princess range was announced in 1975 it followed what had by then become the Longbridge mechanical tradition, for it was front wheel drive, had hydragas suspension and was superbly packaged. Harris Mann's futuristic wedge shape ensured the car looked as avant-garde as it actually was, making the Princess a real icon of its era.

MODEL NO | VA08303
MODEL NAME | MORRIS MINOR PICK UP
 LIVERY | SANDY BEIGE
 RELEASE | OCTOBER
 BARCODE | 080577083033

Issigonis' first masterpiece, the Minor, was launched in 1948, before BMC were formed and initially utilised the well-proven Morris 918cc side-valve engine. It received the 803cc

A series Austin designed engine in 1953, only a year after Austin's merger with Morris had created BMC. Three years later the larger 948cc

engine was substituted and the definitive Minor 1000 was created. The commercial variant, modelled here, was known as the 'Light Commercial Vehicle' or 'LCV' and was built with a chassis aft of the cabin, so that a variety of bodies could be fitted.



MODEL NO | VA06309
MODEL NAME | MORRIS MARINA 1300
 LIVERY | AQUA
 RELEASE | AUGUST
 BARCODE | 080577063097

Roy Haynes was the product strategist behind the Cortina MK2 and an experienced Ford cost cutter. He joined British Motor Holdings in 1966 as the director of styling and was amazed at how little money was being made. The Issigonis front wheel drive cars were technically advanced but were expensive to make and their warranty costs were huge. He, and engineering chief Harry Webster, proposed a simple Ford-like rear wheel drive car based on updated Morris Minor components which would sit above the 1100 range; this became ADO 28, the Marina. Development work started in 1968 with the initial plan being to create a floorpan and bulkhead, which could be used to spawn many different cars. Alas these plans, which included a beautiful MG badged Celica competitor, came to nothing, although when the Marina was launched in May 1971 the range did include a two-door coupe.



MODEL NO | VA05405
MODEL NAME | MORRIS OXFORD SERIES VI
 LIVERY | DOVE GREY
 RELEASE | NOVEMBER
 BARCODE | 080577054057

The Morris Oxford series VI, seen here sporting that popular period extra an Old English White roof, was the Morris badged member of BMC's Farina styled mid-size saloon range. The premise was simple; use one basic car to build five different ones that could be marketed in all the dealerships BMC had inherited when formed in 1952. At that time most towns had at least one Austin dealer and sometimes one or two Nuffield Group dealers. Brand loyalty and history meant that a dealer who had traditionally only sold, for example MGs and Rileys, would carry on doing so, at least in the short term. BMC provided Austin, Morris, Wolseley, MG and Riley versions of the same car at minimal cost by designing different front, rear and interior styling for each marque.

Although this badge engineering approach has been criticised, it was a practical solution to a difficult problem and in basic sales terms worked very well. The four-cylinder 'Farina'

ADO 9 range lasted, with some minor tweaks, from late 1958 until 1971 and sold over a million units in that time.



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Vanguards



MODEL NO | VA06620
MODEL NAME | FORD TRANSIT VAN SERIES I MKI
 LIVERY | GEC
 RELEASE | JULY
 BARCODE | 080577066203

The Ford Transit revolutionised industry on all levels when it was announced in October 1965. Able to carry a standard forklift pallet or a touring rock band, its blend of economy and performance endeared it to hauliers the world over. This example worked for GEC (General Electric Company) during the 1960s.



MODEL NO | VA10005
MODEL NAME | FORD SIERRA SAPHIRE COSWORTH
 LIVERY | TURBO SYSTEMS
 RELEASE | SEPTEMBER
 BARCODE | 080577100051

The original Sierra Cosworth is responsible for a whole industry that is still flourishing today. With two closely related heirs, the Sapphire Cosworth and the Escort Cosworth, tuners have developed ways of getting more and more power from that Cosworth 2 litre twin cam and with four wheel drive the later cars can put that power down. The car modelled is Turbo Systems demonstrator A5 TNY. Turbo Systems modify cars to give real performance at massive BHP's.



MODEL NO | VA09508
MODEL NAME | FORD ESCORT MKI MEXICO
 LIVERY | SUNSET RED
 RELEASE | AUGUST
 BARCODE | 080577095081

A real performance bargain at an introductory price of £1150 the 86BHP, 1600cc 'Kent' engined Escort Mexico was named in commemoration of Hannu Mikkola and Gunnar Palm's win on the London to Mexico World Cup Rally of 1970. It used the same 'Type-49' body shell as its more powerful Cosworth BDA engined brothers and was built at the Advanced Vehicle Operations (AVO) plant at Aveley in Essex. AVO built 9382 examples between 1970 and 1974.



MODEL NO | VA06107
MODEL NAME | FORD ZEPHYR MKII
 LIVERY | CARRIBEAN TURQUOISE
 RELEASE | OCTOBER
 BARCODE | 080577061079

Introduced in February 1956, along with its 204E/206E Consul and Zodiac sister cars, the Zephyr was the mid-point of a successful range of cars that lasted until April 1962. Ford heavily modified the entire range in 1959 and actually lowered the roofline by 1.5 inches, which was a considerable change in tooling for a mid life face-lift. The car modelled is a later 'lowline', easily identifiable by its chrome headlight surrounds and straight bodyline centre stripe.



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NEW TOOLING



MODEL NO	VA09900
MODEL NAME	FORD SIERRA SAPPHIRE GLS
LIVERY	RADIANT RED
RELEASE	NOVEMBER
BARCODE	080577099003

The original avant-garde Sierra hatchback of 1982 was, initially, not received well by a buying public more used to the thoroughly conventional Cortina. However, appearance can be deceptive, because although the styling and driver focused interior were both up to the minute designs, much lauded by the critics of the day, they hid a rather more prosaic rear drive machine that built on the Cortina's legacy.

Familiarity and a re-style, which made the car look a little less like it was on the set of 'Space 1999', meant it sold strongly in the later part of its ten year life.



MODEL NO	VA10300
MODEL NAME	FORD CORTINA MKIII
LIVERY	SAPPHIRE BLUE
RELEASE	SEPTEMBER
BARCODE	080577103007

When announced in October 1970, the third generation Cortina had a great deal of commercial pressure on its fashionable coke-bottle-shaped shoulders, as over a million units of each previous car had been sold and the Mk3 was also tasked with replacing the slower selling Corsair. However it was well up to the job; the handsome styling was bang up to date, whilst the increased interior space and new OHC Pinto engine were exactly what the developing fleet market needed. It received a mid-life revamp in late 1973, which made the interior less transatlantic in feel, and continued to sell well until 1976, when the MkIV was launched. By then 1,126,559 MkIII Cortinas had been produced, meaning it had outsold both of its illustrious predecessors; job done.

MODEL NO	VA09509
MODEL NAME	FORD ESCORT MK1 1300E
LIVERY	PURPLE VELVET
RELEASE	DECEMBER
BARCODE	080577095098

By the early seventies Ford UK had become very good at two important disciplines that many of their rivals had yet to even discover, cost accounting and marketing. The 1300E (for Executive) version of their ubiquitous MK1 Escort exemplifies this. By re-mixing trim parts used in the more sporting Escorts, adding a vinyl roof, thick pile carpets, square halogen lights and finishing the whole project by making it available in a range of striking colours such as Venetian Gold or the Purple Velvet modelled here, they were able to ask £1180 for the 1300E at a time when the range started at £807.



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Final models to include detailed roof rack

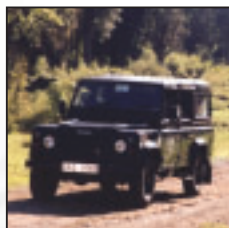
MODEL NO | LR2002
MODEL NAME | RANGE ROVER/DEFENDER 110
 LIVERY | G4 CHALLENGE
 RELEASE | AUGUST
 BARCODE | 080577803167

The Land Rover G4 Challenge is the ultimate global adventure, an awesome multi-sport and 4x4 driving challenge. It tests the strategy, skill and stamina of 18 competitors from around the globe as they travel from the jungles of Southeast Asia to the Andes in South America. This set features the two icon vehicles from the Land Rover range.



MODEL NO | VA09706
MODEL NAME | DEFENDER 110
 LIVERY | BORN FREE
 RELEASE | NOVEMBER
 BARCODE | 080577097061

Born Free has been chosen as one of Land Rover's Global Sponsorship Partners. Together they are working to conserve wild animals and their habitats. This includes vehicle support in the UK, Kenya, Ethiopia, South Africa and Sri Lanka. The Born Free Foundation is an international wildlife charity, founded in 1984 by actors Virginia McKenna and Bill Travers. Today, led by their son Will Travers, Born Free is in action worldwide to save lives, stop suffering, conserve species and protect individual animals.



