

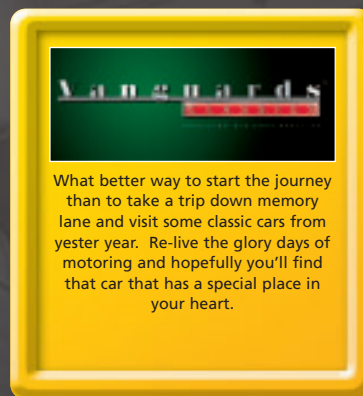
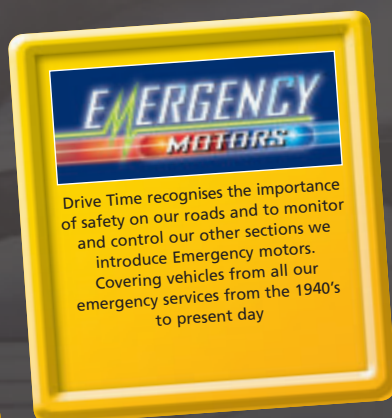


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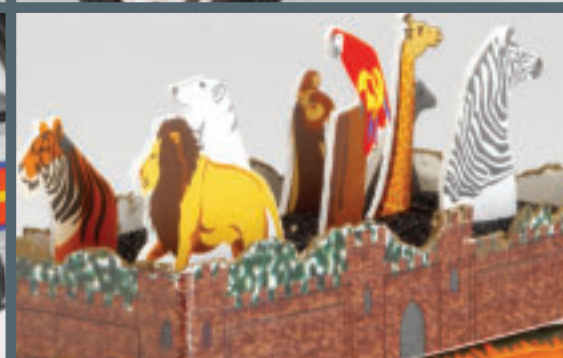
Roadster and the fabulous TR7. These new models can be found across our ranges and perfectly complement your existing collections.

Also included within Vanguards Classics, Road Traders, Modern and Emergency Motors packs is a unique Collector Card that details the Car Specification and history of the vehicle. This card can be collected across range's to compare vehicle and specs.

*Drive Time... the Driving Force behind model collecting.*











MODEL NO | VA10801  
**MODEL NAME** | FORD CAPRI MkIII  
 LIVERY | JULIUS THURGOOD/QUICK BREW (TOP HAT GROOVY BABY)  
 RELEASE | OCTOBER  
 BARCODE | 080578108019

**NEW TOOLING**



Ivan Dutton's success in saloon car racing started in 1972, when he drove the 'Lyons Quick Brew' Ford Escort to a class victory in the Britax Production Saloon Car Championship. Ivan followed that debut by winning both the 1973 Britax and Castrol production championships outright in his quick Escort. By 1974 Ivan had swapped to Capris - winning the first-ever Gp.1 race by beating Tony Lanfranchi and Tom Walkinshaw's Works Capris in a self-prepared entry. Thirty years later Ivan's son, Tim, built a racing Capri in homage to his father's achievement, and thus the 'Quick Brew' Capri was created. Currently raced by Bruce Chapman and Julius Thurgood in Top Hat's 'Groovy Baby!' series, this virtually standard Capri is a consistent class winner.



MODEL NO | VA08407  
**MODEL NAME** | JAGUAR MkII (EX WORKS)  
 LIVERY | JONATHAN SUCKLING (TOP HAT RACING-PRE 66 TOURING CARS)  
 RELEASE | NOVEMBER  
 BARCODE | 080578084078

In October 1960 Jaguar Cars Limited selected 1628 VC to be "Allotted to Experimental Department to be run to destruction to find any fault that may develop". On many occasions, during this period, Roy Salvadori drove 1628 VC. By June 1962, Jaguar legend Lofty England sold 1628 VC to successful privateer John Sparrow, who with co-drivers Neil Dangerfield and Mike Pendleton achieved numerous successful results at famous venues such as Goodwood, Brands Hatch, Silverstone, Spa, Zandvoort and the Nürburgring. After a career change in the late sixties (when the car was fitted with an ex-Daytona 500 works Chevrolet 7-litre V8 and became the dragster 'SS Draguar') it was retired. Jonathan and Jackie Suckling then rescued and restored 1628 VC, which has since featured in prestige international historic touring car events, such as Top Hat and the Goodwood Revival. Such noted drivers as Tony Dron, Win Percy, Tiff Needell and Emanuele Pirro have driven it and its numerous wins in historic events fittingly emulate this great car's original successes.



MODEL NO | VA02112  
**MODEL NAME** | FORD 100E  
 LIVERY | ED GLAISTER (TOP HAT RACING OLDIES BUT GOLDIES)  
 RELEASE | FEBRUARY  
 BARCODE | 080578021127

When the Top Hat race series for historic cars was first introduced in 1999 Ed Glaister's Ford Popular 100E was one of the first cars to sign-up for the series. Many thought that Glaister had chosen the wrong car - opinion was much in favour of the Ford Anglia 105E. How wrong they were. His countless class victories prove testament to his commitment and faultless preparation of this crowd-pleasing car. In recent years this regular Goodwood Revival contender has moved over to be a front-runner in Top Hat's 'Oldies but Goldies' series for pre-'60 touring cars.



MODEL NO | VA03507  
**MODEL NAME** | FORD CONSUL CLASSIC 315  
 LIVERY | TONY LAKE (TOP HAT RACING PRE-'66 TOURING)  
 RELEASE | APRIL  
 BARCODE | 080578035070

When one thinks of a Ford racing saloon from the sixties it is often of Jim Clark's agile Lotus Cortina, Jack Sear's thundering Ford Galaxie or the cheeky Ford Anglias of John Fitzpatrick and Chris Craft. No one ever considers the Ford Consul Classic 315! Determined to stand out from the crowd, the experienced classic saloon car racer, Tony Lake, set out to build something different. His self-prepared car is unique in the historic touring car fraternity. Although the car's heavy bodywork may hamper it a little the spectators' always give a very positive reaction to seeing something completely different on the racetrack.



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**SCALE 1:43**



## Top Hat Racing organised seven different racing series for a wide variety of historic post-war machinery.

MODEL NO	AU1003
MODEL NAME	AUSTIN A35 SET
LIVERY	RAE DAVIES (TOP HAT RACING) 'OLDIES BUT GOLDIES & GOODWOOD REVIVAL
RELEASE	APRIL
BARCODE	807903002991

VA02313 A35 Mushy Pea  
'Mushy Pea' is the third in a series of Austin A35 historic touring cars built by Rae Davis Racing to contest Top Hat's 'Oldies but Goldies' series. Probably the fastest and most developed of all the family of RDR-built A35s, 'Mushy Pea' is certainly the benchmark of the field - not only able to dominate its class, but being able to win outright, beating large capacity Jaguars and Ford Zodiacs in the process. This makes 'Mushy Pea' a firm crowd favourite and it was undoubtedly one of the stars of Mallory Park's 50th Anniversary Meeting in 2006.

VA02312 A35 Red Rocket  
'Red Rocket' was the second generation Austin A35 from the Rae Davis Racing stable. Using all the knowledge gained in the building of Rae's infamous 'Powerful Peanut', the 'Red Rocket Special' certainly lived up to its title as the fastest A35 ever built! It was constructed expressly to contest the St Mary's Trophy race at the 2004 Goodwood Revival, where Tony Jardine again partnered Rae in this two-part race. The 'Red Rocket' beat the big Jaguar Mk1 of Grant Williams in a thrilling finale in front of a capacity crowd and this giant-slaying performance was deemed by Goodwood's Lord March to be the 'Drive of the Day'.

VA02311 A35 Powerful Peanut  
The 'Powerful Peanut' was the first of a long series of Rae Davis built and driven Austin A35s. Based on a 1958 2-door model, Rae transformed this humble road car into a giant-slaying race winner for the Top Hat 'Oldies but Goldies' pre-'60 Touring Car series. The results in Top Hat events provided two invitations to the Goodwood Revival with Rae being partnered by touring car legend Steve Soper in 2001 and Tv's F1 pundit, Tony Jardine, in 2002. Built in the spirit of Graham Hill's period Speedwell version, the infamous 'Powerful Peanut' has spawned a series of Rae Davis built replicas.



