

CORGI®



KEY
PUBLISHING
SPECIAL
SERIES



Harry Potter



WIZARDING
WORLD

© Mr. Peam



The Beatles Yellow Submarine



WELCOME TO THE CORGI RANGE FOR 2020!

HELLO AND A BIG WELCOME, IN MORE WAYS than one, to the 2020 Corgi Catalogue!

You may well have noticed that to fit the majority of the 2020 range in this catalogue it feels much bigger in your hands than it has done in recent years. We have had to scale up this edition compared to many year's previous, and yes you read that right, fit in the majority of products recently announced. We are keeping some exciting 2020 releases under wraps for the time being, so make sure you are signed up to the Corgi emailing list to receive up-to-date information and announcements, plus follow us on our social media channels, and read our online blogs.

What follows on these pages is the largest and most exciting range in Corgi's recent history. We are introducing new product ranges as well as expanding on our core categories, ensuring that we adhere to our ongoing ethos that every release is as accurate as we can possibly make it. In Aviation Archive all of the aircraft releases have an incredible story to tell; whether it be the Jaguar that famously landed on the M55; the aircraft flown by Rudolf Hess when he flew to England to negotiate a peace deal (or was he captured? Even the Corgi team can't agree on that one!), or our model homage to the 80th anniversary of the Battle of Britain.

If you prefer your aircraft from an earlier era this year's range includes a release from every WWI aircraft tool that Corgi currently owns, as well as the brand-new piece of tooling inspired by consumer feedback and requests. Two stars of this year's range, presented in popular Red Baron inspired packaging, are the two WWI fighter aircraft that were responsible for the world's greatest fighter pilot's death.

We can promise you that the *Original Omnibus* Collectors have not been forgotten! We have a range of new, bright and beautiful liveries which we will further reveal throughout the year to add dimension to every kind of collection. We are confident that there is something for everyone, especially those looking to collect something new or even a one-off for those rum lovers out there.

We have even more new tooling in *Vanguards* this year, not one, not two, but three new moulds.

We have listened to the multitude of Ford enthusiasts and to celebrate the release of one of these new tools we are offering an incredibly special, strictly limited, gift set which celebrates the Ford Escort RS in each of its iconic variants throughout the years.

As ever, every re-livery in *Vanguards* is accompanied by a truly intriguing story. Within this year's collection we have the hybrid car owned by Lotus founder Colin Chapman and the first Subaru in the Vanguard collection for several years. A big year for James Bond also marks the 55th anniversary of 007 and Corgi having been intertwined. Everyone's favourite M16 agent is set to make his 25th on screen appearance in the newest film in the franchise, 'No Time to Die'. The blockbuster film will feature a series of Aston Martins which remain synonymous with the franchise, and as per tradition Corgi is releasing a range of Bond cars to compliment the release.

Sticking with the Film and TV theme, a whole new generation has fallen in love with the Wizarding World of Harry Potter, which means a whole new generation of die-cast collectors! Corgi has always been associated with Film, TV and Pop Culture releases, so in 2020 we are investing in even more tooling for the category. A motorcycle and side car made famous by Half Giant, Hagrid, will speed into the Corgi range this year to compliment the three current Harry Potter models. There's also a further surprise to come for Harry Potter fans, so be sure not to miss the announcement later in the year.

Last, but certainly not least, we announce several new product ranges. High quality, as you would expect from Corgi, with a new, wider variety of subject matter to appeal to you, your family and friends. Maybe these will even inspire them to start their collections!

Our Coca Cola range will expand, and we will be exploring new themes such as Peace and Love and a cheeky range based on the U.K.'s well loved tradespeople! Two newly tooled VW Camper Vans will also come in a variety of liveries to serve as special keepsakes for key moments in your loved one's lives.

We hope you enjoy exploring the ranges as much as we have enjoyed creating them. Have a great 2020!

The majority of Limited Edition models come with a certificate of authenticity stating the issue number.