MODEL NO | VA09608
MODEL NAME | RANGE ROVER
 LIVERY | JAVA BLACK
 RELEASE | DECEMBER
 BARCODE | 080577096088

Range Rover was first unveiled to the world in June 1970. It enjoyed immediate acclaim and was hailed as the first genuine multi-purpose vehicle. During the 1980's the addition of the four-door model and a more luxurious approach came to the fore. In 2001, New Range Rover was launched. It is easily the most capable luxury vehicle in the world with its sophisticated appearance, commanding presence and unenviable driving position.



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MODEL NO	VA08618
MODEL NAME	JAGUAR XJ12
LIVERY	LAVENDER BLUE
RELEASE	AUGUST
BARCODE	080577086188

A V12 engine in a saloon car costing £3726 in 1972 was nothing short of sensational. William Lyons had produced another world-beater that left the opposition looking out of date, expensive and unrefined. Companies had made V12 saloon cars before, but no one had dared enter the volume market in this way. The engine had its roots in the un-developed XJ13 Le Mans project, although by the time it was launched in the Series 3 E-Type of 1971, it had developed from a highly stressed twin cam racing engine into a silky smooth single cam per bank 5.3-litre power plant. The unit developed an unstressed 265 BHP when fitted in the saloon and was ideally suited to the role the XJ12 performed so brilliantly, that of a continent shrinking luxury car. At the time this car was launched it is difficult to make a case for it being anything other than the best car in the world. It was quieter and more comfortable than a Rolls Royce, handled better than most sports cars and was able to cover the 0-60 sprint in 7.4 seconds.



MODEL NO	VA08803
MODEL NAME	1972 DAIMLER SOVEREIGN SWB 4.2 AUTO
LIVERY	HEATHER
RELEASE	SEPTEMBER
BARCODE	080577088038

Jaguar bought the Daimler company in 1960 and, apart from the D5420 Limousine so loved by the Queen Mother, all new Daimlers produced since the 1960s have been based on Jaguar models. The Series 1 Sovereign, modelled here, was based on the XJ6 but was trimmed in a more luxurious manner and fitted with Daimler's distinctive 'crinkle' grille.



MODEL NO	VA09107
MODEL NAME	JAGUAR XJR
LIVERY	QUARTZ
RELEASE	OCTOBER
BARCODE	080577091076

The world's press have always enthused about the XJR model's combination of sports car performance and luxury car ride. The current XJR moves that game on. With a 400BHP supercharged 4.2-litre V8, this cleverly constructed alloy bodied 4-door saloon car can accelerate four comfortably seated adults from 0-60mph in 5 seconds.



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Vanguards

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MODEL NO	VA09203
MODEL NAME	ROVER 75
LIVERY	WHITE GOLD
RELEASE	JULY
BARCODE	080577092035

When the John Towers led Phoenix consortium bought the assets of the Longbridge section of Rover off BMW for £1 in 2000, it was obvious to all the world that they needed a product to sell; quickly. After re-branding the company as MG-Rover production of the 75 was moved from the former Morris factory in Cowley Oxfordshire (which was retained by BMW to produce their new Mini) to the company's new home in a record-breaking twelve weeks. Production of MG-Rover's most up to date car continued until the company's sad demise in 2005.



MODEL NO	VA09009
MODEL NAME	ROVER SD1 VITESSE - 30th ANNIVERSARY
LIVERY	SILVER LEAF
RELEASE	SEPTEMBER
BARCODE	080577090093

With the exception of Aston Martin's brutally fast but traditional V8 Vantage Britain was a little short of true supercars during the 1980s. However if you wanted that thundering V8 experience, in a more affordable package, then the Rover Vitesse was for you. The 3.5-litre V8 was tuned to put out 190 BHP, whilst the modified suspension meant the car handled as well as its body kit suggested. Numerous international racing successes were merely the icing on the cake for the ultimate incarnation of the SD1 theme.



MODEL NO	VA09305
MODEL NAME	MGZT
LIVERY	GOODWOOD GREEN
RELEASE	NOVEMBER
BARCODE	080577093056

MG-Rover's first big product launch was a clever way of maximising the potential of their existing designs, for in 2001 they announced the MG Z range of cars. Effectively tuned and modified versions of their existing saloon range, they built on MG's origins as a tuner of the more mundane cars in their parent company's range. The McLaren F1's designer, Peter Stevens, created a more aggressive style and engineering chief Rob Oldaker made sure the driving experience was suitably sporting in nature by modifying the suspension and creating more powerful engines. It was a good strategy that worked well but ultimately failed to save a company that needed to get totally fresh products to market more quickly than it was eventually able to do.



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MODEL NO | VA10400
MODEL NAME | HILLMAN AVENGER
 LIVERY | BITTER GREEN
 RELEASE | OCTOBER
 BARCODE | 080577104004

NEW TOOLING

From taking over his father's Maidstone cycle shop in 1913, 'Billy' Rootes had shown fantastic business acumen and by the 1920s the Rootes brothers were running Britain's biggest motor trade distributors. The Rootes family then entered manufacturing by gradually acquiring Hillman, Humber, Singer, Sunbeam and Talbot; collectively, 'The Rootes Group'. In 1960 the, by then, Sir William made what in retrospect must be regarded as a tactical error and accepted Government money to build a plant for the all-new Imp in the high unemployment area of Linwood, Scotland. In commercial terms this was a costly failure that contributed to Rootes having to sell a minority stake to the American Chrysler company in 1964. Lord Rootes, as 'Billy' had now become, died only weeks later.



MODEL NO | VA02619
MODEL NAME | HILLMAN IMP
 LIVERY | WARDANCE
 RELEASE | AUGUST
 BARCODE | 080577026191

The rear engined Imp was a clever design that offered an alternative to BMC's all conquering but unprofitable Mini. With a complex but efficient and lightweight 875cc 39BHP Coventry Climax derived engine (that had its design roots in a Korean war fire pump unit) and attractive American influenced styling, the Imp looked likely to be a winner. However whilst its competition successes show that it was indeed a real driver's car it never did the one thing all manufacturers need a car to do, make money.

MODEL NO | VA10401
MODEL NAME | HILLMAN AVENGER
 LIVERY | POLAR WHITE
 RELEASE | NOVEMBER
 BARCODE | 080577104011

NEW TOOLING

With the Imp failing to sell and Linwood haemorrhaging money, Rootes needed a simple, popular and most importantly profitable new product to sit below the successful Hunter and compete with cars like the Escort and Viva. The Avenger, known internally as the B-Car, was the result of this development programme and was launched in February 1970; three years after Chrysler had taken full control. The Avenger was sold in the USA as the Plymouth Cricket, and in the UK became the Chrysler Avenger in 1976. By the time it was finally discontinued in 1981 it was known as the Talbot Avenger.



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Police



MODEL NO	VA09406
MODEL NAME	VAUXHALL ASTRA
LIVERY	GREATER MANCHESTER POLICE
RELEASE	NOVEMBER
BARCODE	0805770940600

The Astra has been the standard issue section car of the Greater Manchester Police for some years. The force designed the distinctive blue roof livery seen on the model to aid aerial recognition, an important feature in today's integrated Police force.

MODEL NO	VA09304
MODEL NAME	MGZT
VA09304	P.S.N.I.
RELEASE	JULY
BARCODE	080577093049

PSNI Rover MGZT 190bhp liveried car used by the Road Policing Unit based at Ballymena, Co. Antrim, N.Ireland. This vehicle has been tuned for police use and is now 220bhp. It is fitted with an automatic number plate reader and is also Tracker equipped allowing it to track stolen vehicles. The registration number is PCZ 4361 and it was first introduced into service in May 2003.



MODEL NO	VA09609
MODEL NAME	RANGE ROVER
LIVERY	CAMBRIDGESHIRE POLICE
RELEASE	DECEMBER
BARCODE	080577096095

With its unrivalled on-road and off-road capability and command driving position the Range Rover has long been the vehicle of choice for numerous police authorities around the world. Cambridgeshire Police currently use two Range Rovers in their vehicle fleet.



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Police



MODEL NO | VA10301
MODEL NAME | FORD CORTINA MKIII 2000GT
 LIVERY | LANCASHIRE CONSTABULARY
 RELEASE | OCTOBER
 BARCODE | 080577103014

The MkIII Cortina was a very popular Police car, especially in 2000GT guise, as the 2-litre OHC Pinto engine endowed the car with a good turn of speed. However Police spec GT's were often trimmed to the lowest interior specification, as it was not deemed important for officers to enjoy creature comforts such as reclining seats! The Lancashire Police ran a large fleet of MkIII Cortinas and used them as suburban traffic cars.