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MODEL NO	VA01313
MODEL NAME	AUSTIN SE7EN 'MINI' 850
LIVERY	CHRISTABEL CARLISLE - B.R.S.C.C. NATIONAL MEETING, BRANDS HATCH, OCTOBER 1ST 1961
RELEASE	DECEMBER
BARCODE	080578013138

When Christabel Mary Carlisle received a Mini with the personalised number CMC 77 for her twenty-first birthday she had no idea that its registration, which had been bought for her by her brother and two sisters because seven was her lucky number, would become a motorsport legend; but it did. After attending a race meeting with some friends in 1960 the young piano teacher said that if she went back to Brands Hatch again it would be as a driver, because watching was boring! As good as her word, within a year she was racing CMC 77 and after careful study of Piero Taruffi's 'The Technique of Motor Racing', proved to be something of a natural. Christabel enjoyed a fantastically successful three-year motorsport career that saw her dicing with, and often beating, the great champions of her era. Her talent was such that within a year she was practically a BMC works supported driver as CMC 77's preparation was taken over by Don Moore Racing who put her number plate on each car that she raced, although it actually still belonged to her road car. The model depicts CMC as it was when she famously beat US film legend Steve McQueen into third place at Brands Hatch after an epic race-long battle that grabbed the headlines in that week's Motoring News. The race concluded with Christabel finishing second to 1000cc class victor, Vic Elford.

MODEL NO	VA02620
MODEL NAME	HILLMAN IMP
LIVERY	ADRIAN OLIVER, 2003 HISTORIC RACING SALOON CHAMPIONSHIP WINNER
RELEASE	MAY
BARCODE	080578026207

In the early seventies Bill McGovern won the British Saloon Car Championship three years in succession driving 'George Bevan Racing' built Imps and Adrian Oliver has emulated that achievement by becoming the Historic Racing Saloon Register's Overall Champion in 2002, 2003 and 2004. The Championship is open to saloon cars in production before 1966 and its regulations are based on the Group 5 formula. Adrian, who is the son of four times world motorcycle and sidecar champion Eric Oliver, races in 'Class E', which is for cars up to 1150cc, and although he is not often in contention for actual race wins, as these go to the larger more powerful cars, the overall Championship is decided by the points gained by each driver in their class. Therefore it is perfectly possible for a driver from any class to become the overall champion. The car is modelled as it was in its second Championship winning year but it has raced every year since Adrian built it in late 1991.

**SCALE 1:43**

MODEL NO | VA10501  
**MODEL NAME** | **TRIUMPH TR7**  
 LIVERY | BRIAN CULCHETH AND JOHNSTONE SAYER  
 - 1976 WELSH RALLY  
 RELEASE | JUNE  
 BARCODE | 080578105018

**NEW TOOLING**

KDU 497N was the first TR7 rally car to be built, and was used as the development vehicle for the programme, the first test of which was on 4th March 1976. Although the TR7 was not yet available to buy with the 16 valve 'Sprint' engine, this power plant was homologated from the beginning and was used for nearly two years before the V8 powered cars appeared in April 1978. The TR7 rally programme's third test session, held at Chobham, was also used as a publicity opportunity, with the press being given rides in KDU 497N. This meant that the car became something of a media star, appearing under headlines such as 'Fantastic' and 'Stratos Beater'. Our model depicts the TR7's competition debut on the Welsh Rally of May 1976, where 497N was driven by Brian Culcheth and navigated by Johnstone Sayer. Unfortunately the car retired early in the rally with a blown head gasket.



MODEL NO | VA10701  
**MODEL NAME** | **MGB ROADSTER**  
 LIVERY | JULIUS THURGOOD, JOHN TREVELYAN, RAE AND GRAHAME DAVIS - 1980 WILLHIRE 24 HOUR RACE  
 RELEASE | SEPTEMBER  
 BARCODE | 080578107012

**NEW TOOLING**

In late 1979, Julius Thurgood purchased a venerable 1967 MGB roadster that had been used as a racecar for most of its life. Fuelled by an ambition to compete in long-distance events, Julius teamed up with brothers Rae and Grahame Davis to form the 'Moto-Build' racing team in order to contest the inaugural 1980 Willhire 24 Hours at Snetterton. The rebuilt MG stood up well against modern machinery in this gruelling marathon, despite being sidelined with a broken differential in the early hours of the Sunday morning. The errant axle was rebuilt in the pits using parts from an A60 van retrieved from a local scrap yard. The team resumed the race to finish 16th overall, winning £200 in prize money for their efforts!



MODEL NO | VA05008  
**MODEL NAME** | **MGA 1500**  
 LIVERY | 1956 ALPINE RALLY WINNER OF THE COUPE DES DAMES. NANCY MITCHELL AND PAT FAICHNEY  
 RELEASE | AUGUST  
 BARCODE | 080578050080

Nancy Mitchell drove MGs of various types on European events throughout 1956, and won the European Ladies' Rally Championship by doing so; a feat she repeated in 1957. MBL 867 played a remarkable part in that first championship victory giving her wins in the Ladies' Class on the Mille Miglia and the Alpine Rally before rounding the season off with a second in the Ladies' Class on the gruelling Liege-Rome-Liege; an event where finishing is, in itself, an achievement. MBL is modelled here in the form in which it started the Alpine Rally, which not only led to the victory in 'the Ladies', as it was known, but the award of a coveted Coupe des Alpes, something many male crews failed to achieve.



MODEL NO | VA04113  
**MODEL NAME** | **FORD CORTINA GT MkII**  
 LIVERY | BENGT SODERSTROM AND GUNNAR PALM, 1967 EAST AFRICAN SAFARI RALLY  
 RELEASE | JULY  
 BARCODE | 080578041132

Ford put a tremendous amount of effort into the 1967 Safari Rally, entering seven cars in total and spending a budget of £50,000 on the event. Motorsport is, however, a fickle thing and they were beaten to the overall win by the previous year's victors, Bert Shankland and Chris Rothwell, in a Peugeot 404. Ford led the rally initially with the Soderstrom/Palm car modelled here. However that car developed alternator trouble, and because they were unable to use all their lights they did not see a huge trench running across a road on the route. Being first on the road, they plunged headlong into it and their rally was over.



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**SCALE 1:43**





MODEL NO | VA09512  
**MODEL NAME** | **FORD ESCORT MKI TWIN CAM**  
 LIVERY | ROGER CLARK AND JIM PORTER,  
 CIRCUIT OF IRELAND WINNERS 1968  
 RELEASE | SEPTEMBER  
 BARCODE | 080578095128

It is no exaggeration to say that this model represents the start of a legend, for XOO 262F is the first Escort to win an international rally. Over the Easter weekend of 1968, Roger Clark and Jim Porter convincingly won The Circuit of Ireland and demonstrated the potential of Ford's new small car. The high performance Escort programme had started before the mainstream car's launch in January 1968, when Ford motorsport engineer, Bill Meade, had seen an Escort prototype and said to his team manager Henry Taylor, 'Blimey, one of those things wouldn't half go with a twin-cam in it!' A meeting on the 25th January gave the car its project code (J25) and eventually, with the help of Bob Howe and Walter Hayes, the running gear from a twin-cam Lotus Cortina was shoehorned into a prototype Escort body. The rest is motorsport legend.