NEW
Range

This is a brand new range

NEW
Tool

This is a brand new casting

NEW

This model is a new release

Available
Now

This model is in stock now

All new items featured in this catalogue are due between January and December 2020. For more information on product availability we recommend that you visit www.corgi.co.uk

All models photographed herein are handmade samples or computer generated renders produced specifically for the publication of this catalogue prior to production.

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Be sure to stay up to date with all of the latest Corgi news including exclusive previews of new models and behind the scenes info via our Facebook, Twitter and YouTube pages:

 facebook.com/corgidiecast

 twitter.com/corgi

 youtube.com/officialcorgi

Contact us

If you have any questions about the ranges in the catalogue, please contact our Customer Services Team via our social media channels or the details below who will be happy to help.

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HOBBIES**



McDonnell Douglas™

CONTENTS

DIE-CAST DIARIES.....	4 - 5	MILITARY LEGENDS	62 - 67
COLLECTABLE GIFTING	6 - 13	MILITARY LEGENDS IN MINIATURE	68 - 71
CHUNKIES	14 - 16	VANGUARDS	72 - 87
POP CULTURE	17 - 33	ORIGINAL OMNIBUS	88 - 93
SHOWCASE	34 - 36	POCHER	94 - 95
RED ARROWS	37	100 YEARS OF HORNBY.....	96 - 97
AVIATION ARCHIVE	38 - 61	SCALE AUTOS	98



Aviation enthusiasts cleared for take-off with Aerodrome.

Aeroplanes are the most exciting machines produced by man and have been a source of fascination since the Wright Brothers made their first successful manned, powered flight in 1903. Through two world wars, into the jet age and beyond, aeroplanes have always been at the cutting edge of technology and continue to enthral and inspire to this day – designed by geniuses, flown by heroes.

Our Aerodrome blog is produced with a love of all things aviation at its heart and is published in the community section of both the Corgi and Airfix websites. It is an indulgence in the subject of aviation and includes reports from Airshows and Museums, special aviation related events around the UK and regularly features historic articles from our extensive archives. Whether reporting from the atmospheric surroundings of the Great War airfield at Stow Maries, or bringing you the thrill of the flying action from the latest Royal International Air Tattoo, Aerodrome is the blog where aviation enthusiasts come together to share their passion for aviation.