MODEL NO | VA10202
MODEL NAME | PRINCESS
 LIVERY | DIPLOMATIC PROTECTION GROUP
 RELEASE | OCTOBER
 BARCODE | 080577102024

The Diplomatic Protection Group (DPG) of the Metropolitan Police were responsible for looking after foreign diplomats in London. All their cars were painted in this distinctive red colour to enable them to be easily recognised by those same Diplomats and distinguished from the normal Police vehicles. The DPG had a total of eight Princess vehicles based in London.



MODEL NO | TP1002
MODEL NAME | LAND ROVER DEFENDER & FORD SIERRA SAPPHIRE
 LIVERY | TAYSIDE POLICE
 RELEASE | AUGUST
 BARCODE | 080577803174

The versatile Land Rover has been put to many uses in Police hands, including this 'go anywhere' Dog Section patrol car. The combination of a Land Rover and a Police dog means that the Tayside Police use this unit off-road to assist in both hunt and rescue work. Tayside Police have used Land Rovers on its fleets for many years and also have units specifically designed for mountain rescue.

The Sierra Cosworth 4x4 has been described by more than one Police driver as the perfect traffic car as it was large enough to carry the equipment needed by the force but nimble enough to work well in high speed situations. The permanent four wheel drive made the car as surefooted in all conditions as it was fast; all qualities needed to patrol Scotland's twisting network of roads. The Tayside Police had two Cossies on the strength of each of its three traffic areas, Perth, Dundee, and Angus.



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Vanguards

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VAUXHALL

MODEL NO	VX1004
MODEL NAME	VAUXHALL MOTORS CENTENARY SET 1907 - 2007
	VAUXHALL VELOX PA 1957 - 1962
	VAUXHALL VIVA HB 1966 - 1970
	VAUXHALL CAVALIER MKII 1981 - 1988
	VAUXHALL ASTRA MKV 2004 -
RELEASE	NOVEMBER
BARCODE	080577803181

Vauxhall are the UK arm of General Motors (GM); for many years the world's largest car manufacturer. However, it was not always so, in the company's formative years their talented technical director, Laurence Pomeroy, designed expensive sporting machines that were well thought of but not particularly profitable. So, when in 1925 GM (then a purely American company) were looking for production capacity in the UK they approached Vauxhall, whose board accepted their \$2.5 million takeover offer, making Luton GM's first overseas manufacturing plant.

However the origins of the Vauxhall name lie in the Middle Ages; to when, at around the turn of the 14th century, a French soldier named Fulk Le Breant (who was in the employ of Plantagenet King John) married heiress Lady Margaret de Redvers. Her Lambeth home became known as Fulk's Hall, and as time passed this was corrupted to Vauxhall. Scottish engineer Alexander Wilson set up an iron works there in 1857 and that company started making cars in 1903. By 1905 the now diverse 'Vauxhall Ironworks' expanded to Luton and in 1907, after some reorganisation, 'Vauxhall Motors' became a separate company. Fulk Le Breant's family emblem, a Griffin, (half lion, half eagle) is still used by Vauxhall to this day.

Our Centenary Set presents four of Vauxhall's most important post war cars. The Velox, Viva, Cavalier and Astra show that, whilst Vauxhalls have often been at the forefront of fashionable design, they have remained, above all, stylish, practical and attainable.



ALL MODELS ARE LIMITED EDITIONS



MODEL NO | VA08710
MODEL NAME | VAUXHALL VIVA
 LIVERY | GOODWOOD GREEN STARMIST
 RELEASE | JULY
 BARCODE | 080577087109

The HB Viva GT certainly looked the part, usually with a matt black bonnet and dummy air scoops. With 104 BHP inclined-4-cylinder engine borrowed from the Victor, and the larger car's front brakes, it performed and stopped well. However, that bigger engine made it understeer more than a sports saloon should and it was expensive at £1062. Only 18,123 were produced between 1968 and 1970.



MODEL NO | VA09804
MODEL NAME | VAUXHALL CAVALIER MKII SRI 130
 LIVERY | CARMINE RED
 RELEASE | SEPTEMBER
 BARCODE | 080577098044

The SRI 130 was the ultimate MK2 Cavalier, and the top performance bargain of its era. Distinguished from lesser Cavaliers by its front fogs, alloy wheels and 'SRI130' decals it benefited from the new 2-litre SEH engine and bigger 10.1" disc brakes. A 0-60 time of 8.2 seconds and close ratio gearbox meant real fun could be had behind the wheel of a modified version of the eighties definitive reps car. No wonder Vauxhall sold far more than the original product plans predicted.



MODEL NO | VA03811
MODEL NAME | VAUXHALL VICTOR FA
 LIVERY | EMPRESS BLUE
 RELEASE | AUGUST
 BARCODE | 080577038118

The Victor's styling was very much a miniaturised version of what Vauxhall's parent company, GM, were doing in Detroit during 1957. In America, Harley Earl's 'GM Art and Colour Section' did not have to use 13-inch wheels and stick to a width of only 1580mm! This meant the styling did not translate quite as elegantly as it should have done. However the lively performance, roomy boot and comfortable accommodation made the car a good seller over its five-year production life, with 390,747 examples being produced. The FA was also famous for having a dogleg at the base of its wrap around windscreen that appeared to have been placed specifically to bruise your knee on when getting in or out of the car.



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Vanguards

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MODEL NO | VA05311

MODEL NAME | TRIUMPH DOLOMITE 1500HL - HIDDEN TREASURE

LIVERY | SANDGLOW

RELEASE | SEPTEMBER

BARCODE | 080577053111

The Triumph Dolomite had a very unusual gestation; for its basic body architecture started out as project 'Ajax', the front wheel drive Triumph 1300 of 1965. Then Harry Webster and his design team at Triumph, ever unconventional in their product planning, re-engineered the basic shell and made it rear wheel drive in 1970, initially as the Toledo and then as the four door Dolomite. Like their decision to build the Herald on a chassis eleven years earlier, a 'new' rear wheel drive design may, on the face of it, seem perverse, for it certainly flew in the face of fashion. However it actually made a lot of sense; they got two model ranges for the price of one and had identified a market trend for compact, prestige performance cars, which they exploited with the 1850 and Sprint. Triumph were ahead of the game; BMW have never switched to front wheel drive.



MODEL NO | VA10103

MODEL NAME | TRIUMPH STAG

LIVERY | JAVA GREEN

RELEASE | NOVEMBER

BARCODE | 080577101034

The Triumph Stag never lived up to its original sales projections, especially in export markets, partly because its unique 3-litre V8 acquired a reputation for unreliability that it never quite shook off. However, it cannot be denied that it was a beautifully trimmed and glorious looking car that, with its engine problems now long solved by specialists, has become very popular as a classic car.



MODEL NO | VA06711

MODEL NAME | TRIUMPH SPITFIRE MK 3

LIVERY | VALENCIA BLUE

RELEASE | OCTOBER

BARCODE | 080577067118

The Spitfire complemented Triumph's successful 'TR' sports car range when it was introduced in 1962 and was priced to compete with the MG Midget. The Mk3 was introduced in 1967 and brought a new 1296cc engine (with an 8 port cylinder head) that produced 75BHP; more than enough in a car that weighed only 1652lbs.



MODEL NO | VA07404

MODEL NAME | TRIUMPH HERALD CONVERTIBLE

LIVERY | SIGNAL RED

RELEASE | DECEMBER

BARCODE | 080577074048

At the time the Herald was being developed for launch in 1959 the vogue was very much for new cars to be of a monocoque construction. However Triumph were a small company in relation to Austin or Morris (and at this time was a rival to those two firms, not a companion company) and needed to have their monocoques built by an outside supplier. None could oblige, as they were all already at full capacity, so Triumph took the brave decision to develop a new car around what seemed like out of date technology. However as modern sports car makers such as TVR or Lotus will attest a separate chassis does allow variations on a theme to be produced very easily. Triumph exploited this and off the basic Herald chassis came: a coupe, a convertible, an estate, and a van as well as the basic saloon and 6-cylinder Vitesse. It also gave its chassis to the Spitfire, the GT6 and even the Bond Equipe coupe.



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USA





Welcome to the second catalogue for 2006 from Corgi USA. A very exciting year continues! The 50th Anniversary celebration, more new castings, brand new product lines, what more could a collector want?