MODEL NO | VA09510  
**MODEL NAME** | **FORD ESCORT MEXICO MKI**  
 LIVERY | SHELLSPORT  
 RELEASE | FEBRUARY  
 BARCODE | 080578095104

In 1971 the then Brands Hatch MD, John Webb, organised a race that pitted F1 Grand Prix drivers against their team managers in Ford Escort Mexicos. The event was a great success and this led to Ford loaning Webb twenty mechanically identical Mexicos in February 1973. After sponsorship had been obtained from Shell and Avon Tyres, the cars were known as the ShellSPORT Mexicos and ran on Avon cross-plys, which were inflated to 45psi in order to give progressive breakaway characteristics and very spectacular 'sideways' racing. They were used for pro-celebrity support races at the weekend and racing school duties during the week. They led a hard life, although only sixteen out of the twenty raced at any one time in order to allow time for damage repair. Modifications to the cars were carried out at Ford's AVO facility in Aveley and were limited to the fitting of Britax three-point harnesses on both the standard low-back front seats, Bilstein shock absorbers, roll cage, battery cut-off and four-spoke R5 alloy wheels. The car modelled, XNO 272L, survived the front line for two years and was used at John and Angela Webb's wedding after which it became their runabout vehicle. Because of this, it survived in its original form and is the only ShellSPORT Mexico to do so. During its racing life it won only one race, at Brands Hatch on May 6th 1973.



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MODEL NO | VA07305  
**MODEL NAME** | **FORD CORTINA GT MKI**  
 LIVERY | ROGER CLARK AND JIM PORTER,  
 1965 SCOTTISH RALLY WINNERS  
 RELEASE | MARCH  
 BARCODE | 080578073058

By 1964 a young man from Leicester called Roger Clark was starting to make a name for himself in the rally world while driving a white Ford Cortina MK1 GT he had prepared at his family's Ford dealership. The car carried the number plate 2ANR, which had originally been on Clark's Mini Cooper. After winning the Scottish Rally in 1964, the basically standard white bodysell was starting to literally fall apart and the by then well-known young man was able to secure a full-strength 'works' bodysell in red. This was built up using many of the parts from the white 2ANR and so retained its registration number. The car modelled is the red 2ANR as it was when Clark and his regular co-driver, Jim Porter, won the 1965 Scottish Rally. Three weeks later he used the same car to win the Gulf London Rally and his career as an aspiring private entrant was over. Roger Clark, Jim Porter and 2ANR had done enough to be given full works status.



MODEL NO | VA10007  
**MODEL NAME** | **FORD SIERRA SAPPHIRE COSWORTH 4X4**  
 LIVERY | LOMBARD RAC RALLY, FORD TEAM PUBLICITY CAR  
 RELEASE | JANUARY  
 BARCODE | 080578100075

H161 HHJ is an interesting cul-de-sac on the forest road of rally history, for although it looked like a full works rally car it actually wasn't. It was built as a show car by sponsors Q8, and featured in a great deal of pre-event publicity as the car that Malcolm Wilson and Nicky Grist would drive on the 1991 RAC Rally. The actual works cars for that event featured four round headlights in place of the standard Sierra ones on the display car modelled.



**SCALE 1:43**

Drive Time

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MODEL NO | VA06621  
MODEL NAME | FORD TRANSIT Mk1  
LIVERY | BRS RENTAL  
RELEASE | JANUARY  
BARCODE | 080578066210

No other light commercial vehicle has had such a wide variety of uses as the Transit, from fire engine to fruit hauler, builder's van to breakdown recovery. Think of a task and someone has converted the ever-ready Transit to do it. In fact, at its launch in 1965 the Transit range contained a staggering seventy-eight different models, and the range has continued to expand.

The Transit could well have been launched in Britain bearing its internal code name of 'V-Series' had it not been for the intervention of Bill Batty, who was later to become Ford of Britain Chairman. Just a few weeks before the public announcement, Batty asked to see one of the latest pilot build vehicles and, as it happened, a British-built, German-market left-hand-drive, vehicle, labelled 'Transit', was sent to him at Ford's British headquarters. Batty immediately seized upon the name and had it changed in time for the pan-European launch.

BRS Rental, one of the UK's largest commercial vehicle hire companies operates nationwide with more than 2000 vehicles and over 1000 support staff. The Ford Transit Mk1 was one of the earlier vehicles in the fleet.



MODEL NO | VA00319  
MODEL NAME | AUSTIN A40 VAN  
LIVERY | COW & GATE  
RELEASE | MARCH  
BARCODE | 080578003192

The A40 of 1947 was Austin's first mass market post-war car and marked the debut of a new 1200cc 40bhp OHV engine that was the direct ancestor of the familiar B-Series unit but which was very different in detail. The car was completely new from stem to stern and also featured a new gearbox and front suspension design.

The A40 had a separate chassis, which enabled it to be built in a variety of body styles and Austin certainly exploited this. As a four-door it was marketed as the Devon, whilst the two-door was called the Dorset and the convertible was known as the A40-Sports. Its chassis was used almost unaltered to create the A40 Somerset of 1952. The van version, modelled here, was available from 1948 and was produced alongside its pick-up cousin until the range was dropped in 1956 after 140,060 vans/pick-ups had been built.

Founded in 1771 by the Gates family as a small grocery shop in Guildford, Surrey. Expansion into the dairy trade followed in 1887 with a new business called The West Surrey Central Dairy. During 1900 they began to sell milk powder to the bakery and catering trade and this followed in 1904 with a link to the medical profession by supplying milk powder to be used as baby food. 1908 saw the first advert for Cow & Gate and by 1920 the Cow & Gate brand was so strongly associated with baby feeding it was adopted as the company name. Today the company is part of Royal Numico a European leader in scientific nutrition for infants.



MODEL NO | VA01709  
MODEL NAME | AUSTIN A35 VAN  
LIVERY | POST OFFICE TELEPHONES  
RELEASE | FEBRUARY  
BARCODE | 080578017090

The A30 van was announced in 1954, three years after the car on which it was based. As the car became the A35 in 1956 because of its adoption of a larger 948cc version of the A-Series engine so the van version followed suite. Although production of the A35 car ceased in 1959, to make way for both the A40 and the Mini, the van continued until 1968. In 1962 it was fitted with a 1098cc version of the A-Series engine but, oddly, the last two years of its production saw it fitted with an 848cc version, lowering its performance considerably.

A number of vehicles were trialled by the GPO in both telephone and postal fleets in 1962. This Austin A35 van operated within the Portsmouth area in the 1960's.

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MODEL NO | VA01126  
**MODEL NAME** | **MORRIS 1000 VAN**  
 LIVERY | CURRY'S  
 RELEASE | APRIL  
 BARCODE | 080578011265

Although Issigonis' post war Morris Minor design was of unitary construction, the commercial variants had a separate chassis behind the front passenger cabin, which enabled a massive variety of bodies to be fitted. This was announced in May 1953 and was known as the LCV, which stood for 'Light Commercial Vehicle'. LCVs were originally built at Morris' Cowley factory but production was transferred to the old Wolseley works at Adderley Park in Birmingham in 1964 and remained there until the range was discontinued in late 1971.

During the 1950's / 60's Curry's became the first UK agents for the IGNIS fridge / freezer. The Curry's high top van was converted by Marshall Motor Bodies, a division of the Marshall Group to accommodate this stand up unit. The address on the side of the van was that of the shop to which the vehicle was allocated.



MODEL NO | VA03304  
**MODEL NAME** | **FORD 300E THAMES VAN**  
 LIVERY | LONDON TRANSPORT  
 RELEASE | JUNE  
 BARCODE | 080578033045

The 300E 5 and 7cwt vans of 1954 were based on the 100E saloon car range, which had been announced a year earlier, but in common with many other Ford vans, it carried the Thames moniker. It used the same 1172cc 'flathead' engine and MacPherson strut front suspension as the saloon but had vertically split rear doors unlike the 100E-based estate cars, Escort and Squire, which had horizontally split rear doors. Production continued until 1961 when the 300E made way for the 105E-based 307E van.

This van, 1054F, was one of only three vehicles produced for London Transport in 1957. In 1961, the vehicle was located at Wood Green, and the Whitechapel plate suggests railway use.



MODEL NO | VA10600  
**MODEL NAME** | **MORRIS J2 POSTBUS**  
 LIVERY | ROYAL MAIL  
 RELEASE | DECEMBER  
 BARCODE | 080578106008

**NEW TOOLING**

The J2 range of 15cwt vans and pick-ups was designed by Morris but was very much a BMC product and was the corporation's first unitary construction van. Launched in 1956 it continued in production until 1967 by which time over a 120,000 had been built.