www.corgi.co.uk/aerodrome



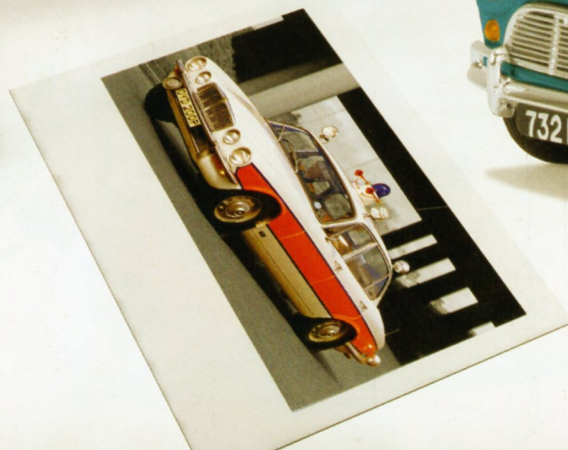
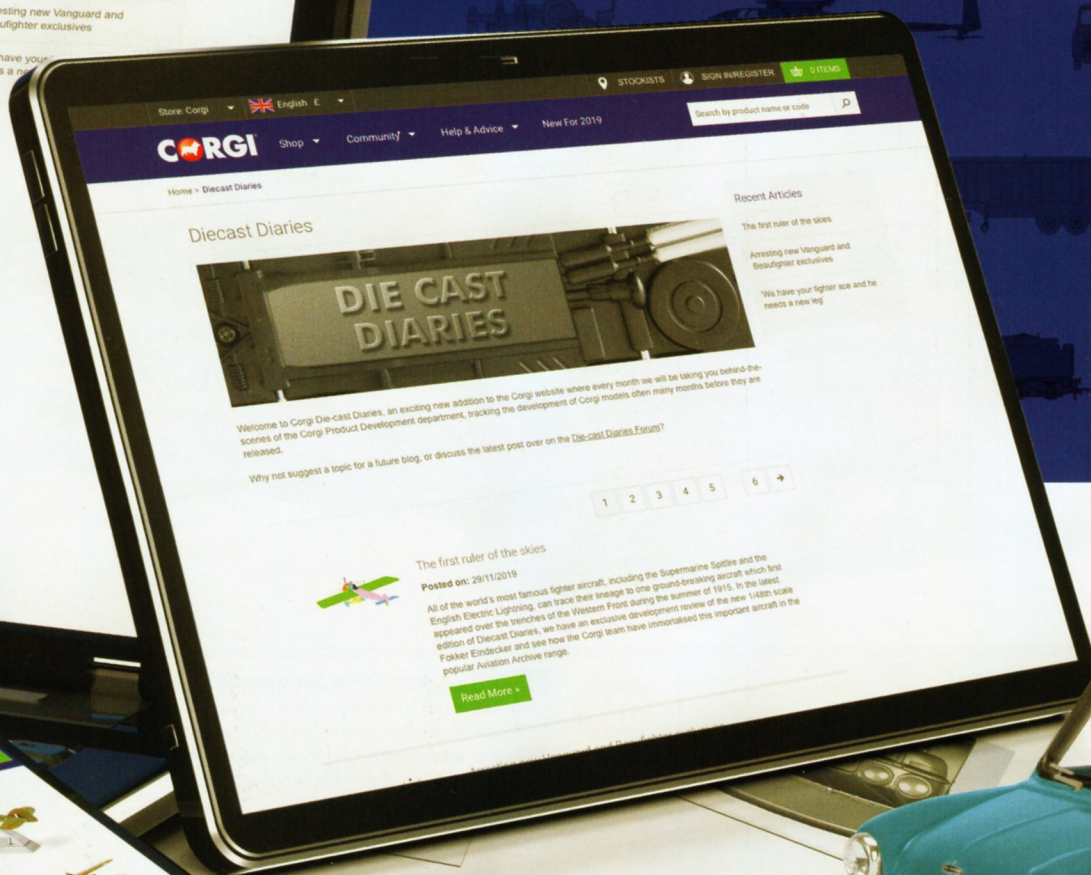
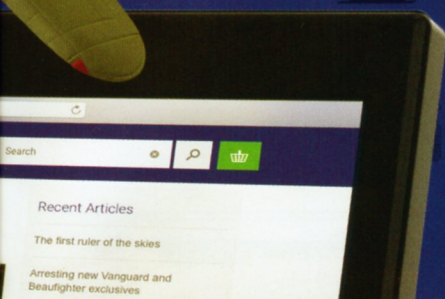
DIE-CAST DIARIES BLOG

Have you ever wondered how all the beautiful Corgi die-cast models we all love to collect are actually researched, developed and manufactured? If the answer is yes, you should consider joining the many thousands of model collectors who read our Die-cast Diaries development blog, with new editions produced every four weeks and published in the Community Section of the Corgi website.

For the past four years, Die-cast Diaries has brought Corgi collectors much closer to the world of our talented design and development team, offering a fascinating insight into their work and giving us all a greater appreciation of what it takes to get a new Corgi diecast model tooling from the computer screen, to the latest collectable addition to our display cabinets. With exclusive content and development images you will only see in our blog, this is your chance to delve into the wonderful world of Corgi like never before.

Whether you are looking to find out all the latest information on new model tooling announcements, or simply to immerse yourself in the nostalgia of Corgi model collecting, join the ever growing number of Corgi collectors who use the Die-cast Diaries blog as their first stop for all things Corgi. If it's of interest and it's Corgi related, you will hear about it first in our Diecast Diaries blog.

www.corgi.co.uk/news/diecast-diaries



Coca-Cola®

Corgi is proud to work with Coca-Cola to bring a range of the highest-quality die-cast models to the Coca-Cola and model collectables market. This range of models, all iconic in their own right, are liveried in symbols of this world famous brand from over a century of its history.

CC02725 Coca-Cola Ford Transit Mk1

1970s V1

Available
NOW

1:43

Length 103mm

A staple on the roads for over 50 years the Ford Transit van is an instantly recognisable friend to any tradesperson or house-mover and sometimes even doubles as a bed for festival goers.