Throughout an amazing fifty years, Corgi has remained true to the basic principles of quality and detail. Pick up a fire engine, plane, tank or bus and feel how hefty these die-cast replicas are. Look closely at the rivets along the fuselage and the dials on the pump panels; nothing is missed. Run your fingers over the lettering on a turret and the stars and bars on a wing. There are no decals to be found; those fine points are pad printed on. All of these details are essential to the Corgi collector. Even the smallest of pieces is highly detailed.

Throughout this catalogue you will see images of the many products to come in the next six months. You will also see how Corgi stays true to it's commitment to quality and detail with some extra special attention to our packaging with limited edition certificates and history specification cards in our Aviation Archive pieces. With fifty years of experience every detail is covered!

As we pop the champagne and begin to wrap up our 50th Anniversary celebration we will take a word from our British counterparts. Cheers! To 50 more years.

Heroes Under Fire

2006 continues to be one of the most exciting years ever for the Corgi Heroes Under Fire range. Every fire engine is a New Casting. The second half of the year continues to impress with the REO Speedwagon from Shippensburg, PA. Dedicated to our greatly missed, good friend Jackson Gerhardt, this little speedster is set low to the ground and it's sleek, lightweight design was unique for its era. It was certain to be the first on the scene. Then there is the Maxim, undeniably a work horse of it's generation. Look at the size of the hood and imagine the enormity of the engine!



MODEL NO	US53103
MODEL NAME	REO SPEEDWAGON
LIVERY	SHIPPENSBURG, PA
RELEASE	AUGUST
SCALE	1:50
BARCODE	807903-531033
LIMITED EDITION	

NEW TOOLING

On August 17, 1936 the Vigilant Hose Company, Shippensburg, PA took delivery of their new fire engine. The new pumper was equipped with a REO Gold Crown motor built especially for pumping purposes. It was mounted on a REO chassis and had a 166-inch wheelbase. The pumper was equipped with a 500-gallon per minute centrifugal pump, a 100-gallon booster tank, 150 feet of booster hose, a 24-foot extension and a 12-foot roof ladder. The engine was to be used primarily in the borough of Shippensburg and be a back up for the rural engine. In December 1949 the engine was traded along with cash for a new tank truck.



MODEL NO	US53003
MODEL NAME	1956 MAXIM PUMPER
LIVERY	VALHALLA FIRE DEPT, VALHALLA, NY
RELEASE	JULY
SCALE	1:50
BARCODE	807903-530036
LIMITED EDITION	

NEW TOOLING

The pride of the Valhalla Fire Department is this 1956 Maxim Pumper. Still around today, this is the very same pumper that the Corgi engineers photographed and measured when it was time to tool for this brand new piece.



Vintage Bus Lines

The second half of 2006 in the Vintage Bus Lines launches with a Greyhound Fishbowl. Those two words put together equal a quick sell out. Next is a Birney Trolley that is still running today. This beauty from Fort Collins, CO has a bow tie design and will certainly turn some heads. The second issue of the Flxible Clipper from Capitol Transit was the actual piece that the Corgi engineers measured when building the tooling mold.

A Sights and Sounds Scenicruiser? Yes, this Scenicruiser actually makes the sounds of the real bus and lights up.



MODEL NO	US54418
MODEL NAME	SIGHTS & SOUNDS GM 4501 GREYHOUND® SCENICRUISER®
LIVERY	DESTINATION ST. LOUIS
RELEASE	OCTOBER
SCALE	1:50
BARCODE	807903-544187
LIMITED EDITION	

NEW TOOLING

This is the first US developed Sights and Sounds model. When asked which model they would like to see released, US collectors insisted on the Scenicruiser. This bus makes all of the sounds - engine cranking and pulling away, honking horn. The headlights work as do the blinkers. All controlled from the accompanying remote fob..



MODEL NO	US55205
MODEL NAME	BIRNEY SAFETY CAR
LIVERY	FORT COLLINS, CO, DESTINATION CITY PARK/AVERY HOUSE
RELEASE	SEPTEMBER
SCALE	1:48
BARCODE	807903552052
LIMITED EDITION	

The Fort Collins Municipal Railway began in 1919 when the city took over the small, 3 route line that was started by the Denver & Interurban Railway in 1907. The city bought 4 Birney Safety Cars and began operating them in May, 1919. Fort Collins had the distinction of being the smallest city in the nation with a streetcar system. The city finally abandoned the streetcars in June 1951, after which all but car No. 21 were sold to museums or collectors. This car was the first Birney to run in Fort Collins in 1919, and after sitting in the yard of the city museum for 25 years, was restored beginning in 1977. It is now maintained and operated by the all-volunteer Fort Collins Municipal Railway Society.



MODEL NO	US54205
MODEL NAME	FLXIBLE CLIPPER
LIVERY	CAPITOL BUS COMPANY, DESTINATION HARRISBURG
RELEASE	NOVEMBER
SCALE	1:50
BARCODE	807903542053
LIMITED EDITION	

NEW TOOLING

Dick Maguire, the former President of the Capitol Bus Company, had this Flxible restored and then donated it to the Museum of Bus Transportation in Hershey, PA. He was also named the museums first President.

The Capitol Bus Company was founded in 1936 by Dick Maguire 's father Joseph and uncle John. The first service offered by the company was a route from Pottsville to Harrisburg. Capitol joined the National Trailways bus system in 1948. After that point, the color scheme was changed to the Trailways red and cream.



MODEL NO	US54316
MODEL NAME	GM FISHBOWL
LIVERY	NY WORLDS FAIR, DESTINATION X L.I.R.R & SUBWAY
RELEASE	JULY
SCALE	1:50
BARCODE	807903543166
LIMITED EDITION	

This Fishbowl took passengers to and from the New York Worlds Fair. The fair ran for two seasons, April 22 thru October 18, 1964 and April 21 thru October 17, 1965. It was open 7 days a week. The admission price was \$2.00 for adults and \$1.00 for children and parking was \$1.50 a day!



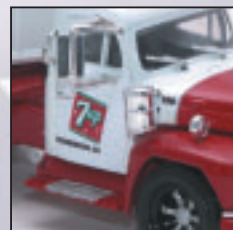
USA

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Heavy Haulers

Heavy Haulers is a product range that appeals to many. The most obvious is the truck collector, but also the O-Gauge rail enthusiast. Both have a passion for the industry that keeps American rolling. One may have their trucks sitting high on a shelf and the other, next to the local grocery store on their layout. We hope you enjoy this on-going series



MODEL NO | US52913
MODEL NAME | **DIAMOND T620 WITH SKIRTED FRUEHAUF TRAILER TRUCK**
 LIVERY | 'FRESH UP WITH 7 UP'
 RELEASE | AUGUST
 SCALE | 1:50
 BARCODE | 807903529139
LIMITED EDITION

Another beverage truck arrives in the second half, this time sporting the classic look of 7 Up. This clean and smooth truck is almost as nice as the refreshing 7 Up it's hauling.

World War II

Our World War II Collection continues to grow with new details such as spectacular hand-painted, metal figures. As always, these pieces are limited edition and finely detailed. Corgi consults with the top history experts to make sure every color is correct and historically accurate.

MODEL NO | US51026
MODEL NAME | **SHERMAN TANK WITH US GI RIDERS**
 COMES WITH 6 FIGURES!
 RELEASE | SEPTEMBER
 SCALE | 1:50
 BARCODE | 807903510267
LIMITED EDITION

During the race across Normandy, France in the summer of 1944, lead elements of the 3rd Armored division linked up with the 30th Infantry Division. On July 8th the Vire River was crossed at Saint Fromond with men of the 117th US Infantry Regiment riding the Sherman tanks of 3rd Armored.



MODEL NO | US60511
MODEL NAME | **TIGER TANK WITH US GI RIDERS**
 COMES WITH 6 FIGURES!
 RELEASE | OCTOBER
 SCALE | 1:50
 BARCODE | 807903605116
LIMITED EDITION

German Infantry were well trained to operate in support of armored formations as part of the proven 'Blitzkrieg' tactics. The armor of Schwere SS Panzer Abteilung were used as a 'fire brigade' along the heavily engaged area of Normandy France defended by the 1st SS Panzer Korps.



Forgotten Heroes

By popular demand this Limited Edition series commemorating the Forgotten War - The Korean War has returned. Serving America from 1950 - 1953, we honor our heroes with this historically accurate series.