The J2 was originally fitted with the 1489cc version of BMC's B-Series engine, which was used in many different vehicles including the Austin Cambridge and MGA. In 1962 it gained the enlarged 1622cc engine, which was being fitted in the rest of the corporation's products, and a floor change gearbox. A diesel version, using the same engine, was also offered.

In line with BMC's thinking in the late fifties, an Austin badged version of the J2 was made, which differed only in grille shape, the Austin being plainer in style and more rectangular. The BMC JU van that was announced in 1967, and produced until 1974, was actually a very heavily revised J2 under the skin.

The Morris J2 Postbus employed by the Royal Mail entered into service on 20th February 1967 on a route from Llanidloes to Llangurig in Wales. The bus was given bilingual lettering in 1969.



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MODEL NO | VA06622  
**MODEL NAME** | **FORD TRANSIT Mki**  
 LIVERY | LILLYWHITES  
 RELEASE | JULY  
 BARCODE | 080578066227

No other light commercial vehicle has had such a wide variety of uses as the Transit, from fire engine to fruit hauler, builder's van to breakdown recovery. Think of a task and someone has converted the ever-ready Transit to do it. In fact, at its launch in 1965 the Transit range contained a staggering seventy-eight different models, and the range has continued to expand.

The Transit could well have been launched in Britain bearing its internal code name of 'V-Series' had it not been for the intervention of Bill Batty, who was later to become Ford of Britain Chairman. Just a few weeks before the public announcement, Batty asked to see one of the latest pilot build vehicles and, as it happened, a British-built, German-market, left-hand-drive, vehicle, labelled 'Transit', was sent to him at Ford's British headquarters. Batty immediately seized upon the name and had it changed it time for the pan-European launch.

Established in 1863, the sports retailer Lillywhites has been based at Piccadilly Circus, London since 1925. In the 19th century, several members of the Lillywhite family were leading cricketers and Fred Lillywhite organised the first overseas tour by an England team to North America in 1859. Currently, Lillywhites is owned by the same firm that operates the Sports World chain.



MODEL NO | VA10601  
**MODEL NAME** | **MORRIS J2 VAN**  
 LIVERY | POST OFFICE TELEPHONES  
 RELEASE | SEPTEMBER  
 BARCODE | 080578106015

**NEW TOOLING**

The J2 range of 15cwt vans and pick-ups was designed by Morris but was very much a BMC product and was the corporation's first unitary construction van. Launched in 1956 it continued in production until 1967 by which time over a 120,000 had been built.

The J2 was originally fitted with the 1489cc version of BMC's B-Series engine, which was used in many different vehicles including the Austin Cambridge and MGA. In 1962 it gained the enlarged 1622cc engine, which was being fitted in the rest of the corporation's products, and a floor change gearbox. A diesel version, using the same engine, was also offered.

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The J2 van was used by the GPO during 1964-66 due to the rapid expansion of the telephone service into more homes throughout the 1960's.



MODEL NO | VA00320  
**MODEL NAME** | **AUSTIN A40 VAN**  
 LIVERY | OUTSPAN  
 RELEASE | AUGUST  
 BARCODE | 080578003208

The A40 of 1947 was Austin's first mass market post-war car and marked the debut of a new 1200cc 40bhp OHV engine that was the direct ancestor of the familiar B-Series unit but which was very different in detail. The car was completely new from stem to stern and also featured a new gearbox and front suspension design.

The A40 had a separate chassis, which enabled it to be built in a variety of body styles and Austin certainly exploited this. As a four-door it was marketed as the Devon, whilst the two-door was called the Dorset and the convertible was known as the A40-Sports. Its chassis was used almost unaltered to create the A40 Somerset of 1952. The van version, modelled here, was available from 1948 and was produced alongside its pick-up cousin until the range was dropped in 1956 after 140,060 vans/pick-ups had been built.

Introduced in 1936 by the South African Co-Op Citrus Exchange, the Outspan trade mark was formerly used on all Citrus exports from South Africa. The South African Co-Op Citrus Exchange itself was established in 1926 as a marketing board responsible for the export and marketing of all fresh citrus fruit from South Africa. In 1994 Outspan International was established and assumed responsibility for the marketing of Outspan fruits. With the deregulation of the South African fruit industry in 1997, Outspan International merged with the 'Cape' deciduous fruit marketing board forming Capespan Pty.

Capespan is now responsible for the marketing of millions of cartons of fresh fruit from all over the world under the 'Outspan' and 'Cape' brands.

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MODEL NO | VA10900  
**MODEL NAME | MORRIS J-TYPE VAN**  
 LIVERY | RED CROSS  
 RELEASE | OCTOBER  
 BARCODE | 080578109009

Although launched in 1949, well before BMC was created, the Morris j-Type 10cwt forward control van was obviously pre-war in its design origins. The 1476cc, 36 bhp side valve engine drove a 3-speed gearbox and although it was larger than its car derived Morris MCV cousin, it carried no greater a payload and sales suffered because of this.

During the Second World War the forced migration by huge numbers of civilians resulted in serious refugee problems which continued for many years after the end of the war. The British Red Cross worked with other sectors of the Red Cross Movement to provide basic supplies to refugees and liberated populations.



MODEL NO | VA00418  
**MODEL NAME | FORD ANGLIA VAN**  
 LIVERY | LONDON COUNTRY  
 RELEASE | NOVEMBER  
 BARCODE | 080578004182

The 307E van was available in either 5cwt or 7cwt form and each was easily distinguishable from the other because whilst the cheaper model made do with body-coloured bumpers, headlamp peaks and grille, the more expensive larger-payload van had all those parts chrome plated. However, the interior of both was quite basic, with rubber mats on the floor and no headlining;- Even the hinged passenger seat was an optional extra, as was the heater. Though both models were originally launched carrying the traditional Ford Thames name, this name was deleted in March 1965, and the 307E range was then sold as the Anglia Van.

In 1971, this Ford Anglia Van, 1439F, was one of four London Transport vans loaned to London Country Bus Services (LCBS). The van was mainly used for driver training, hence the 'L' plate, and the LCBS logo shown on the door was a temporary sticker that rarely featured on the company's genuine support vehicles.



MODEL NO | VA10602  
**MODEL NAME | MORRIS J2 VAN**  
 LIVERY | DUDLEY ZOO  
 RELEASE | MAY  
 BARCODE | 080578106022

**NEW TOOLING**

The J2 range of 15cwt vans and pick-ups was designed by Morris but was very much a BMC product and was the corporation's first unitary construction van. Launched in 1956 it continued in production until 1967 by which time over a 120,000 had been built.

The J2 was originally fitted with the 1489cc version of BMC's B-Series engine, which was used in many different vehicles including the Austin Cambridge and MGA. In 1962 it gained the enlarged 1622cc engine, which was being fitted in the rest of the corporation's products, and a floor change gearbox. A diesel version, using the same engine, was also offered.

In line with BMC's thinking in the late fifties, an Austin badged version of the J2 was made, which differed only in grille shape, the Austin being plainer in style and more rectangular. The BMC JU van that was announced in 1967, and produced until 1974, was actually a very heavily revised J2 under the skin.

Dudley Zoo  
 Founded in 1937 and celebrating its 70th birthday in 2007, Dudley Zoological Gardens in the heart of the West Midlands is set in 40 acres of parkland in the shadow of a medieval castle. It is home to more than 1,000 animals and 200 species, many of them highly endangered, and heads a prestigious conservation programme. The J2 van featured as a publicity vehicle during the 1960s.



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MODEL NO	VA09611
MODEL NAME	RANGE ROVER
LIVERY	METROPOLITAN POLICE SPECIAL ESCORT GROUP
RELEASE	JANUARY
BARCODE	080578096118

The Special Escort Group (SEG) of the Metropolitan Police is a specialist unit whose job it is to escort almost anything that requires some kind of protection; whether that be VIPs, high value loads, category A prisoners or something else that needs to get through traffic without hindrance. They appear on the TV news frequently, usually escorting a prison truck or entering the Old Bailey with the latest high profile prisoner on board. Range Rovers are ideal for this work because of their power, strength and visibility.