CC02732 Coca-Cola Volkswagen Camper Van

Early 1960s

Available
NOW

1:43

Length 100mm

The VW Camper is a truly iconic vehicle that has a special place in many people's hearts and is instantly recognised by people of all ages and cultures.



CC02733 Coca-Cola Volkswagen Camper Van

Late 1960s

Available
NOW

1:43

Length 100mm

The Camper's influence was commercially widespread but also socially during the counterculture movement of the 1960s – hippie van/wagon inspired paintwork on a 'Camper' remains just as iconic today.



GS90644 Coca-Cola Concorde

Achieving speeds twice that of the speed of sound, Concorde is one of only two supersonic transports that have ever been operated commercially.

NEW

FTB

(Fit The Box)

Length 138mm



GS99727 Coca-Cola Stearman™

Originally used by various military forces surplus Stearman Bi-Planes were often sold to the public and became popular for use as crop dusters and sports planes, to this day they are made use of at air shows for wing-walking performances.

Available
NOW

FTB

(Fit The Box)

Wingspan 107mm



NEW

OM46623 New Routemaster London United, LTZ 1148, Route 10, Kings Cross, Coca-Cola®

1:76

Length 150mm

LIMITED EDITION



Available NOW

G582331 London Bus Coca-Cola® Christmas

1:64

Length 92mm



Available NOW

G582332 London Bus Coca-Cola®

1:64

Length 92mm



Peace & Love

Hippy: In the mid 1960's a movement began in the U.S. to celebrate Peace & Love, countering the country's involvement in the Vietnam War and pushing for more civil rights for everyone. The psychedelic floral designs became synonymous with the movement, with the hippies as they were then known, using Flower Power to get their message across.

Rainbow: The six colours seen in the rainbow designs of our modern communities have particular meanings: Red – life, Orange – healing, Yellow – sunlight, Green – nature, Indigo – serenity, Violet – spirit.

All these represent goals and ways of life for these communities and the wish to share them with the wider population.

NEW

G582337 London Bus
Rainbow

1:64

Length 123mm



NEW

G585929 London Taxi
Rainbow

1:36

Length 128mm



NEW TOOL

CC02738 Volkswagen Campervan
Peace Love & Freedom

1:43

Length 100mm



NEW TOOL

CC02739 Volkswagen Campervan
Peace Love & Rainbows

1:43

Length 100mm



NEW

CC02730 Volkswagen Campervan
Peace Love & Music

1:43

Length 100mm



NEW

CC02731 Volkswagen Campervan
Peace Love & Wishes

1:43

Length 100mm



Let's Celebrate!

Being of such high quality a model gifted from any of the Corgi collections is usually kept by its recipient as a treasured memento. With this ethos in mind we present the celebration range. The high quality model is presented in a premium box with a customisable gift tag, making any of these presents the perfect keepsake for landmark celebrations.

NEW

CC06806 Wedding Car

Every special couple remember their first journey together after their wedding service. Often made in a classic British car this wedding car is the perfect unique memento for any newlywed couple.

1:36

Length 130mm



NEW TOOL

CC02734 Volkswagen Campervan "Happy Birthday"

1:43

Length 100mm

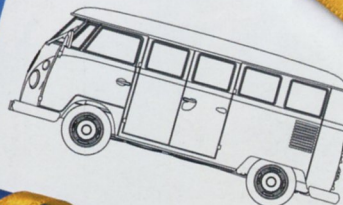


NEW TOOL

CC02735 Volkswagen Campervan "Happy Anniversary"

1:43

Length 100mm



NEW TOOL

CC02736 Volkswagen Campervan "Congratulations"

1:43

Length 100mm



NEW TOOL

CC02737 Volkswagen Campervan "Just Married"

1:43

Length 100mm



TOOLS OF THE TRADE

Everyone knows and loves a tradesperson. Whether it is a chippy off the old block, a sparky that lights up your life or a decorator that brings colour to your world. Who doesn't know of a polite, kind-hearted, tidy, prim and proper tradesperson that they admire and respect, always at the end of the phone ready to swoop in and fix your latest DIY disaster at a very reasonable cost!