MODEL NO | US51027
MODEL NAME | **M4A3E8 (76mm) SHERMAN TANK**
 LIVERY | US ARMY'S COMPANY C,
 89th TANK BATTALION, HAN RIVER, KOREA, 1951
 RELEASE | AUGUST
 SCALE | 1:50
 BARCODE | 807903510274
LIMITED EDITION

Many US units applied gaudy tiger markings to their tanks following the intervention of the Chinese People's Army in the Korean War in late 1950. It was hoped that these would scare the superstitious Chinese conscripts into submission! Company C standardized its marking as seen on this particular tank, as the unit had little time available to apply more elaborate details.



MODEL NO | US60415
MODEL NAME | **M16 MACHINE GUN MOTOR CARRIAGE (MGMC)**
 LIVERY | 25th ANTI-AIRCRAFT ARTILLERY (AAA) BATTALION, 25th
 INFANTRY DIVISION, SOUTHWEST OF SEOUL, KOREA 1951
 RELEASE | AUGUST
 SCALE | 1:50
 BARCODE | 807903604157
LIMITED EDITION

Most US Army infantry divisions deployed to Korea had an AAA battalion consisting of eight M15A1 combination gun motor carriages (CGMC) and eight M16 MGMCs. These were very occasionally used in their intended role of air defense in the first weeks of the war against the North Korean Peoples Army Yak-9 and Il-10 attack aircraft. However, once the latter had been destroyed by the autumn of 1950, the half-tracks were sent forward to provide direct infantry fire support with their deadly quad M45D 0.50-cal machine guns. The M16 MGMC's high rate of fire made it an ideal anti-personnel weapon against massed communist infantry attacks.



MODEL NO | US33013
MODEL NAME | **F4U-4A CORSAIR BuNo 96845 OF VMF-323**
 LIVERY | USS BADOENG STRAIT, OFF KOREA 1950
 RELEASE | SEPTEMBER
 SCALE | 1:72
 BARCODE | 807903330131
LIMITED EDITION

The diamondback rattlesnake emblem applied to VMF-323 'Death Rattlers' Corsairs was one of the most distinctive markings worn by any American combat type in the Korean War. It was relatively short-lived, however, and replacement aircraft sent to the unit during its time in action were not decorated in this way due to fears that the snake increased the aircraft's conspicuity in the dense anti-aircraft artillery environments which proliferated in Korea.



MODEL NO | US51906
MODEL NAME | **BELL HTL-4 (H-13) BuNo 128630 OF VMO-6**
 LIVERY | KOREA, 1951
 RELEASE | SEPTEMBER
 SCALE | 1:48
 BARCODE | 807903519062
LIMITED EDITION

The HTL-4 was the Marine Corps/Navy version of the US Army's iconic H-13, and it became the primary medevac helicopter in Korea from early 1951 onwards. VMO-6 received HTL-4s as replacements for the larger, older and more vulnerable Sikorsky HO3S-1s which it had originally deployed to Korea soon after hostilities had started in late June 1950.



MODEL NO | US51604
MODEL NAME | **T-34-85 TANK**
 LIVERY | NORTH KOREAN PEOPLE'S ARMY 16th ARMoured BRIGADE,
 NAKTONG RIVER, KOREA, 1951
 RELEASE | OCTOBER
 SCALE | 1:50
 BARCODE | 807903516047
LIMITED EDITION

This T-34-85 was one of only an estimated 45 tanks shared by the 16th and 17th Armoured Brigades at the time of the NKPA's invasion of South Korea on June 25, 1950. The Soviet-supplied T-34-85s, numbering 258 in total, were in the vanguard of the invasion, and they initially swept all before them. The tide was eventually turned in September 1950 by a combination of superior UN air power and the arrival of US Marine Corps M26 Pershing tanks in-theatre. This particular T-34-85 was almost certainly assigned to the 16th's Brigade or Regimental commander, as it was numbered 800 in tanks with turret numbers ending in 00 were typically assigned to command crews. The tank was one of a number knocked out in the fighting along the banks of the Naktong River on September 4, 1950.



USA

Fighter Ace History - Robin Olds

Football player, All American tackle and captain for the point team are not what you may think of when you think of a Fighter Ace. That's just the tip of the iceberg when it comes to Robin Olds. He became an Ace within his first two combat missions in World War II. During an exchange tour, Olds commanded the RAF 's No. 1 Squadron and missed Korean War action. He then planned and led 'Operation Bolo' over the North Vietnamese Air Force in 1967. Here we honor Colonel Olds by offering three different planes that he flew in two different wars.



MODEL NO | US36603
MODEL NAME | **P-38J LIGHTNING**
 LIVERY | CAPTAIN ROBIN OLDS. 434th FIGHTER SQUADRON/
 479th FIGHTER GROUP, WATTISHAM, SUFFOLK, 1945
 RELEASE | NOVEMBER
 SCALE | 1:72
 BARCODE | 807903366031
LIMITED EDITION

This P-38 was one of the few in the 479th FG that retained its olive drab scheme right up until the unit transitioned to the P-51D in September 1944. The red rudder was adopted in place of the 434th FS 's geometric symbol around the time of D-Day. Robin Olds flew at least two P-38Js during his initial months of combat with the 479th FG, this aircraft almost certainly being the last of them.

NEW TOOLING

MODEL NO | US32225
MODEL NAME | **P-51D MUSTANG**
 LIVERY | MAJOR ROBIN OLDS. 434th FIGHTER SQUADRON/
 479th FIGHTER GROUP, WATTISHAM, SUFFOLK, 1945
 RELEASE | JULY
 SCALE | 1:72
 BARCODE | 807903322259
LIMITED EDITION

Delivered to the USAAF in March 1945, this aircraft was one of the last P-51s to reach the Eighth Air Force prior to VE-Day. Olds used at least seven fighters during his tour of duty in the European Theater of Operation, and SCAT VII was the only one not to be written off by another pilot. Returned to the US post-war, the fighter survived in civilian hands until written off in a fatal accident in 2004.



MODEL NO | US33219
MODEL NAME | **F-4C PHANTOM**
 LIVERY | COLONEL ROBIN OLDS & Ft Lt C. Clifton.
 555th TFS/8th TFW, ROYAL THAI AIR BASE, 1967
 RELEASE | DECEMBER
 SCALE | 1:72
 BARCODE | 807903332197
LIMITED EDITION

This aircraft was used by Colonel Olds and 1Lt Clifton to claim a MiG-21 kill on January 2, 1967, and then by Lt Col F A Haeffner and 1Lt M R Bever to down a MiG-17 on May 13th of that same year. Delivered to the 8th TFW in January 1965, it survived until November 20, 1967 when it fell victim to North Vietnamese anti-aircraft artillery while attacking a surface-to-air missile site north of the demilitarized zone. Its pilot, Capt J M Martin, was killed when the aircraft crashed, but his weapons systems officer, 1Lt James Badley, ejected and was rescued.





Flight Line

The second half of 2006 has two offerings in the Flight Line series. As a part of the Aviation Archive these planes are limited edition, historically accurate and highly detailed. What sets Flight Line apart is the figures. These hand-painted, metal figures are an excellent way to convey the historic significance of each of these planes.

MODEL NO US35307
MODEL NAME PBJ-1J (B-25 MITCHELL) BuNo 35843
 LIVERY VMB-433, MARINE AIR GROUP 61, US MARINE CORPS, EMIEAU ISLAND, SOLOMON ISLAND CHAIN, 1944. INCLUDES METAL, HAND-PAINTED FIGURES.
 RELEASE OCTOBER
 SCALE 1:50
 BARCODE 807903353079
LIMITED EDITION

Formed in September 1943, VMB-433 was one of 16 Marine Corps units to be equipped with PBJ-1s in World War II - some 706 were delivered to the USMC by North American. Seven of these units would see action with the aircraft in the Southwest Pacific in the hot and bloody war fought against the Japanese in the Solomon Islands chain. VMB-433 commenced combat operations with MAG-61 on Green Island in July 1944, flying dreaded night bombing missions. The unit remained in action until February 1945, when it returned to the US and was deactivated. This particular aircraft was one of the very few PBJs to be adorned with nose art - an uncommon practice in the Marine Corps in World War II.



MODEL NO US34907
MODEL NAME MESSERSCHMITT Bf 109G-6
 LIVERY HAUPTMANN ANTON HACKL, GRUPPENKOMMANDEUR OF III./JG 11, OLDENBURG, GERMANY, 1944. INCLUDES 3 METAL, HAND-PAINTED FIGURES.
 RELEASE DECEMBER
 SCALE 1:32
 BARCODE 807903349072
LIMITED EDITION

Although devoid of any unit markings, Hackl's fighter features his full scoreboard on the all-white rudder that denotes his position as a formation leader. With his score standing at 133 kills, Hackl had two fighters at his disposal in January 1944 - he also flew an Fw 190A-6 on anti-bomber missions, keeping the lighter, more agile Bf 109G-6 for fighter operations. Leaving III./JG 11 in May 1944, he then spent time with JG 76, II/JG 26 and JG 300, before returning to JG 11 as Geschwaderkommodore in February 1945. He survived the war with 192 kills to his credit, this tally including an astonishing 32 heavy bombers.