MODEL NO	VA10203
MODEL NAME	PRINCESS
LIVERY	WEST MIDLANDS POLICE
RELEASE	FEBRUARY
BARCODE	080578102031

The West Midlands Police were one of the few forces ever to employ the Princess as a traffic patrol car, perhaps because they were built at the Longbridge factory on the outskirts of Birmingham, which was within the force's jurisdiction. This particular car was one of two based at Walsall Police Station and had the call sign 'Hotel-Tango 2'.



MODEL NO	VA10008
MODEL NAME	FORD SIERRA SAPPHIRE COSWORTH
LIVERY	ISLE OF MAN POLICE
RELEASE	MARCH
BARCODE	080578100082

What better car to make motorcyclists behave themselves than the Cosworth Sierra? The Isle of Man is world famous for the TT Races, and the island attracts thousands of bikers every year. The 'Cossie' was one of the very few cars to have gained respect from the biking community because it was almost as fast as their bikes.



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MODEL NO | VA08911  
**MODEL NAME** | **AUSTIN 1800**  
 LIVERY | DURHAM POLICE  
 RELEASE | APRIL  
 BARCODE | 080578089110

The Durham Constabulary were one of several forces that were tasked by the home office to experiment with a black and white livery on it's traffic division cars, similar in style to that used in the USA.



MODEL NO | VA09511  
**MODEL NAME** | **FORD ESCORT Mk1**  
 LIVERY | STIRLING & CLACKMANNON POLICE  
 RELEASE | JUNE  
 BARCODE | 080578095111

The Mk 1 Ford Escort was an extremely popular beat panda car and was used by most forces all over the country. The Stirling & Clackmannon Police were formed in 1949 and in 1975, due to reorganisation, become part of the Central Scotland Police.



MODEL NO | VA09710  
**MODEL NAME** | **LAND ROVER DEFENDER & HORSEBOX**  
 LIVERY | ROYAL PARKS CONSTABULARY  
 RELEASE | MAY  
 BARCODE | 080578097108

The Royal Parks Constabulary are responsible for the policing of London's Royal Parks, including St James's, Hyde and Regent's Parks. Due to the vast open spaces the force operates a large mounted section and this Land Rover and horsebox unit is one of several used.



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Drive Time

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# EMERGENCY MOTORS

MODEL NO | VA05511  
**MODEL NAME** | FORD CONSUL 3000 GT  
LIVERY | LANCASHIRE POLICE  
RELEASE | JULY  
BARCODE | 080578055115

Lancashire Constabulary used the Ford Consul 3000 GT as a divisional traffic patrol car on its non-motorway roads. The livery used by Lancashire at this time was very unusual and bore more than a passing resemblance to American police vehicles of the time. The livery remained in use until the early 1980s.



MODEL NO | VA10304  
**MODEL NAME** | FORD CORTINA MkIII GT  
LIVERY | HAMPSHIRE POLICE  
RELEASE | SEPTEMBER  
BARCODE | 080578103045

The Hampshire Constabulary used the Mk III Cortina as its divisional area car and employed dozens of them in this role. This particular car was based at Southsea Police Station, one of three stations in Portsmouth City, and had the call sign of 'Kilo-Sierra Five-One'. This call sign still exists today and is used by the current area car for that station.



MODEL NO | VA02621  
**MODEL NAME** | HILLMAN IMP  
LIVERY | RENFREWSHIRE & BUTE POLICE  
RELEASE | AUGUST  
BARCODE | 080578026214

As the Hillman Imp was built in Linwood, Scotland, it was obviously a first choice vehicle for panda car duties in the area. One of the forces that used the Imp was the Renfrew and Bute Constabulary who chose this very unusual colour scheme for their vehicles, which certainly stood out well. In May 1975 the force ceased to exist when it was merged with several others to form the Strathclyde Police.



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MODEL NO | VA09513  
**MODEL NAME** | **FORD ESCORT MEXICO**  
 LIVERY | MERSEYSIDE POLICE  
 RELEASE | NOVEMBER  
 BARCODE | 080578095135

The Merseyside Police was the only force in the UK to use both the Mk 1 and Mk 2 sporting Escorts on its traffic fleets. The Mk 1 Mexico was used as an urban traffic car and to pursue stolen vehicles if they failed to stop. Merseyside's relationship with Ford was so good that it even trialled the only four door Mexicos ever built.



MODEL NO | LC1003  
**MODEL NAME** | **MGB SET**  
 LIVERY | LANCASHIRE CONSTABULARY  
 RELEASE | OCTOBER  
 BARCODE | 080578803860

**NEW TOOLING**

Set features model numbers VA10702, VA10703, VA10704

Until the seventies Lancashire Constabulary probably had the biggest Police fleet of MGs. They used a large number of MGA 1600s, followed by the MGBs, MGCs and MGB GTs. They employed more than sixty MGBs, of which forty were finished in white and the remainder in black. Standard level drivers used the black cars whilst the white cars were reserved for advanced drivers.

At this time it was almost impossible for female officers to get on the advanced course and therefore most of them were confined to driving the black cars, giving rise to the myth that the cars were deliberately painted this way to separate the sexes. A couple of the white cars were later repainted with the lower half of the body finished in bright orange to help make the cars stand out in adverse weather conditions. Both the white cars, and later the orange cars, were used to patrol the new Preston by-pass (Britain's first stretch of motorway) and the motorways that followed. Lancashire police even used MGBs in their driving display team.



MODEL NO | VA10802  
**MODEL NAME** | **FORD CAPRI MkIII 2.8 INJECTION**  
 LIVERY | GREATER MANCHESTER POLICE  
 RELEASE | DECEMBER  
 BARCODE | 080578108026

**NEW TOOLING**

Greater Manchester Police loved the Ford Capri, particularly in its later 2.8i form. It was seen as an ideal urban traffic car and was used as a pursuit vehicle at a time when car theft was at an all time high. This particular car was based at Hazel Grove Police Station and still exists, having been restored back to full police specification by its current owner.



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MODEL NO | VA09408  
**MODEL NAME** | VAUXHALL ASTRA 1.6 LIFE 5 DOOR  
 LIVERY | BSM  
 RELEASE | DECEMBER  
 BARCODE | 080578094084

Britain's first practical driving test was introduced in 1935 and BSM student Mr Beene was the first person to pass. By then, BSM were an established company having been founded in 1910 by the Peckham based garage mechanic Stanley Roberts. They are now the largest driving school in the UK and use approximately four thousand Vauxhall cars to give one hundred and seventy thousand new drivers over five million driving lessons every year.

BSM's Astras are either the 78bhp 1.7CDTi diesel, which makes up for its lack of power with plenty of low speed torque, the 103bhp 1.6 manual or the 123bhp 1.8 automatic; together they make up fifteen percent of the company's total fleet. The Astra range was first used by BSM in June 2003 as an alternative option for taller learners or instructors and has since proved to be very popular.



# VAUXHALL



MODEL NO | VA08712  
**MODEL NAME** | VAUXHALL VIVA SL90  
 LIVERY | HONEY STARMIST  
 RELEASE | JUNE  
 BARCODE | 080578087123

The '90' version of the HB used the existing 1159cc engine, but tuned to produce 60bhp; a useful increase of 13bhp over the standard car's output. A higher compression ratio of 9:1 was used together with a higher lift camshaft, a single Stromberg 150CD carburettor and a larger exhaust manifold. All '90' engines were painted red. With a lower final drive of 4.125:1 (standard was 3.89:1) a '90' HB Viva could reach 83mph and accomplish the 0-60 sprint in 17.6 second.



