

# MODELS of YESTERYEAR



1992

**MATCHBOX**







# *Congratulations*

Your purchase of a Model of Yesteryear means you have joined the thousands of people the world over who enjoy what for them is the perfect hobby, collecting these perfect diecast miniature models, which accurately reflect a golden era of vehicles.

This booklet has been written to inform the reader of the scope and the many facets of Yesteryear collecting. It contains information on their investment potential, hints on display and the care and maintenance of new and old models. Just look at our 1992 range – steam driven vehicles, automobiles, commercial trucks and vans and two fantastic Special Limited Editions . . . we hope that you will enjoy collecting them throughout 1992.

On the back page you will find details of how to join the Matchbox International Collectors Association.



## **The Heritage of Models of Yesteryear**

Our superb range of Models of Yesteryear dates back to 1956. The range was conceived for several reasons, perhaps the most significant of which was the desire to explore what could be achieved in those early days with high pressure diecasting. Our designers were fascinated by the shapes and variety of vintage vehicles – some of which were still seen on the roads during the 50s – and so the first ever range of model vintage cars were

born. The range was a complete success, not least because the models had a very wide ranging appeal. They were widely available too and their value-for-money price made them a perfect present either from a child to an adult or indeed by an adult for an adult! They were easy to display, extremely attractive and last but not least, accurate.

● One other attribute of the range perhaps is the most important of all!!



Matchbox maintained a strict policy of withdrawing models and replacing them with newer subjects which in turn meant that there were only sixteen models in the range at any one time. This meant that a new collector could easily obtain all of the current series and then add to it as new models were produced. Conversely, it also started the trend to collect the older issues and as people amassed obsolete issues their value started to increase!

- The 'second series' of models produced in the early 1960s reflected the company's world wide success. These replacement models had a pronounced international flavour and famous vehicles from America, France, Germany and Italy began to appear. These new vehicles were larger in scale than their earlier counterparts and the subjects were invariably of cars rather than commercial vehicles. Collecting was becoming more apparent during this time and the enthusiasts were quick to spot colour changes and even small casting modifications.

- The 1970s saw many interesting developments, not the least of which were the use of standardised components, bright metallic paint finishes and updated window style boxes. Towards the end of this decade Matchbox began to introduce some light commercial vans into the range. These models were to cause a veritable explosion of interest in the range because the public and collectors alike were fascinated by the authentic old fashioned liveries that appeared on the vans, often of famous household names such as Sunlight Soap or Colman's Mustard and this tradition has continued today.

- You can see how these traditions still apply to this year's models, for on the next few pages we illustrate the complete range of 1992 Yesteryears. Today the policies of the company are clear...

- New commercial vehicles and cars will only have three livery versions before they are replaced or altered in a major way.

- Old models will not be reintroduced in the same form once they have been deleted.

- Yesteryears are also issued on a



*Three yesteryear models circa 1960.*

world wide basis to ensure that collectors throughout the world are not denied the opportunity to collect the various issues.

A complete listing of all the Models of Yesteryear produced by year has been compiled for your information and can be found at the end of this booklet.





# INVESTMENT POTENTIAL FOR THE COLLECTOR

The subject of collecting as a means of investment is a complex one. It is undoubtedly true that Models of Yesteryear have an excellent investment potential, and we are happy to quote some of the numerous examples that exist within both new and old models and the reasons why. It should be clearly understood, however, that as with any collectable subject a degree of knowledge is essential. This knowledge is irrevocably tied to a measure of enthusiasm - in other words you have to enjoy what you are doing and not simply collect because your only purpose is to make money. All of the great, and incidentally valuable, Yesteryear collections have been assembled on the basis of enthusiasm and enjoyment of Yesteryears and their owners quote cash value as low on their list of priorities. Matchbox's policy has always been that if their products increase in value with time then that is fortunate but they are more concerned with manufacturing models that can be enjoyed for what they are. It has to be said, however, that some spectacular increases in values have always occurred within the range concerning obsolete models and continue to this day. Three models are described below, each one taken from a different decade of production:



## CASE HISTORY 1

Y6-AEC LORRY

'Osram Lamps'

Date of Introduction -

1956

Date of Deletion - 1961

Original Price - 2/6 -

(12.5 N.P. UK) (50 cents US\$)

(50 cents Aust \$)



Illustrated here is a standard model produced as part of the original series and available in large quantities for five years. There are no casting variations or unusual features apparent on this example. An identical model was sold on 16 November 1983 for £34.00. A further example was sold on 3 April 1987 for £65.00. The same model today has been recently sold for £125.00.

The reasons for this dramatic increase are clear. Only a limited number exist in perfect condition and almost all of these are either now in collections or in the hands of dealers. The price is a reflection of the law of supply and demand. In this case the demand comes mainly from dealers who are obliged to pay considerable sums to extricate the subject from a collection, apply a mark-up and offer it for sale. Price reductions are unlikely as this supply is virtually non-existent.

Factual Sources: Major Models 1983 1987

Chester Toy Museum 1991



## CASE HISTORY 2

**Y12 MODEL 'T' FORD VAN 'COCA COLA'.** The Coca Cola livery was the second livery to be applied to this relatively new model in 1980. Permission was granted for its use by the Coca Cola company in the USA but it was not made clear at the time that these rights only extended to the USA, and not the rest of the world. The model had to be withdrawn from sale in Europe literally days after its



appearance in shops, although in that short time thousands were sold and some 40,000 were sold in the USA.