Nose Art Collection

Some of the most memorable and eye-catching nose art in the world is now captured in die-cast. Not only does the nose art appear on the plane, but on a faithfully reproduced larger scale die-cast cutout section of the fuselage. Corgi's Nose Art Collection takes model aircraft collecting to new heights.

MODEL NO US32226
MODEL NAME P-51D MUSTANG 'DOUBLE FOR DOWN'
 LIVERY Lt. Col. GORDON GRAHAM, 354th FIGHTER SQUADRON/355th FIGHTER GROUP, STEEPLE MORDON, CAMBS, 1945
 RELEASE SEPTEMBER
 SCALE 1:72
 BARCODE 807903322266
LIMITED EDITION

Lt Col Gordon Graham claimed seven aerial and 9.5 strafing victories during his time in the European Theater of Operation. All of these kills came while flying the P-51. He was assigned to the 355th FG's HQ flight, whose aircraft featured the unique white nose colors seen here, as well as the white letter C on the rudder tip. The 355th FG ended the war with 502 strafing victories - the highest air-to-ground tally of any fighter unit in the Eighth Air Force. Its pilots also shot down 365.5 enemy aircraft.



MODEL NO US33311
MODEL NAME B-17G FLYING FORTRESS 'BIG YANK'
 LIVERY 840th BOMBARDMENT SQUADRON / 483rd BOMBARDMENT GROUP, STERPARONE, ITALY, 1945
 RELEASE DECEMBER
 SCALE 1:72
 BARCODE 807903333118
LIMITED EDITION

Assigned to the 483rd BG on August 17, 1944, this aircraft had its 8FDR 'inspired nose art applied by a local Italian artist, who was commissioned by the bomber's crew chief, T/Sgt Irvin Davis. Later converted into an Air-Sea Rescue platform, this aircraft survived the war and was scrapped at Walnut Ridge, in the USA, in late December 1945.



USA

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Squadron History

The 334th Fighter Squadron was constituted by the War Department on August 22, 1942. It was then activated on September 12, 1942. Also activated were the 335th and 336th Squadrons known as the Eagle squadrons. Formerly made up of American volunteers in the RAF, the 334th was the first Army Air Corp unit activated in the European Theater of Operation.

MODEL NO | US31923
MODEL NAME | **SPITFIRE VB EN783**
 LIVERY | 334th FIGHTER SQUADRON/4th FIGHTER GROUP, DEBDEN, ESSEX, 1942
 RELEASE | JULY
 SCALE | 1:72
 BARCODE | 807903319235
LIMITED EDITION

Originally delivered new to the RAF 's No 610 Squadron in late May 1942, this aircraft was passed on to the USAAF 's newly-formed 31st FG in mid July. In early September it was transferred to No 71 'Eagle ' Squadron, which duly became the 334th FS as part of the newly-formed 4th FG at month-end. Deemed surplus to requirements by the Eighth Air Force in March 1943 following the arrival of P-47Cs in-theatre, the fighter returned to RAF service with Nos 66 and 340 Sqns. Damaged in combat on December 7, 1943, the fighter was relegated to training duties following its repair and was finally written off in a forced-landing following engine failure on May 2, 1945 while serving with No 57 Operational Training Unit.



MODEL NO | US33819
MODEL NAME | **P-47D THUNDERBOLT**
 LIVERY | 334th FS/4th FG, FLOWN BY Lt DUANE 'BEE' BEESON, DEBDEN, 1944
 RELEASE | JULY
 SCALE | 1:72
 BARCODE | 807903338199
LIMITED EDITION

Received by the squadron in late June 1943, this aircraft was assigned to Lt Beeson, who became the leading Thunderbolt ace of the 4th FG with 12 kills - 11 of these victories were claimed in this particular aircraft. Boise, Idaho, was the ace 's hometown, hence the P-47 's nickname. It remained the ace 's mount until replaced by a P-51B in late February 1944.



MODEL NO | US32227
MODEL NAME | **P-51D MUSTANG 'SIZZLIN LIZ' OF MAJ GERALD MONTGOMERY**
 LIVERY | 334th FS/4th FG, DEBDEN, 1945
 RELEASE | NOVEMBER
 SCALE | 1:72
 BARCODE | 807903322273
LIMITED EDITION

A two-tour ace, Montgomery claimed both aerial and ground kills during his time in the ETO - his finally tally was three aerial victories and 14.5 strafing victories. This was his penultimate P-51 in-theatre, and he used it to claim four strafing kills in February and April 1945.



MODEL NO | US35810
MODEL NAME | **F-86F SABRE OF CAPT RALPH S PARR**
 LIVERY | 334th FIS/ 4th FIW, KIMPO, SOUTH KOREA, 1953
 RELEASE | DECEMBER
 SCALE | 1:72
 BARCODE | 807903358104
LIMITED EDITION

Parr flew a 185-mission tour with the 7th FBS in 1950-51, and then returned to Korea to fly F-86s with the 334th FIS in 1953. He wasted little time in making ace, scoring his fifth kill on June 18, 1953, and finishing his tour with ten kills in total. Having survived the Korean War, the final fate of this particular aircraft remains unrecorded.



FORWARD MARCH

● HAND-PAINTED METAL FIGURES ●



CC89107
FRENCH INFANTRYMAN - FOZIERES

CC89106
UNITED STATES MARINE 1945

FORWARD MARCH

HAND-PAINTED METAL FIGURES

LIMITED EDITION

Corgi is proud to present Forward March, a superb new range of 'white metal' 54mm (1:32nd scale) Model Soldiers, Historical Figures and lifelike dioramas presented in an exciting new format which has the serious collector firmly in mind.

Offering collections from across the past 200 years of history, there is something for everyone from the high seas of Trafalgar to the horrors of the Somme, charting great Military Leaders across 2 centuries and also the Civilians that have supported the war effort as perhaps the 'unsung' heroes.

Researched by acknowledged experts, then meticulously sculpted by skilled artists, before being spin cast in fine white metal and hand painted to exacting standards, it is this authentic eye for total detail and realism that sets Forward March figures apart.

Add to this a superb collection of authentic miniature and full size replica Campaign Medals that have been commissioned to accompany each collection and to enhance each diorama, plus a detailed fact card included with each piece giving a full history of each figure and you will see that Forward March tells a comprehensive story of real life historical events in three dimensions.

Forward March from Corgi – Bringing history to life from July 2006!



If you collect all 12 models in Civilians at War, Heroes, Leaders and Special Forces ranges (released July '06 to June '07) you can send off for your free replica Campaign Medal. Full details inside each pack.

If you collect all the individual models in the Battle of Trafalgar, Battle of the Somme, El Alamein and Desert Storm (released July '06 to June '07) you can also send off for your free replica Campaign Medal. Full details inside each pack.

A miniature replica Campaign Medal is included with all the diorama sets.

LOOK OUT FOR:



LOOK OUT FOR:



LOOK OUT FOR:



MODEL NO	CC59160
MODEL NAME	ARP RESCUE PARTY MEMBER 1940
RELEASE	SEPTEMBER
BARCODE	807903591600

Civilians at War



Through the ages civilians have played a crucial part in conflicts and battles. Fighting men have always needed the support of nurses, surgeons, cooks, armourers, farriers, and such like.

Spanning two centuries the Civilians At War range offers collectors the opportunity to own highly detailed representations of those who have, unarguably, made a remarkable impact on military history in a civilian role.



MODEL NO	CC59164
MODEL NAME	LONDON BLITZ DIORAMA 1940
RELEASE	OCTOBER
BARCODE	807903591648



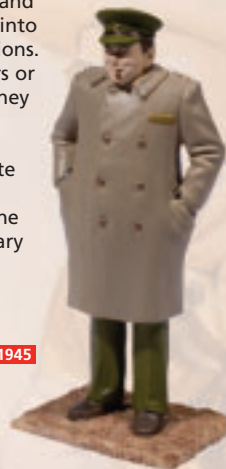
MODEL NO | CC59144
MODEL NAME | FLORENCE NIGHTINGALE 1854
 RELEASE | JULY
 BARCODE | 807903591440

MODEL NO | CC59152
MODEL NAME | EMMELINE PANKHURST 1915
 RELEASE | AUGUST
 BARCODE | 807903591525

Great Leaders

The greatest leaders in military history not only include military chiefs and soldiers but also civilians called into action in the toughest of situations. Whether they were born leaders or circumstances demanded that they become leaders, they all had crucial decisions to make, often under severe pressure. This white metal collection of legendary Leaders brings to life some of the most influential figures in military history over the past 200 years.