MODEL NO | VA09806  
**MODEL NAME** | VAUXHALL CAVALIER SRi 130  
 LIVERY | ASTRO SILVER  
 RELEASE | MAY  
 BARCODE | 0080578098068

The MkII Cavalier was the UK market's version of the first car ever to be designed wholly on computer, the GM J-car programme. The main floorpan and structure of this 'virtually designed' General Motors world car lasted from its launch in 1981 until as recently as 2005. It was available all over the world in a bewildering variety of badges including Cadillac Cimarron, Pontiac 2000 Sunbird and Daewoo Espero. Even the second generation Saab 900 was based on the J-car.



MODEL NO | VA09409  
**MODEL NAME** | VAUXHALL ASTRA SXi  
 LIVERY | BLACK SAPPHIRE  
 RELEASE | JULY  
 BARCODE | 080578094091

The fifth generation Vauxhall Astra has brought some design imagination back into GM's mid-size range. This has been shown to be a good move on Vauxhall's part as the car has certainly taken 'conquest sales' from Golf or Focus owners drawn into Vauxhall dealers by its styling. The 1.6 SXi five door, modelled here, backs those looks up with performance offering a 0-60 time of 11.5 seconds and a top speed of 115mph.



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MODEL NO | VA06515  
**MODEL NAME** | ROVER P6 3500 S V8  
 LIVERY | AVOCADO GREEN  
 RELEASE | JANUARY  
 BARCODE | 080578065152

Launched in 1971, the 150bhp 3500S was the manual high performance version of the V8 engined P6, which had initially only been available with automatic transmission since its launch in 1968. A 0-60 time of 9.1 secs, top speed of 122 mph and a price of £1988 made the 'S' a very appealing package.

The car modelled was the last P6 Rover ever made and came off the lines on March 19th 1977. Its current owner calls it Graham. Because of his status Graham has spent most of his life in museums, originally going to the Donington collection before moving to the British Leyland Heritage Collection at Syon Park in 1980. Graham then moved with that collection to Gaydon and became part of The British Motor Industry Heritage Trust's fleet of vehicles before passing into private hands in 2003. Because of his sheltered life Graham has only done 13,000 miles from new.



MODEL NO | VA09204  
**MODEL NAME** | ROVER 75 2.0 CDTi CONTEMPORARY SE  
 LIVERY | SKI BLUE  
 RELEASE | JUNE  
 BARCODE | 080578092042

The snappily named CDTi Contemporary SE was the most luxuriously equipped of the Rover 75s produced before MG/Rover's tragic demise in 2005. With a 0-60 time of 10.3 seconds but an average MPG figure of 48.8 this civilised and extremely comfortable car made a very practical everyday vehicle for anyone wanting to cover a high mileage. As one of the last cars produced at the famous Longbridge factory, its future classic status is, for sad reasons, assured.

MODEL NO | VA09010  
**MODEL NAME** | ROVER SD1 3500 SE  
 LIVERY | OPORTO RED  
 RELEASE | JULY  
 BARCODE | 080578090109

Rover launched their new 3500 model in July 1976 to almost universal acclaim. It was fast comfortable, extremely good looking and built in a state-of-the-art factory in Solihull that had reportedly cost £31 million, a huge sum of money in the seventies. Now universally known, like other Rovers, by its internal project number, SD1, it was never sold as such, except for the diesel, which was, oddly, sold as the Rover 2400 SD Turbo.



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MODEL NO | VA10402  
**MODEL NAME | HILLMAN AVENGER TIGER**  
 LIVERY | WARDANCE  
 RELEASE | APRIL  
 BARCODE | 080578104028

The Avenger Tiger was announced in March 1972 and was a limited production model featuring a modified 1599cc 100bhp version of the standard car's engine, which gave a 0-60 time of 8.4 seconds. The initial batch of around two hundred four-door cars were built at Chrysler's competitions centre, under Des O'Dell's leadership, and were paraded around dealers and the media as a PR exercise. These cars featured distinctive side striping, a rear wing, a matt black bonnet bulge and Restall reclining seats. A second run of around four hundred, 'productionised' Tigers was built from October 1972 using the four-headlight Avenger GL bodysell.



MODEL NO | VA02622  
**MODEL NAME | HILLMAN IMP SUPER**  
 LIVERY | AQUARIUS  
 RELEASE | DECEMBER  
 BARCODE | 080578026221

The Imp may not have been the sales or financial success The Rootes Group hoped it would be, even during its best years only 29 000 were sold annually in the UK which was about a third of the car's original projected volume, but it was a real driver's car. The high revving rear mounted light-alloy engine was a gem (when reliable), while the carefully developed all-independent suspension and rack and pinion steering provided fun but sure footed handling that was much exploited in motorsport.



MODEL NO | VA10403  
**MODEL NAME | HILLMAN AVENGER 1500 SUPER**  
 LIVERY | ELECTRIC BLUE TOP HAT SPECIAL  
 RELEASE | SEPTEMBER  
 BARCODE | 080578104035

Launched in 1970, well into Chrysler's tenure of the former Rootes Group, the Avenger was really the last car developed by The Rootes Group and proved very successful, surviving a myriad of name changes before finally being discontinued in 1981 after nearly 800,000 examples had been produced in the UK.

Chrysler produced a number of limited edition models over the Avenger's life. The car modelled is the 1972 'Top Hat Special Edition', which was based on the 1500 Super and featured a white vinyl roof.



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MODEL NO | VA10700  
**MODEL NAME** | **MGB ROADSTER**  
 LIVERY | BRITISH RACING GREEN  
 RELEASE | AUGUST  
 BARCODE | 080578107005

**NEW TOOLING**

From its announcement in September 1962 it was obvious that the MGB was going to be a big success. The extremely attractive styling, masterminded at Abingdon by MG's chief body draughtsman Don Hayter, was bang up to date and covered MG's first monocoque structure which was, if anything, stronger than it needed to be. You did not get scuttle shake in a MGB! It was produced for over eighteen years and in that time 513,272 were made, making it the best selling sports car in the world for many years. The 1800cc 'B-Series' pushrod engine produced only 95bhp, giving a 0-60 time of 12.2 seconds, so it was not the fastest vehicle in the world but it had a great competition career nevertheless. It was a joy to own as it was beautifully balanced to drive, reliable, comfortable, economical, pretty and above all, fun. Today, its very popularity means that it is one of the easiest classic cars in the world to look after, as every component can still be bought new, including the bodyshell.



MODEL NO | VA09306  
**MODEL NAME** | **MGZT**  
 LIVERY | X POWER GREY METALLIC  
 RELEASE | FEBURARY  
 BARCODE | 080578093063

Although the ZT was based on that paragon of comfort, the Rover 75, it was universally praised for its handling after MG/Rover's engineers had changed the chassis' bias from comfort to sporting during the car's development, showing just what a good basic design it was.

The 2.5 litre 190bhp front wheel drive car modelled was later joined in the range by a rear wheel drive version, which was powered by a 260bhp Ford sourced V8. This made the Rover 75 bodyshell one of the few front wheel drive cars ever to be re-engineered for rear wheel drive.

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Drive Time

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MODEL NO	VA09901
MODEL NAME	FORD SIERRA SAPPHIRE GLS
LIVERY	BLACK
RELEASE	APRIL
BARCODE	080578099010

Surveys showed that many fleet buyers wanted the extra anti-theft security of a lockable boot and Ford was losing out in this market, as its radical-looking Sierra was initially only available as a hatchback. With a major facelift of the Sierra planned for 1987, nearly five years into its life, Ford spent £228 million developing a boot and a more conservative frontal style. It worked, and the 'new' Sierra range finally went ahead of the Cavalier in the UK sales charts.