An example was sold in 1980 for £4.00

An example was sold on 3 December 1984 for £20.00

An example was sold on 6 June 1987 for £35.00

An example was sold in July 1991 for £45.00

It was well known from the beginning that this model would be scarce and most of the models were quickly bought by speculating collectors or dealers. Consequently, far more exist in perfect condition than one would expect and they circulate with set values. Nonetheless, even in these large quantities they continue to rise in value steadily.

## CASE HISTORY 3

**Y44 RENAULT BUS**

This model is different to the previous two in that it contains an accidental variation. The model was originally to have a

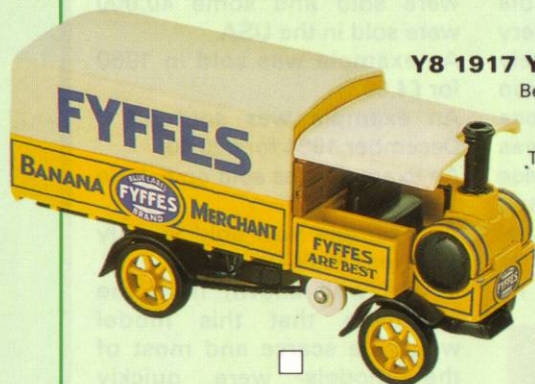


black roof but the factory accidentally assembled the first 1,900 models with the bright red roof illustrated here. By the time Matchbox became aware of the error it was too late and the models had been packaged and despatched to the toy shops. It is estimated that 1,100 of these red roofed models arrived in the UK and the rest were distributed throughout Europe.

The model was on sale in October 1991 at approximately £8.99 but within months was exchanging hands for four times its original cost.



# STEAMERS



## Y8 1917 YORKSHIRE TYPE WA WAGON

Between 1903 and 1937 the Yorkshire Patent Steam Wagon Co. Ltd., produced over 1,500 units to 7 different designs.

This model is of a 1917 type WA Wagon. It has a twin cylinder compound engine driving through a 3-speed, 2 shaft gearbox and a single chain drive to the rear wheels. A variety of rear bodies were fitted, ie, platform, box, tank or tipping and were used by brewers, carters and a larger number of municipal corporations. This 'Fyffes' livery is the third version.

SCALE 1:61 (Approximate release date April 1992)

## Y27 1922 FODEN STEAM WAGON

This Foden 'C' Type was the final design of the over type (engine above boiler) Steam Wagon developed from earlier models.

This wagon was introduced in the 1920's, and had a double crank compound engine which developed 23 bhp at 450 rpm. It was fitted with spur gearing giving speeds up to 27 kph, but special gearing could be ordered which would enable the wagon to achieve 42 kph, double the permitted speed limit for such wagons. This 'McMullen' livery is the seventh version.

SCALE 1:72 (Approximate release date June 1992)



## Y37 1931 GARRETT STEAM WAGON

Garrett's had been established as an engineering company since the late 18th century. In 1904 they produced their first steam wagon. After much development a new engine was designed with poppet valves - which proved to be a very powerful and smooth running engine. This was used on the 6 and 8 ton four wheel wagons.

The Garrett 6 ton Steam Wagon is particularly noted for its unique cab design. The 'Milkmaid' livery is the first recolour.

SCALE 1:59 (Approximate release date August 1992)





# AUTOMOBILES



## Y64 1938 LINCOLN ZEPHYR

When introduced in 1935 the Lincoln Zephyr was hailed by the Museum of Modern Art as "the finest successfully designed streamlined car in America".

This car, with an overall length of 210 ins (5.33 m) and weighing around 3767 lbs (1707 kgs), was powered by a V-12 engine of 267.3 cu ins (4380 cc) developing 110 bhp at 3900 rpm. Driving through a 3 speed manual gear box it was capable of 90 mph (145 kph) with a fuel consumption of 20 mpg (13.5 lt/100 kms)

SCALE 1:43 (Approximate release date August 1992).

## Y2 1930 4.5 lt. SUPERCHARGED BENTLEY

In 1928 "Tim" Birkin one of the "Bentley Boys" thought of supercharging the 4½ lt. Bentley. Despite W.O. Bentley's disapproval, four supercharged cars were built in 1929.

Birkin convinced Woolf Barnato, a major shareholder of Bentley Motors, to enter the 4½ supercharged car in the 1930 Le Mans. Birkin set a lap record of 6 mins 48 secs at a speed of 144.32 kph. Its speed in the earlier hours of the race helped Bentley to bear off the challenge of the 7 lt. Mercedes Benz. Due to its power and charisma the 4 1/2 lit. S/C Bentley has become the epitome of the British sports car. This maroon livery is the second recolour.