COLLECT
ALL
12



MODEL NO | CC59161
MODEL NAME | WINSTON CHURCHILL 1945
 RELEASE | SEPTEMBER
 BARCODE | 807903591617



MODEL NO | CC59145
MODEL NAME | DUKE OF WELLINGTON 1815
 RELEASE | JULY
 BARCODE | 807903591457



MODEL NO | CC59153
MODEL NAME | BOMBER HARRIS 1942
 RELEASE | AUGUST
 BARCODE | 807903591532



MODEL NO | CC59193
MODEL NAME | FLANAGAN & ALLEN
 RELEASE | DECEMBER
 BARCODE | 807903591938



MODEL NO | CC59182
MODEL NAME | UN RELIEF WORKER 1999
 RELEASE | NOVEMBER
 BARCODE | 807903591822



MODEL NO | CC59170
MODEL NAME | NATIONAL FIRE SERVICE
 RELEASE | OCTOBER
 BARCODE | 807903591709



MODEL NO | CC59171
MODEL NAME | PRESIDENT ROOSEVELT 1945
 RELEASE | OCTOBER
 BARCODE | 807903591716



MODEL NO | CC59194
MODEL NAME | LORD MOUNTBATTEN 1945
 RELEASE | DECEMBER
 BARCODE | 807903591945



MODEL NO | CC59183
MODEL NAME | GENERAL EISENHOWER 1944
 RELEASE | NOVEMBER
 BARCODE | 807903591839

Civilians at War - Jan to June 2007 Releases

Munitions Worker - 1917 / French Resistance - 1944 / Edith Cavell - 1915 / Odette Churchill - 1942 / Womens Land Army - 1918 / Amy Johnson - 1941

Great Leaders - Jan to June 2007 Releases

Josef Stalin - 1945 / Fd Marshall Von Runstedt - 1945 / General Schwarzkopf - 1991 / Earl Haig - 1915 / General De Gaulle - 1944 / General Kitchener - 1914

Forward March

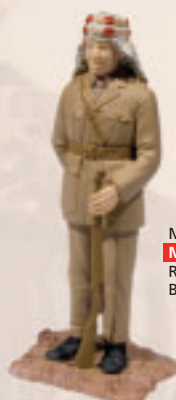
COLLECT ALL 12

Heroes

Since the recording of history there have been famous heroes, in fact it can be said that much of history is built around them. Heroes do not declare themselves as such, but are seen by the populous, or their armies as someone who has made a distinctive contribution, whether giving great service or committing an act of outstanding bravery. By collecting the figures featured in this superb Heroes range there's the opportunity to own highly detailed recreations of the most notable heroes of the past two centuries.



MODEL NO CC59154
MODEL NAME Lt JRM CHARD VC 1879
RELEASE AUGUST
BARCODE 807903591549



MODEL NO CC59162
MODEL NAME Col T.E. LAWRENCE 1918
RELEASE SEPTEMBER
BARCODE 807903591624



MODEL NO CC59172
MODEL NAME Capt CHARLES UPHAM VC 1942
RELEASE OCTOBER
BARCODE 807903591723



MODEL NO CC59184
MODEL NAME BARON VON RICHTHOFEN 1916
RELEASE NOVEMBER
BARCODE 807903591846



MODEL NO CC59195
MODEL NAME ADMIRAL LORD NELSON 1805
RELEASE DECEMBER
BARCODE 807903591952



MODEL NO CC59146
MODEL NAME SAILOR MALAN 1940
RELEASE JULY
BARCODE 807903591464

COLLECT ALL 12

Special Forces

Throughout the history of battles and armies, there have been small groups of fighters who had special and unique talents and thus had a special role to play. This category offers highly detailed replica's from key area's of the Special Forces. Giving collectors the opportunity to display a unique collection of elite forces from around the world.



MODEL NO CC59147
MODEL NAME SAS TROOPER 1991
RELEASE JULY
BARCODE 807903591471



MODEL NO CC59155
MODEL NAME BRITISH PARATROOPER FALKLANDS 1982
RELEASE AUGUST
BARCODE 807903591556



MODEL NO CC59163
MODEL NAME GERMAN SKI TROOPER 1943
RELEASE SEPTEMBER
BARCODE 807903591631



MODEL NO CC59173
MODEL NAME RM COMMANDO 1982
RELEASE OCTOBER
BARCODE 807903591730



MODEL NO CC59185
MODEL NAME GHURKA RIFLEMAN 1915
RELEASE NOVEMBER
BARCODE 807903591853



MODEL NO CC59196
MODEL NAME CANADIAN PARATROOPER 1944
RELEASE DECEMBER
BARCODE 807903591969

Heroes - Jan to June 2007 Releases

Jack Cornwall VC - 1916 / Guy Gibson VC - 1943 / Leonard Cheshire VC - 1944 / Gp Capt Douglas Bader - 1940 / Maj Gen Orde Wingate - 1943 / Kapt Otto Kretschmer - 1940. PLUS MASH Hospital - 1951 Diorama

Special Forces - Jan to June 2007 Releases

SAS Urban Assault - 1980 / British Paratrooper - 1944 / Long Range Desert Group - 1942 / Bomb Disposal Officer - 1940 / German Paratrooper - 1941 / Royal Marine SBS - 1991. PLUS Iranian Embassy - 1980 Diorama

Battle of Trafalgar

On October 21st 1805, whilst aboard his famous ship HMS Victory, Lord Admiral Nelson received the signal '370' (Enemy ships are coming out of port) which was repeated along the chain of ships until it reached the main British Fleet. Nelson then signalled back 'General chase South East'. His plan was to steer to the Straits of Gibraltar and prevent the Enemy Combined Fleet from sailing into the Mediterranean. At 12.15 the first shots were fired at the Victory, at long range. As fighting continued the three ships locked together and Redoubtable was pounded into submission. Slowly the British Ships gained the upper hand as the enemy combined fleet struck their colours or sailed away from the battle.

COLLECT
ALL IND. &
TWIN
FIGURES

MODEL NO CC59148
MODEL NAME SHIPS SURGEON
RELEASE JULY
BARCODE 807903591488



MODEL NO CC59156
MODEL NAME RN RATING SIGNALLER WITH FLAGS
RELEASE AUGUST
BARCODE 807903591563



MODEL NO CC59186
MODEL NAME CAPTAIN HARDY
RELEASE NOVEMBER
BARCODE 807903591860

MODEL NO CC59165
MODEL NAME ROYAL MARINE SHARPSHOOTER
RELEASE SEPTEMBER
BARCODE 807903591655



MODEL NO CC59174
MODEL NAME RN RATING KILLING FRENCH SAILOR
RELEASE OCTOBER
BARCODE 807903591747



MODEL NO CC59175
MODEL NAME 2 RN RATINGS BOARDING PARTY
RELEASE OCTOBER
BARCODE 807903591754

FREE
MEDAL
INC.

MODEL NO CC59187
MODEL NAME CARRONADE CREW
RELEASE DECEMBER
BARCODE 807903591877



FREE
MEDAL
INC.

MODEL NO CC59166
MODEL NAME THE FALL OF NELSON
RELEASE SEPTEMBER
BARCODE 807903591662



FREE
MEDAL
INC.

Battle Of Trafalgar - Jan to June 2007 Releases

Royal Marines Officer / French Officer / French Rating / RN Coxswain at the wheel / 2 RN ratings, 1 in crows nest

Battle of the Somme

The Battle of the Somme started on July 1st 1916 and continued until November 1916. For many people this was the battle that symbolised the horrors of warfare in World War One. This one battle had a marked effect on overall casualty figures and seemed to epitomise the futility of trench warfare.

Much criticism was levelled at the British Commander Haig based on the appalling casualty figures suffered by the British and the French. By the end of the battle, the British Army had suffered 420,000 casualties including nearly 60,000 on the first day alone. The French lost 200,000 men and the Germans nearly 500,000.

