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Vanguards

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10TH ANNIVERSARY

PRECISION DIE-CAST REPLICAS

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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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

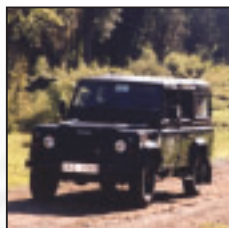
MODEL NO | LR2002
MODEL NAME | RANGE ROVER/DEFENDER 110
 LIVERY | G4 CHALLENGE
 RELEASE | AUGUST
 BARCODE | 080577803167

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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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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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.



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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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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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