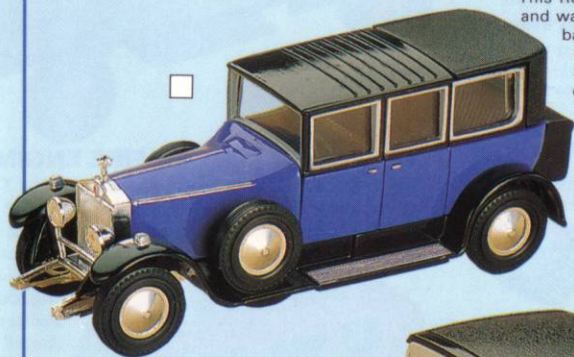
SCALE 1:40 (Approximate release date January 1992)



## Y36 ROLLS ROYCE PHANTOM I

This Rolls Royce Phantom I was introduced in 1925 and was known at first as the 'New Phantom'. It was based on the Silver Ghost, with a new 6 cylinder overhead valve engine. This new engine was arranged in 2 blocks of 3 cylinders with a capacity of 7668cc, and a power output of 108 bhp at 2300 rpm. The Phantoms like many Rolls Royces of their time were specially made for their customers. This model was made by Hooper and was once owned by Rudyard Kipling. This blue and black livery is the first recolour.

SCALE 1:45 (Approximate release date January 1992)

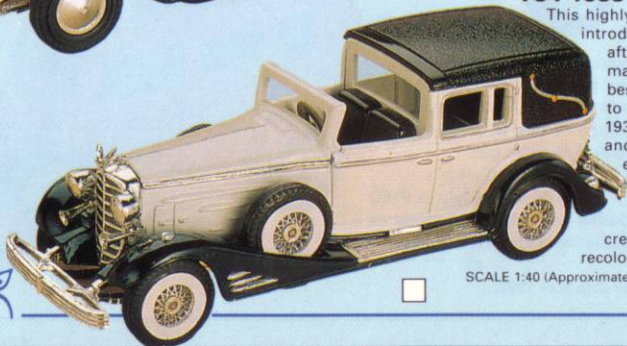


## Y34 1933 CADILLAC 452 V16

This highly prestigious Cadillac V16 was introduced in 1930 - just 3 months after the Wall Street Crash. The marque's reputation as one of the best American cars still persevere to this date. This model is of the 1933 Cadillac 452 V16 Town Car and is powered by 7.41 V16 engine developing 175 bhp.

Despite its overall weight of 2235 kg. the car can cruise comfortably at 145 kph. This cream and blue livery is the first recolour.

SCALE 1:40 (Approximate release date September 1992)







## Y35 1930 MODEL 'A' FORD PICK UP

This pick-up was based on the chassis of the Model 'A' car and was powered by a 4 cylinder engine of 2033cc. Often van bodies were built on a car chassis suitably adapted to carry the extra weight by the local coach builder thereby creating considerable variety in the appearance of these vehicles.

This 'Ambrosia' livery is the first recolour.

SCALE 1:40 (Approximate release date September 1992)

## Y62 1932 FORD MODEL 'AA' 1½ TON TRUCK

The Model 'AA' truck is a variant of the Model 'A' car. It has a truck chassis of 131.5 ins (334 cms). Powered by the new 4 cylinder side valve engine of 3200 ccs (195 cu ins) developing 40 bhp at 2200 rpm. A 3 speed gear box was standard though an additional 'semi-automatic' secondary gear gave 6 forward and 2 reverse speeds.

This model was produced in the USA, Britain and in Russia as the GAZ-AA. This livery is the first one.

SCALE 1:46 (Approximate release date March 1992)



## Y63 1939 BEDFORD KD TRUCK

The KD was the drop-sided variant of the K range of vehicles introduced in 1939 by Bedford. The chassis has a 120 in (304.8 cms) wheelbase. The 6 cylinder engine of 3679 cc (214.7 cu ins) develops 72 bhp at 3000 rpm and drives through a 4 speed and reverse gear box. The vehicle weights 4144 lbs (1878 kgs) with a pay load of 4816 lbs (2183 kgs). The all-up weight is 8960 lbs (4062 kgs). Each Y63 is loaded with real York stone as supplied by George Farrars (Quarries) Ltd. This 'Farrars York Stone' livery is the first one.

SCALE 1:46 (Approximate release date May 1992)

## Y61 1933 CADILLAC FIRE ENGINE

The V-16 Cadillac was first produced in 1930. The 1933 V-16 engine of 7406 cc (452 cu in) developing 175 bhp.

This vehicle is based on such a chassis. It is a first for the Aarau Fire Brigade in Switzerland.

in use until 1971. Aarau Fire Brigade Museum, Aarau, Switzerland. This 'Aaraan' livery is the first one.





# COMMERCIALS



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SCALE 1:46 (Approximate release date May 1992)



**Y61 1933 CADILLAC FIRE ENGINE**

The V-16 Cadillac was first produced in 1930. The 1933 model had a 450 V-16 engine of 7406 cc (452 cu in) developing 175 bhp gross.

This vehicle is based on such a chassis. It is a first aid vehicle built for the Aarau Fire Brigade in Switzerland and was in use until 1971. It is now in the Fire Brigade Museum in Basel, Switzerland. This 'Feuerweht Aaran' livery is the first one.

SCALE 1:46 (Approximate release date February 1992)



**Y6 1932 MERCEDES BENZ L5 TRUCK**

With an engine capacity of 8586cc, this version of the 1929 lorry had an extra 15 brake horsepower. Wheelbase was 201" (5100 mm), unladen chassis weight 4 tons (4060 kg) and carrying capacity 6 tons (6100 kg). This 'Hosstein' livery is the first recolour.