COLLECT
ALL IND. &
TWIN
FIGURES



MODEL NO CC59157
MODEL NAME RFC PILOT
RELEASE AUGUST
BARCODE 807903591570



MODEL NO CC59176
MODEL NAME FRENCH INFANTRYMAN
RELEASE OCTOBER
BARCODE 807903591761



MODEL NO CC59197
MODEL NAME COLDSTREAM GUARDS PRIVATE
RELEASE DECEMBER
BARCODE 807903591976



MODEL NO CC59149
MODEL NAME GERMAN LYING DEAD IN BARBED WIRE
RELEASE JULY
BARCODE 807903591495



MODEL NO CC59167
MODEL NAME BRITISH SOLDIER BAYONETTING GERMAN
RELEASE SEPTEMBER
BARCODE 807903591679



MODEL NO CC59188
MODEL NAME RED CROSS TENT
RELEASE NOVEMBER
BARCODE 807903591884

FREE
MEDAL
INC.



MODEL NO CC59177
MODEL NAME TANK PLUS INFANTRY
RELEASE OCTOBER
BARCODE 807903591778

FREE
MEDAL
INC.



MODEL NO CC59189
MODEL NAME ANOTHER DAY IN HELL-2 LEVEL TRENCH SCENE
RELEASE NOVEMBER
BARCODE 807903591891

FREE
MEDAL
INC.

Battle Of The Somme - Jan to June 2007 Releases

General Foch / Australian Machine Gunner / South African Infantryman / RAMC Soldier carrying casualty / Burial - Padre and British 'Tommy'

Forward March

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Battle of El Alamein

For three years, Axis and Allied forces chased each other over the hostile terrain of the North African desert. The tide turned in the Allies' favour at the Second Battle of El Alamein in 1942. British General Montgomery spent months building up an overwhelming advantage in men and armour, before launching his attacks against Field Marshal Rommel's German and Italian troops. Winston Churchill was convinced that the battle of El Alamein marked the turning point in the war and ordered the ringing of church bells all over Britain. As he said later: "Before Alamein we never had a victory, after Alamein we never had a defeat".

COLLECT
ALL IND. &
TWIN
FIGURES



MODEL NO | CC59150
MODEL NAME | GENERAL MONTGOMERY
RELEASE | JULY
BARCODE | 807903591501



MODEL NO | CC59190
MODEL NAME | BRITISH CORPORAL WITH PIAT
RELEASE | NOVEMBER
BARCODE | 807903591907



MODEL NO | CC59168
MODEL NAME | GENERAL ROMMEL
RELEASE | SEPTEMBER
BARCODE | 807903591686



MODEL NO | CC59158
MODEL NAME | BRITISH SOLDIER + MINE DETECTOR
RELEASE | AUGUST
BARCODE | 807903591587



MODEL NO | CC59178
MODEL NAME | GERMAN MORTAR TEAM
RELEASE | SEPTEMBER
BARCODE | 807903591785



MODEL NO | CC59179
MODEL NAME | BRITISH TANK CREW DISMOUNTED
RELEASE | OCTOBER
BARCODE | 807903591792



MODEL NO | CC59191
MODEL NAME | 25PDR GUN & CREW
RELEASE | DECEMBER
BARCODE | 807903591914



MODEL NO | CC59169
MODEL NAME | BRITISH MILAN ANTI TANK TEAM
RELEASE | SEPTEMBER
BARCODE | 807903591693



MODEL NO | CC59192
MODEL NAME | GENERAL SCHWARZKOPF, DE LA BILLIERE & KING FAHD
RELEASE | NOVEMBER
BARCODE | 807903591921

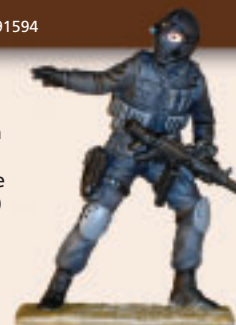


MODEL NO | CC59181
MODEL NAME | BRAVO ZERO - TEAM OF 4 CLEARING BUILDINGS
RELEASE | OCTOBER
BARCODE | 807903591815

Desert Storm

The critical issue in 1990, which turned a regional dispute in The Gulf to an international crisis, was Saddam Hussein's move to invade Kuwait. World Leaders and The United Nations Security Council were closely observing the activity on the Kuwaiti border and with the invasion, issued Resolution 660 demanding the immediate withdrawal of Iraqi forces – but to no avail. On January 16th 1991, shortly before midnight, Operation 'Desert Storm' began. The offensive, by US led allied forces, succeeded in liberating Kuwait and by February 28th 1991 allied military operations were suspended.

COLLECT
ALL IND. &
TWIN
FIGURES



MODEL NO | CC59159
MODEL NAME | DELTA FORCE OPERATIVE
RELEASE | AUGUST
BARCODE | 807903591594



MODEL NO | CC59180
MODEL NAME | BRIG PATRICK CORDINGLEY
RELEASE | OCTOBER
BARCODE | 07903591808



MODEL NO | CC59198
MODEL NAME | BRITISH INFANTRYMAN
RELEASE | DECEMBER
BARCODE | 807903591983



MODEL NO | CC59151
MODEL NAME | BRITISH MP WITH SNIFFER DOG
RELEASE | JULY
BARCODE | 807903591518

Desert Storm - Jan to June 2007 Releases
Saudi Army Sergeant / British MP / Iraqi National Guard POW / British Gunner with Blowpipe / 2 British Fighter Pilots

The Die-cast Process



1



2



3



4



5



6



7

The die-casting process from start to finish

- 1 Chris Franklin, head of Corgi Hong Kong, checks castings
- 2 Shown here is a die-cast machine with the mould inserted and ready for production.
- 3 Scrap castings ready to be re-melted.
- 4 Workers are removing the overflows from these products. Overflows, also known as run offs, are designed with fine gates to break off easily. The flow of the metal through the mould is developed so these impurities are trapped in the overflows and are not retained in the finished piece.
- 5 A pad printing or tampo printing machine is marking a design on the model.
- 6 Hand finishing process.
- 7 Final assembly

Roadshow



Corgi Classics Roadshow Programme

Date	Event	Venue
16th~17th April	Midlands Festival of Transport	Western Park, Shropshire
22nd~23rd April	Brighton UK Coach Rally	Brighton
30th April~1st May	Truckfest	East of England Showground, Peterborough
21st May	Airspace Air Show	Duxford
27th~29th May	Trolley Bus Weekend, Reading	Sandtoft, Doncaster
31st May~1st June	Suffolk Show	Suffolk
3rd~4th June	Truckfest	Kent County Showground, Detling
8th~10th June	South of England Agricultural Show	West Sussex
11th June	RAF Cosford Air Show	Wolverhampton
16th~18th June	Three Counties Show	Malvern
28th~29th June	Norfolk Show	Norfolk
1st~2nd July	International Air Show RAF Waddington	Lincolnshire
2nd~5th July	The Royal Show	Warwickshire
8th~9th July	Flying Legends Air Show	Duxford, Cambridgeshire
12th July	RNAS Culdrose Air Show	West Country
15th~16th July	Royal International Air Tattoo	RAF Fairford, Gloucestershire
5th~6th August	Truckfest	Royal Highland Centre, Edinburgh
17th~20th August	Eastbourne International Air Show	Eastbourne
27th~28th August	Knebworth Classic Motor Show	Knebworth
30th Aug~3rd Sept	Great Dorset Steam Fair	Dorset
9th September	RAF Leuchars Air Show	Fife
17th September	EFE Showbus Rally	Duxford
27th~29th October	Classics Motor Show	NEC

All events are subject to availability. Corgi Classics Limited reserve the right to make and amend to this diary at any time without prior notification. Corgi Roadshow image is a graphic representation only.

In our 50th year Corgi celebrate with a NEW Roadshow

The Corgi Roadshow will be on the road throughout 2006 at key shows and events in the UK.

Come and join in the celebrations and take in the Corgi experience. The Roadshow will be showcasing the latest NEW products from the Corgi range supported by interactive games, Collector Club members' area, competitions and much more. Fun for the whole family, see us at the events listed.



Why not join one of our Collector Clubs?

Enhance your enjoyment and collecting experience by joining one of our exclusive clubs.

Contact the following for more information and full membership details:

Vanguards/Trackside
Collector Club
PO Box 609
Rotherham
S60 9AJ
Tel: 01709 539702

CORGI
Collector Club
Meridian East
Meridian Business Park
Leicester
LE19 1RL
Tel: 0870 607 1204

Aviation Archive
Collector Club
Meridian East
Meridian Business Park
Leicester
LE19 1RL
Tel: 0870 607 1204

Customer Services

If you have any questions about the ranges in the catalogue please contact our Customer Services Team who will be only too happy to help.

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Tel: 0845 603 9070.

Opening hours
Mon - Fri 9am to 8pm
Sat 10am to 4pm

A subscription to the relevant club will add to the pleasure of collecting providing you with astonishing facts, carefully researched information plus opportunities to meet fellow collectors at special events.



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