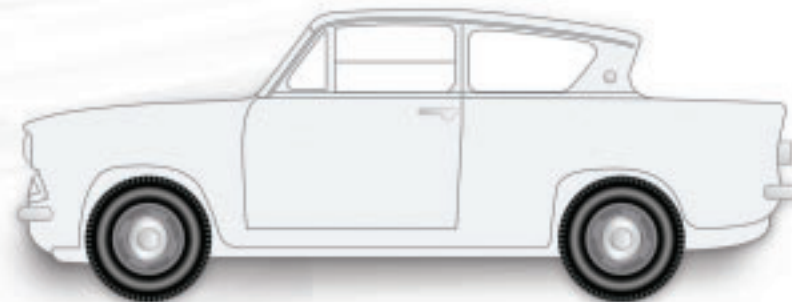
MODEL NO	VA10302
MODEL NAME	FORD CORTINA GXL MkIII
LIVERY	MAIZE YELLOW
RELEASE	MARCH
BARCODE	080578103021

The GXL was the MkIII Cortina everyone wanted but could not afford when the new MkIII range was launched in 1970. With its 10.3 second 0-60 time, four-headlight grille, vinyl roof, Rostyle wheels, cloth-trimmed interior, 98bhp 2.0 litre OHC engine and rather transatlantic dashboard, the GXL was well worth its £1338 price tag, which was £425 more than a base-model 1300 two door.



MODEL NO	VA00126
MODEL NAME	FORD ANGLIA 105E
LIVERY	CIRRUS WHITE
RELEASE	AUGUST
BARCODE	080578001266

The reverse-rake rear window may be thought of as a styling gimmick drawn up by American designer Elwood Engle, but it did give good rear headroom and maximise the boot space, qualities that helped the 105E Anglia rack up nearly 1.1 million sales in its eight-year life. The car was also critical to Ford's long-term strategy, for it was the first car to employ a new OHV engine which, in one form or another, would power all small Fords up to the late nineties, including the Ka.



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MODEL NO | VA10303  
**MODEL NAME** | **FORD CORTINA MkIII 1600L**  
 LIVERY | FERN GREEN  
 RELEASE | SEPTEMBER  
 BARCODE | 080578103038

The MkIII was launched with an overlap in its engine range. The base 1300 and 1600 models were fitted with the well established 57/68bhp pushrod engines, whilst the 1600GT and 2000GT/GXL models received the new belt-driven Pinto OHC engine, which in 1600cc form offered a useful 20bhp more but carried a weight penalty of 8.16kgs. The pushrod 1600 engine was dropped during the model's first major revamp in 1973, although the 1300 survived on into the MkIV range of 197.



MODEL NO | VA10009  
**MODEL NAME** | **FORD SIERRA SAPPHIRE COSWORTH 4X4**  
 LIVERY | MOONSTONE BLUE  
 RELEASE | OCTOBER  
 BARCODE | 080578100099

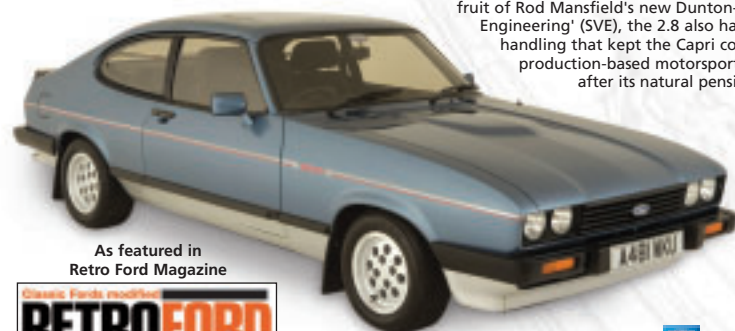
The Sapphire Cosworth 4x4 was the pick of the Sierras. Originally chosen for the Cosworth treatment because its 4-door saloon body was both the lightest and stiffest in the range, it was multi-talented and could be a businessman's leather-equipped express, a family car or a road-racing hooligan. With a 0-60 time of 6.4 seconds and fantastic traction, it is one of the few cars, perhaps the only one, to be threatened with extinction early in its life because it was just too good. Theft of 'Cossies' became an epidemic in the early nineties, and the insurance industry pushed premiums sky high, making ownership untenable. Ford countered by fitting a sophisticated alarm as standard, giving the car a stay of execution.



MODEL NO | VA10800  
**MODEL NAME** | **FORD CAPRI MkIII 2.3 INJECTION**  
 LIVERY | CASPIAN BLUE  
 RELEASE | OCTOBER  
 BARCODE | 080578108002

**NEW TOOLING**

The 127mph 2.8i really was the ultimate 'standard' Capri. The 'Cologne' 2.8-litre V6 replaced the 'Essex' 3-litre in March 1981 and gave much more to the package than the 22bhp power increase that appeared on the specification sheets, for it was both freer-revving and smoother. The first fruit of Rod Mansfield's new Dunton-based 'Special Vehicle Engineering' (SVE), the 2.8 also had much-improved ride and handling that kept the Capri competitive in both production-based motorsport and the sales charts long after its natural pension date had been reached.



As featured in  
 Retro Ford Magazine



Currently restoring & upgrading  
 original vehicle

MODEL NO | VA04114  
**MODEL NAME** | **FORD LOTUS-CORTINA MkI**  
 LIVERY | LIGHT ORCHID  
 RELEASE | NOVEMBER  
 BARCODE | 080578041149

Ford was determined to avoid the enormous warranty claims generated by the MKI Lotus-Cortina, which had been partially built at Lotus, so production of the MkII was undertaken at Dagenham. There were no aluminium panels, no frail A-bracket suspension and no lightweight transmission castings. Even the name evolved: launched as a Ford Lotus-Cortina it became Cortina Lotus and finished its life as the much less glamorous-sounding Cortina Twin Cam. A total of 4032 were produced in three years, commencing in March 1967.



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MODEL NO | VA08910  
**MODEL NAME** | **AUSTIN 1800**  
 LIVERY | PERSIAN BLUE  
 RELEASE | FEBRUARY  
 BARCODE | 080578089103

In engineering terms the 1800 range of 1964, seen here as an Austin, was effectively a larger version of the 'Issigonis' concept that had been so successful when used in smaller cars such as the Mini or 1100. At 13 feet 8 inches long it was ten inches shorter, but six inches wider, than the Farina Cambridge/Oxford it had originally been designed to replace. However its innovative front wheel drive packaging gave it a great deal more interior space.



MODEL NO | VA10204  
**MODEL NAME** | **PRINCESS 2000HL**  
 LIVERY | SNAPDRAGON YELLOW  
 RELEASE | JUNE  
 BARCODE | 080578102048

In 1978 the 'Princess Two' was launched and the biggest change was the announcement of two new engines, a 1.7-litre and a 2.0-litre. Both were four-cylinder units from the new O-Series family, which in essence was an OHC development of the venerable B-Series. With the change came a range of styling and interior tweaks, which made the car more efficient to build, but somewhat reduced its showroom appeal.



MODEL NO | VA04511  
**MODEL NAME** | **AUSTIN ALLEGRO**  
 LIVERY | TUNDRA  
 RELEASE | APRIL  
 BARCODE | 080578045116

The Allegro was tasked with the job of replacing the much loved 1100 range, Britain's best selling car for almost ten years. Its task was never going to be easy and it was handicapped by muddled corporate thinking, which led to the car being more bulbous than its original, very attractive, design sketches. Add to this troubled quality control at a time when Japanese companies were starting to demonstrate that cars could be reliable and the poor Allegro was doomed to be ever considered a failure even though BL sold 642,350 of them. Other cars have been hailed a success for selling considerably less than that.



MODEL NO | VA10205  
**MODEL NAME** | **PRINCESS 2000HL**  
 LIVERY | VERMILLION  
 RELEASE | JANUARY  
 BARCODE | 080578102055

When launched in 1975 the ADO71 project, or Princess, carried over the transversely mounted 1.8-litre and 2.2-litre engines from the car it replaced, the ADO17 'Landcrab'. At £2562 the smooth and quiet larger engined 110 BHP six-cylinder Princess was a very appealing and luxurious car that would perhaps have done better in the market place if Leyland had actually made it the hatchback both its stylist, Harris Mann, and its chief body engineer, Tom Penny, wanted it to be. However at the time management thought it would take sales from the Maxi, which was, by the time the Princess was launched, a six-year-old design.