SCALE 1:69 (Approximate release date November 1992)

**Y31 1931 MORRIS PANTECHNICON**

Morris wanted to build on the success of their light vans and trucks (1 - 1½ tonnes) so they introduced a range of heavy goods trucks in 1931. This model had a capacity of 4 tonnes. It is powered by a 4 cylinder 5132cc engine. An interesting feature of this vehicle is that the engine and front axle could be wheeled away from the chassis for servicing. This 'Weetabix' livery is the first recolour. SCALE 1:59 (Approximate release date November 1992)



**Y21 1926 FORD MODEL 'TT' VAN**

This Ford Model 'TT' van succeeded the first Model 'T'. This model was designed with increased wheelbase and chassis length and an uprated suspension system providing a greater load capacity. The Model 'TT' Fords were produced extensively as pick-up vans and tankers and continued in production for eight years until the Model 'A' Ford Van was introduced. This 'Drambuie' livery is the second recolour. SCALE 1:41 (Approximate release date November 1992)





# RCIALS

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# SPECIALS

## Y66 SPECIAL LIMITED EDITION – HER MAJESTY QUEEN ELIZABETH II'S GOLD STATE COACH

Her Majesty Queen Elizabeth II's Gold State Coach was built in 1762 and was first used by King George III to open parliament. It measures 24 feet long and 12 feet high. The coach is supported by four large tritons, the front two of which blow conches which herald the approach of the 'Monarch of the Ocean'.

The coach is drawn by grey horses (the Windsor Greys) decked in colourful state harness and ridden by postillions. On the centre of the roof stand three cherubs representing the genii of England, Scotland and Ireland. These support the Royal Crown and hold in their hands the Sceptre, the Sword of State and the Ensign of Knighthood respectively.

The Gold State Coach has been used for every coronation since that of George IV in 1821. The Matchbox Coach has been made to commemorate the 40th Anniversary of Queen Elizabeth II's ascension to the throne in February 1952, and is officially endorsed by the Royal Anniversary Trust – for each purchase a donation is made to the Trust's Charitable Fund..

This is one of the two 1992 Special Limited Editions. SCALE: 1:100 (Approximate release date April 1992)



## YY65 SPECIAL LIMITED EDITION 1928 AUSTIN 7 – BMW DIXI – ROSENGART

After the First World War, in order to compete with the growing numbers of motorcycles and cycle cars coming onto the market. Herbert Austin set out to produce a proper small car that could be afforded by the middle classes. He began in 1920 and in 1922 the Austin 7 was introduced to the public.

● The 1928 Austin 7 had a 750 cc (45.7 cu in) engine of 4 cylinders developing 10.5 bhp at 2400 rpm. Driving through a 3 speed gearbox the car had a maximum speed in the region of 45 mph (72 kph). The chassis with a wheelbase of 75 ins (1.9 m) had a variety of bodies built on to it, both by Austins as well as other coachbuilders. There were saloon, tourer and commercial bodies. The van in this set represents a vehicle used by many small businesses to deliver their goods.

● In May 1928 Lucien Rosengart resigned from Peugeot and set up in business for himself. He decided to produce the Austin 7 under licence in France as the 5 hp Rosengart. The chassis was virtually identical to the Austin, the bodywork is a 3 seater Cabriolet, 2 seats facing forward, 1 rear seat facing sideways. It cost the equivalent of £120.



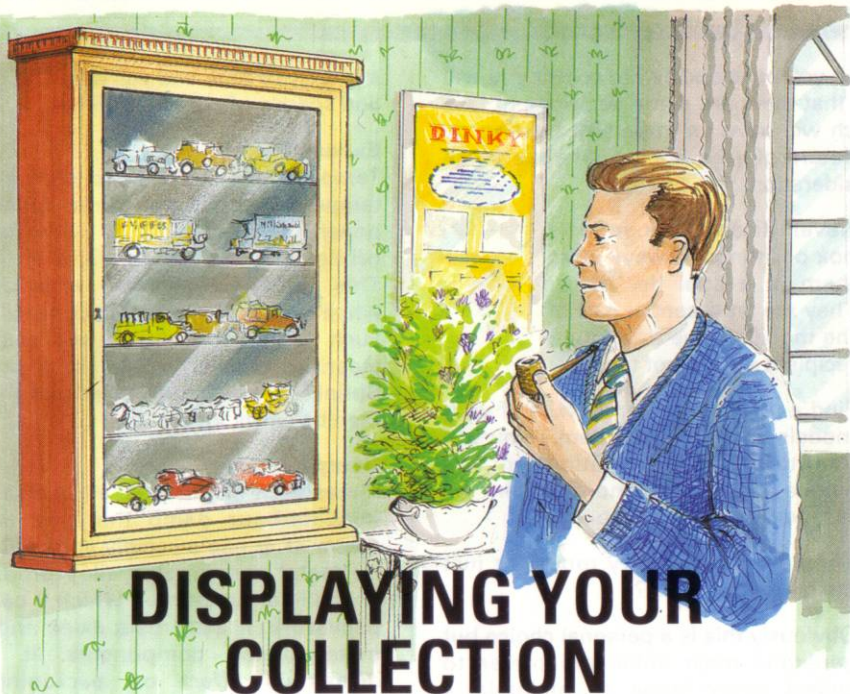
● In order to quickly enter the small car business, BMW took up a licence to produce the Austin 7 at Eisenach in Germany in 1927. This Dixi 3/15 version was little changed from the English version.

The engine is rated at 15 bhp at 3000 rpm and has a maximum speed of 75 kph (46.5 mph).

A total of 6162 cars were produced by 31 December 1928. This Austin Seven set is one of the two 1992 Special Limited Editions.

SCALE 1:43 (Approximate release date October 1992)





## DISPLAYING YOUR COLLECTION

Displaying your collection needs some thought and planning. As the number of models you acquire grows you will come to realise the necessity of a suitable cabinet or cabinets to keep them in, but unfortunately it is very difficult to find these at the more obvious sources such as antique shops or fairs.

Yesteryears are essentially small objects and it follows that their cabinets should reflect this. Ideally they should be shallow (no more than 9" deep) and have evenly spaced or adjustable shelves of glass. The frontal area should be uninterrupted clear glass to allow maximum viewing and light, and the whole unit should be basically 2 foot x 3 foot. Bigger units tend to be heavy and the glass shelves start to bend if they are too long. Don't forget that the models are quite heavy so the cabinet should be firmly secured to the wall.

Lastly, a lock is always a good idea!



# THE DO'S & DONT'S OF COLLECTING

When you have decided to collect you will find that there are some decisions to take which will have an important bearing on the future of your hobby. Here are some considerations:

1. Never discard the models box or fittings. Always store them in a cool dry place. They are an essential part of the models value to a future recipient even if not to you.
2. Find a reliable regular stockist of your models and stay with them – you will find that a good relationship will evolve and your models can be reserved or posted to you.
3. Should I collect every model or just the ones I really like?

Obviously this is a personal choice but generally most collectors prefer to collect every issue to maintain a complete collection. Alternatively, some choose to specialise in either cars, vans or lorries. This is not as restricting as it sounds because the collection can be increased by acquiring obsolete issues within the given framework.

## STORAGE

Models of Yesteryear are renowned for the quality of the materials from which they are built and as a result only a few sensible precautions need to be observed to prevent any deterioration. The main problems are described below:

### Sunlight

This is probably the worst offender to beware of. Ultra violet rays from sunlight remove pigments from the paint really quite quickly, so models must be displayed away from direct rays. Ultra violet exposure turns red to pink, green

and grey to blue and will diminish the hue and sparkle of metallic finishes.

### Excess Heat

Temperatures well above normal room temperatures will not cause plastic components to crack but they will make them brittle and can cause slight shrinkage. This can be a problem with tyres or wheels and can also affect small items such as radiator grilles and seats and steering wheels, which are a press-fit. Shrinkage will loosen them and they can then be easily lost.

### Damp

Places such as garages, attics and cellars may harbour damp that you are not aware of. It has a rapidly corrosive affect on metal and on zinc alloy produces a crystalline coating which can lift paintwork. It also rusts axles and other metal plated components. It has a disastrous effect on packaging and produces mould and delamination of most cardboard materials. Cold environments are invariably prone to damp.

### Cleaning

Yesteryears, like any other ornament, respond well to cleaning but it should be carried out with great care. Model exposed to normal atmospheres can attract dust, grease and smoke. To clean them we recommend the use of any mild detergent but with warm water only. Hot water can fade old paint! Small, intricate details can be cleaned using a tooth brush with soft bristles. If you attempt to clean a model with waterslide transfers or delicate printing, this must be done quickly to avoid loosening or disintegrating the print design. To dry the model, wrap it in a dry absorbent cloth and rub it gently. If water has got inside the model stand it on end to let the trapped water out and leave it in a warm dry place for several hours.



# MODELS OF YESTERYEAR

Listed below is the entire range of Models of Yesteryear arranged by number and year of introduction since the launch of the series in 1956. A column has been provided for you to tick off your models as you collect them:

Ref No.	Date of Issue	Model	First Colour or Livery	
<b>1950s</b>				
Y1-1	1956	Allchin Traction Engine	Green	
Y2-1	1956	1911 'B' Type London Bus	Red	
Y3-1	1956	1907 London 'E' Class Tramcar	Red	
Y4-1	1956	Sentinel Steam Wagon	Sand & Gravel	
Y5-1	1958	1929 Le Mans Bentley	Green	
Y6-1	1957	1916 AEC 'Y' Type Lorry	Osram Lamps	
Y7-1	1957	Four Ton 'Leyland' Van	Jacob's Biscuits	
Y8-1	1958	1926 Morris Cowley 'Bullnose'	Light Brown	
Y9-1	1958	Fowler Showmans Engine	Dark Maroon	
Y10-1	1958	1908 Grand Prix Mercedes	Cream	
Y11-1	1958	1920 Aveling & Porter Road Roller	Green	
Y12-1	1958	1899 London Horse Drawn Bus	Liptons	
Y13-1	1959	1862 American 'General' Loco	Green	
Y14-1	1959	1903 Duke of Connaught	Green	