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MODEL NO	VA08804
MODEL NAME	DAIMLER SOVEREIGN 2.8
LIVERY	GREENSAND
RELEASE	JANUARY
BARCODE	080578088045

The original British Daimler was formed in 1893 to sell vehicles produced by Gottlieb Daimler in Germany. The company eventually became a stand-alone operation and merged with BSA in 1910. The main provider of Royal cars from 1896 until the mid 1950s, Daimler were purchased from BSA by Jaguar in 1960, mainly because Jaguar wanted their factory at Radford in Coventry. From then on most new Daimler models were more luxuriously trimmed versions of existing Jaguars such as the Sovereign modelled here, which was based on Jaguar's world beating XJ6.



MODEL NO	VA04911
MODEL NAME	JAGUAR E TYPE
LIVERY	PRIMROSE
RELEASE	NOVEMBER
BARCODE	080578049114

No other car has been quite such a sensation at launch as the Jaguar E-Type was at the Geneva show of 1961. Obviously the offspring of the company's recent Lemans winning D-Type, in engineering, style and nomenclature, it offered 150mph performance for only £2098! The only British car to approach it in performance terms was the Aston Martin DB4 and that was almost double the price. The fact it was, without doubt, one the most beautiful cars ever designed was just a welcome bonus.



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Drive Time

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MODEL NO	VA09709
MODEL NAME	LAND ROVER DEFENDER
LIVERY	CHAWTON WHITE/COUNTRY
RELEASE	MARCH
BARCODE	080578097098

By the time the Defender was launched in 1983 Rover had made 1.4 million Land Rovers and the Range Rover had been in production for thirteen years; not bad for a model that had been planned mainly as a post war stopgap to be made whilst rationing was still in force. However in 1983 that stop gap model became a marque in its own right and traditional Land Rovers were christened Land Rover Defenders and fitted with coil spring suspension similar to that used by its more expensive cousin.



MODEL NO	VA09612
MODEL NAME	RANGE ROVER HSE
LIVERY	EPSOM GREEN
RELEASE	MAY
BARCODE	080578096125

If imitation is the sincerest form of flattery then the Range Rover must surely be judged to be a huge success. Not only has the original David Bache drawn shape been the inspiration and design language for many Land-Rover products since, but nearly every major manufacturer now makes a car modelled on the Range Rover's original design brief, which was to produce a vehicle that worked in the country but looked smart in the town. The current Range Rover is available with Jaguar's 396bhp, 4.2-litre, supercharged V8 engine; making it a genuinely fast car.



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The Series II Land Rover made its appearance in 1958 but was still very recognisable as the Land Rover that had been launched ten years previously. It was available in two different wheelbases, of 88 or 109 inches, and in a range of body styles. The big change was the launch of a purpose designed 2286cc petrol engine that produced 77bhp, but, crucially for off-roading, developed its peak torque figure of 124lb.ft at a slogging 2500rpm. When this engine was then launched as a diesel in 1961, it produced only 62 BHP but its peak torque figure of 103lb.ft was produced at an even more leisurely 1800rpm.

Series IIs had leaf springs all round, famously limiting the vehicle's turning circle. However Land Rover knew their market, even today many 4x4s are still marketed to the third world with leaf springs as their characteristics mean that a vehicle is still perfectly drivable once the dampers have worn out completely, which can happen quite quickly in Africa. Series II production continued, essentially unaltered, until 1971.

MODEL NO	VA07611
MODEL NAME	LAND ROVER SERIES II
LIVERY	ROBSON'S OF CARLISLE
RELEASE	NOVEMBER
BARCODE	080578076110

Although Robson's Headquarters and main depot were on the Durranshill Industrial Estate in Carlisle, they operated a few vehicles out of a small depot at Haltwhistle, Northumberland on the main road between Carlisle and Newcastle. After acquiring the fleet of four Volvo F86s from Elliott's of Haltwhistle in 1977, they also received this Land Rover as part of the deal. The registration number was HRM 772D and its fleet name was 'Border Bantam'.



MODEL NO	VA07610
MODEL NAME	LAND ROVER SERIES II
LIVERY	MORETON C CULLIMORE
RELEASE	MAY
BARCODE	080578076103

Moreton C Cullimore & Son Ltd has been established for 80 years this year (2007) and is well known throughout the country for its green trucks. A notable feature of which has been the practice of naming haulage vehicles, plant and support vehicles after characters from Dickensian novels.

During the 1960s and 1970s most of the support vehicles were Land Rovers; short and long wheelbase, soft and hard-top, used for a variety of duties, but primarily the movement of staff between working locations, supervisory staff and maintenance crews. Ten such vehicles were at one time in use. WDD439J was the newest member of the Landrover fleet, and entered service early in 1971. It operated under the name of Mr Chuckster from Old Curiosity Shop.



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# TRIUMPH

If a metal metaphor for BL's trials and tribulations during the seventies is sought, look no further than the Triumph TR7; in many ways a very good car it was, undoubtedly, a victim of circumstances. In December 1967 Triumph and MG were deadly rivals, by April 1968 they were commercial partners. Within two years of the merger an informal design competition had effectively developed within BL, between the front-engined 'Project Bullet' Triumph, designed at Triumph's Canley factory with help from stylist Michelotti, and the mid-engined MG 'ADO 21' project that had been drawn by Longbridge based stylist Harris Mann.

The TR7 design emerged victorious from this fracas; a front engined car that used many of the styling cues seen on the mid-engined ADO 21, after Harris Mann had been asked to sketch ideas for a new Triumph TR by managers at Longbridge. It was most definitely a Triumph project although MG badged mock-up models were made. This effectively left BL's biggest sports car brand, MG, with no new product on the horizon, which sealed their long-term fate.

The 2-litre eight valve TR7 was launched in America in January 1975 and because of fears about forthcoming American safety legislation was only available as a hard top. The car's European debut did not come until May 1976, seventeen months later! An ambitious plan that had originally included a sporting estate and three engine options was overtaken by circumstances and the only variant made in serious numbers was the convertible, which appeared in the USA in July 1979. The Speke plant near Liverpool, where the car was originally built, closed in May 1978 after a strike and quality control problems. Production moved to Canley, and when that plant was earmarked for closure as well, to Rover's Solihull factory. Manufacture of the TR7 eventually ceased in October 1981 after just 112,375 cars had been built.

MODEL NO	VA10500
MODEL NAME	TRIUMPH TR7
LIVERY	PHARAOH GOLD
RELEASE	FEBURARY
BARCODE	080578105001

**NEW TOOLING**



MODEL NO	VA10503
MODEL NAME	TRIUMPH TR7
LIVERY	CARNELIAN RED
RELEASE	DECEMBER
BARCODE	080578105032

**NEW TOOLING**



MODEL NO	VA10502
MODEL NAME	TRIUMPH TR7
LIVERY	NEW WHITE
RELEASE	JULY
BARCODE	080578105025

**NEW TOOLING**

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MODEL NO	VA10105
MODEL NAME	TRIUMPH STAG
LIVERY	MIMOSA YELLOW
RELEASE	SEPTEMBER
BARCODE	080578101058

A fast, stylish, comfortable, well appointed GT, the Stag never quite managed to shake off its early reputation for unreliability and suffered in sales terms as a result, especially in the export markets it had originally been designed for. Its unique 3-litre OHC 145bhp V8 engine was also costly and expensive to build as it complicated the production line of Triumph's slant four OHC to which it was related. Only 25,877 Stags were built in seven years of production.



MODEL NO	VA10104
MODEL NAME	TRIUMPH STAG
LIVERY	RUSSET BROWN
RELEASE	MARCH
BARCODE	080578101041

Although when the Stag was announced in June 1970 it appeared to ape it's saloon cousin, the 'Innsbruck' Triumph 2000 MkII of 1969, it's actually the other way round. Stylist Michelotti had drawn the Stag first and was then asked to heavily facelift the 2000 range using similar styling cues. Because of the saloon's greater market importance this was rushed through, delaying the already troubled Stag programme.



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