Y3-3	1973	1934 Riley MPH	Red	
Y4-4	1976	1930 Deussenberg	White	
Y5-4	1978	1927 Talbot Van	Liptons (Crest)	
Y5-4	1978	1927 Talbot Van	Liptons Tea	
Y5-4	1979	1927 Talbot Van	Chocolat Menier	
Y6-4	1977	1920 Rolls Royce Fire Engine	Red	
Y8-4	1978	1945 MG TC	Green	
Y11-3	1972	1938 Lagonda Drophead Coupe	Gold/purple	
Y12-3	1979	1912 Ford Model 'T' Van	Colmans Mustard	
Y13-3	1974	1918 Crossley	RAF	
Y13-3	1979	1918 Crossley	Coal & Coke	
Y14-3	1974	1931 Stutz Bearcat	Green	
Y16-2	1972	1928 Mercedes Benz SS Coupe	Silver/red	
Y17-1	1975	1938 Hispano Suiza	Red	
Y18-1	1979	1937 Cord 812	Red	
Y19-1	1979	1936 Auburn Speedster	Beige	

Ref No.	Date of Issue	Model	First Colour or Livery	
<b>1960s</b>				
Y1-2	1964	1911 Model 'T' Ford	Red	
Y2-2	1963	Renault Two Seater	Green	
Y3-2	1965	1910 Benz Limousine	Cream/green	
Y4-2	1960	Shand Mason Fire Engine	Kent	
Y4-3	1967	1909 Opel Coupe	White	
Y5-2	1962	1929 4 1/2 Litre Bentley	Metallic Green	
Y5-3	1969	1907 Peugeot	Yellow	
Y6-2	1961	1926 Type 35 Bugatti	Blue	
Y6-3	1968	1913 Cadillac	Gold	
Y7-2	1961	1913 Mercer Raceabout	Lilac	
Y7-3	1968	1912 Rolls Royce	Red/silver	
Y8-2	1962	1914 Sunbeam Motorcycle	Chrome	
Y8-3	1969	1914 Stutz	Red	
Y9-2	1968	1912 Simplex	Lime Green	
Y10-2	1963	1928 Mercedes Benz 36-220	White	
Y10-3	1969	1906 Rolls Royce Silver Ghost	Metallic lime	
Y11-2	1964	1912 Packard Landaulet	Red	
Y12-2	1967	1909 Thomas Flyabout	Blue	
Y13-2	1966	1911 Daimler	Yellow/black	
Y14-2	1965	1911 Maxwell Roadster	Turquoise	
Y15-1	1960	1907 Rolls Royce Silver Ghost	Green	
Y15-2	1969	1930 Packard Victoria	Bronze/brown	
Y16-1	1961	1904 Spyker	Lemon	

Ref No.	Date of Issue	Model	First Colour or Livery	
<b>1980s</b>				
Y2-4	1985	1930 4 1/2 Litre Bentley	Green	
Y3-4	1981	Ford Model 'T' Tanker	BP	
Y3-4	1982	Ford Model 'T' Tanker	Zerolene	
Y3-4	1983	Ford Model 'T' Tanker	Express Dairy	
Y3-4	1984	Ford Model 'T' Tanker	Carnation Farms	
Y3-4	1985	Ford Model 'T' Tanker	Mobil	
Y3-4	1986	Ford Model 'T' Tanker	Castrol	
Y3-4	1986	Ford Model 'T' Tanker	Red Crown	
Y3-4	1989	Ford Model 'T' Tanker	Shell	
Y5-4	1980	1927 Talbot Van	Taystee Bread	
Y5-4	1981	1927 Talbot Van	Nestles	
Y5-4	1982	1927 Talbot Van	Chivers	
Y5-4	1982	1927 Talbot Van	Wrights	
Y5-4	1983	1927 Talbot Van	Ever Ready	
Y5-4	1984	1927 Talbot Van	Dunlop	
Y5-4	1985	1927 Talbot Van	Roses	
Y5-4	1989	1927 Talbot Van	Lyles	
Y5-5	1989	1929 Leyland Titan	Southdown	
Y5-5	1989	1929 Leyland Titan	Ashton-under-Lyne	
Y5-5	1989	1929 Leyland Titan	Coventry City	
Y6-5	1988	1932 Mercedes Benz Lorry	Stuttgarter Hofbrau	
Y7-4	1985	1930 Ford Breakdown Truck	Barlow	
Y7-4	1988	1930 Ford Breakdown Truck	Shell	
Y8-5	1987	Yorkshire Steam Wagon	Johnnie Walker	
Y8-5	1989	Yorkshire Steam Wagon	Samuel Smith	
Y8-5	1989	Yorkshire Steam Wagon	Millenium Flour	
Y9-3	1985	1920 3 Ton Leyland Lorry	A Luff & Sons	
Y9-4	1989	Leyland Cub Fire Engine	Red	
Y10-4	1986	1957 Maserati 250F	Red	

Ref No.	Date of Issue	Model	First Colour or Livery	
<b>1970s</b>				
Y1-3	1977	1936 SS 100 Jaguar	White	
Y2-3	1970	1914 Prince Henry Vauxhall	Red/silver	



Y10-5	1988	1933 Diddler Trolley Bus	Ronuk/Jeyes
Y11-4	1986	1932 Bugatti Type 51	Blue
Y12-3	1980	1912 Ford Model 'T' Van	Coca-Cola
Y12-3	1980	1912 Ford Model 'T' Van	Suze
Y12-3	1981	1912 Ford Model 'T' Van	Smiths Crisps
Y12-3	1981	1912 Ford Model 'T' Van	25th Anniversary
Y12-3	1982	1912 Ford Model 'T' Van	Birds Custard
Y12-3	1982	1912 Ford Model 'T' Van	Cerebos Salt
Y12-3	1982	1912 Ford Model 'T' Van	Arnotts Biscuits
Y12-3	1982	1912 Ford Model 'T' Van	Harrods
Y12-3	1983	1912 Ford Model 'T' Van	Sunlight Soap
Y12-3	1983	1912 Ford Model 'T' Van	Royal Mail
Y12-3	1983	1912 Ford Model 'T' Van	Captain Morgan
Y12-3	1983	1912 Ford Model 'T' Van	Hoover
Y12-3	1984	1912 Ford Model 'T' Van	Pepsi Cola
Y12-3	1985	1912 Ford Model 'T' Van	Motor 100
Y12-4	1985	1912 Ford Model 'T' Van	Imbach
Y12-3	1986	1912 Ford Model 'T' Van	Heinz
Y12-3	1987	1912 Ford Model 'T' Van	Rosella
Y12-5	1987	1829 Stephenson's Rocket	Yellow
Y12-6	1988	1937 GMC Van	Goblin
Y12-6	1989	1937 GMC Van	Baxters
Y13-4	1983	1918 Crossley	Carlsberg
Y13-4	1985	1918 Crossley	Waring & Gillow
Y13-4	1988	1918 Crossley	Kohle & Koks
Y14-4	1986	1935 ERA	Black
Y15-3	1987	1920 London Tram	Swan Vesta
Y15-3	1988	1920 Preston Tram	Swan Soap
Y15-3	1989	1920 Preston Tram	Golden Shred
Y16-3	1986	1960 Ferrari Dino 246/V12	Red
Y16-4	1988	1923 Scania Half Tract Post Bus	Yellow
Y16-5	1989	1935 100 Ton Scammell & Loco	Pickfords
Y18-2	1985	1918 Atkinsons Steam Wagon	Lake Goldsmith
Y18-2	1986	1918 Atkinsons Steam Wagon	Blue Circle
Y18-2	1987	1918 Atkinsons Steam Wagon	Bass
Y18-2	1988	1918 Atkinsons Steam Wagon	Burghfield Mills
Y19-2	1986	Showmans Engine	Blue
Y19-3	1987	1929 Morris Van	Brasso
Y19-3	1988	1929 Morris Van	Michelin
Y20-1	1981	1937 Mercedes Benz 540K	Silver
Y21-1	1981	Ford Model 'A' Woody Wagon	Yellow/brown
Y21-2	1983	Ford Model 'A' Woody Wagon	A & J Box
Y21-2	1985	Ford Model 'A' Woody Wagon	Carters Seeds
Y21-3	1987	Aveling-Porter Steam Roller	Emerald Green
Y21-4	1988	1955 BMW 507	Blue
Y21-5	1989	1926 Ford Model 'TT' Van	Osram
Y22-1	1982	1930 Ford Model 'A' Van	Oxo
Y22-1	1984	1930 Ford Model 'A' Van	Maggi Soup
Y22-1	1984	1930 Ford Model 'A' Van	Toblerone
Y22-1	1984	1930 Ford Model 'A' Van	Palm Toffee
Y22-1	1984	1930 Ford Model 'A' Van	Canada Post
Y22-1	1986	1930 Ford Model 'A' Van	Spratts
Y22-1	1987	1930 Ford Model 'A' Van	Lyons
Y22-1	1989	1930 Ford Model 'A' Van	Cherry Blossom
Y23-1	1983	1922 AEC Omnibus	Schwepes
Y23-1	1985	1922 AEC Omnibus	RAC
Y23-1	1985	1922 AEC Omnibus	Maples
Y23-1	1986	1922 AEC Omnibus	Haig

Y23-1	1988	1922 AEC Omnibus	Rice Krispies
Y23-1	1989	1922 AEC Omnibus	Lifebuoy Soap
Y23-2	1989	1930 Mack Bulldog Tanker	Texaco
Y24-1	1983	1928 Bugatti T44	Black/yellow
Y25-1	1983	1910 Renault Type AG Van	Perrier
Y25-1	1985	1910 Renault Type AG Van	James Neale
Y25-1	1985	1910 Renault Type AG Van	Duckhams Oil
Y25-1	1985	1910 Renault Type AG Van	Eagle Pencils
Y25-2	1986	1910 Renault Type AG	Ambulance
Y25-1	1987	1910 Renault Type AG Van	Tunnocks
Y25-1	1987	1910 Renault Type AG Van	Delhaize
Y25-1	1989	1910 Renault Type AG Van	Suchard
Y26-1	1984	Crossley Delivery Truck	Lowenbrau
Y26-1	1986	Crossley Delivery Truck	Romford
Y26-1	1987	Crossley Delivery Truck	Gonzalez
Y27-1	1984	1922 Foden Steam Lorry	Pickfords
Y27-1	1985	1922 Foden Steam Lorry	Hovis
Y27-1	1986	1922 Foden Steam Lorry	Tate & Lyle
Y27-2	1986	1922 Foden Steam Lorry	Fraser's
Y27-1	1987	1922 Foden Steam Lorry	Spillers
Y27-3	1989	1922 Foden Steam Lorry	Guinness
Y28-1	1984	1907 Unic Taxi	Red
Y29-1	1985	1919 Walker Electric Van	Harrods
Y29-1	1986	1919 Walker Electric Van	Joseph Lucas
Y29-1	1988	1919 Walker Electric Van	His Master's Voice
Y29-2	1989	1919 Walker Electric Van	Harrods
Y30-1	1985	1920 Mack Truck	Acorn
Y30-1	1985	1920 Mack Truck	Consolidated
Y30-1	1987	1920 Mack Truck	Arctic Ice Cream
Y30-1	1988	1920 Mack Truck	Kiwi

Ref No	Date of Issue	Model	First Colour or Livery
<b>1990s</b>			
Y12-6	1991	1937 GMC Van	Goanna
Y15-3	1991	1920 Preston Tram	Zebra
Y19-3	1990	1929 Morris Van	Sainsbury
Y21-5	1990	1926 Ford Model 'TT' Van	My Bread
Y22-1	1991	1930 Ford Model 'A' Van	Pratt's
Y23-2	1991	1920 Mack Bulldog Tanker	Conoco
Y27-1	1990	1922 Foden Steam Lorry	Joseph Rank
Y31-1	1990	1931 Morris Pantechinon	Kemp's
Y32-1	1990	1917 Yorkshire Steam Wagon	S Smith
Y33-1	1990	1920 Mack Truck	Good Year
Y34-1	1990	1933 Cadillac Town Car	Blue
Y35-1	1990	1930 Ford Pick-Up	Clifford's
Y36-1	1990	1926 Rolls Royce Phantom	Red
Y37-1	1990	1904 Garrett Steam Wagon	Chubbs
Y38-1	1990	Rolls Royce Armoured Car	Khaki
Y39-1	1990	1820 Passenger Coach & Horses	Red & black
Y40-1	1991	1931 Mercedes 770	Grey
Y41-1	1991	1932 Mercedes Lorry	Howaldswerke
Y42-1	1991	1938 Albion 6 Wheeler	Libby's
Y43-1	1991	1905 Busch Fire Engine	Green
Y44-1	1991	1910 Renault Bus	Wessering
Y45-1	1991	1930 Bugatti Royale	Black
Y46-1	1991	1908 Merryweather Fire Engine	Greenwich
Y47-1	1991	1929 Morris Van	Lindt



# MODELS of YESTERYEAR

## 1991 RANGE

Y45  
1930  
Bugatti  
Royale



Y12-C  
GMC Van



Y40  
1931  
Mercedes  
Benz 770



Y47-A  
1929  
Morris Van



Y22-A  
1930 Model  
'A' Ford Van



Y23-B  
Mack  
Tanker



Y28-C  
Unic Taxi



Y42  
1938  
Albion  
6-Wheeler



Y44  
1910  
Renault Bus



Y15-D  
1920 Preston  
Type Tram



Y41  
1932  
Mercedes  
Truck



Y1-G  
1936  
Jaguar  
SS 100



Y5-C  
Leyland  
Titan



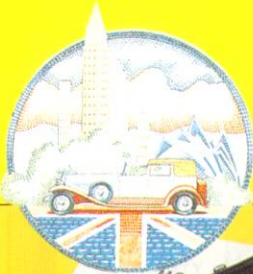
SPECIAL  
EDITION  
Y46 1868  
Merryweather  
Fire Engine



SPECIAL  
EDITION  
Y43 1905  
Busch Steam  
Fire Engine





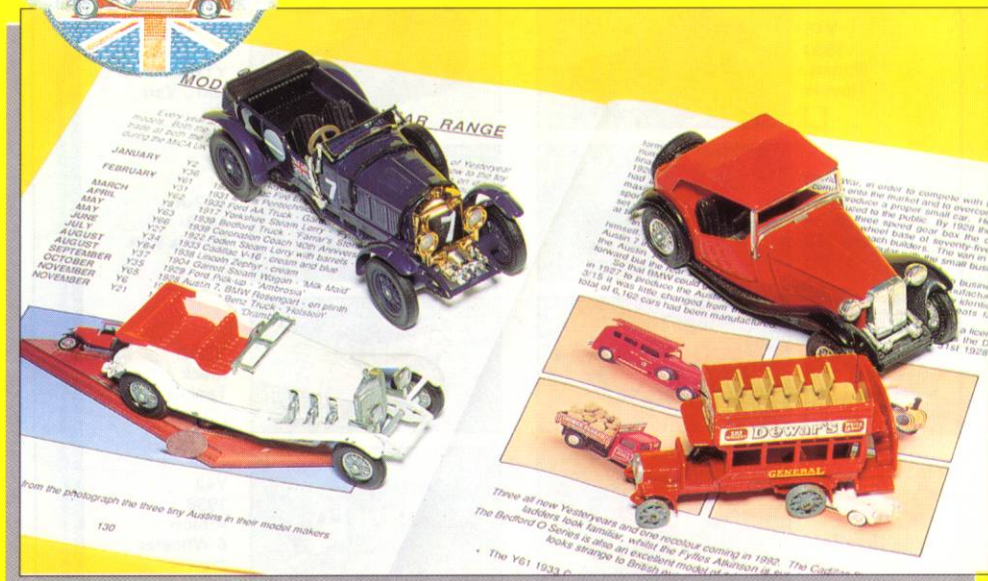


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