Well... not everyone is quite so lucky. A bodge job from a tool of a plumber can literally lead to a spanner being thrown into the works. Who hasn't heard of an alarming (albeit entertaining) rogue trader horror story?

This light-hearted range, with tongue in cheek liveries, aims to bring smiles to faces.

Tradespeople, we love you!



NEW

CC02723 Ford Transit Mk1

"If this van's rocking don't start knocking"

Dirty has been taken to a whole new level with this trusty Ford Transit – We are sure it's all fun and games, but perhaps investigate those rumours about Dave the rival bricky and your wife before you give your trusty work van the spruce up it deserves.

1:43

Length 103mm



NEW

CC02724 Ford Transit Mk1 *"Also available in white..."*

It isn't often our vehicles speak to us, but this classic Ford Transit van is crying out for some TLC. Originally the brightest, whitest, pristine work horse on the streets the new shade of grey brown doesn't quite do the van of such stature justice – and on top of that why does everyone keep honking?

1:43

Length 103mm



NEW

CC02722 Ford Transit Mk1

"Bodgit and Scarper"

Between 10:30am and 4pm every day (excluding weekends, Friday afternoons and Monday mornings) Bodgit and his (mostly) reliable co-worker Scarper are the handymen you need! (None of this diversity business!) Small jobs preferred. No refunds given.

1:43

Length 103mm



Available
NOW

RNLI0001 RNLI Gift Set

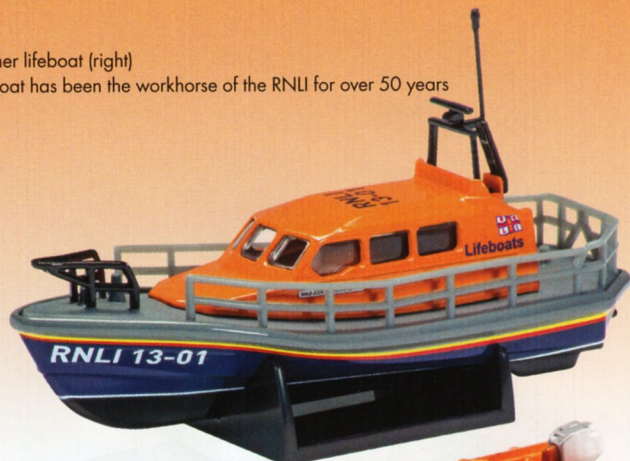
Founded in 1824, the RNLI is a unique charity. Funded by public donations, it provides a 24/7 search and rescue service around the coastlines of the UK and Republic of Ireland. It designs and builds its own lifeboats, and the vast majority of its lifeboat crew members are volunteers – ordinary people from all walks of life who give up their time to help others. As well as lifeboats, the RNLI provides a beach lifeguard service. The charity also works to improve water safety through education and awareness campaigns, as well as sharing its expertise with life-saving organisations overseas. There are over 350 lifeboats in the RNLI fleet based at stations around the UK and Ireland. Find out more at RNLI.org. Our RNLI gift pack combines three of the most iconic:

- The Severn Class lifeboat (1:173) – the largest lifeboat on the fleet (left)
- The Shannon Class lifeboat (1:136) – the most agile and manoeuvrable all-weather lifeboat (right)
- The Land Rover Defender and D Class Lifeboat (1:83) – The D Class inshore lifeboat has been the workhorse of the RNLI for over 50 years



Lifeboats

A
MINIMUM OF
£1.40 FROM THE
SALE OF THIS
PRODUCT WILL BE
PAID IN SUPPORT
OF THE RNLI*



*Payments are made to RNLI (Sales) Ltd (which pays all its taxable profits to the RNLI, a charity registered in England and Wales (209603), Scotland (SC037736), the Republic of Ireland (20003326), the Bailiwick of Jersey (14), the Isle of Man and the Bailiwick of Guernsey, of West Quay Road, Poole, Dorset BH15 1HZ

Available
NOW

CC82107 Classic Mini

90th Birthday of HM QE II

1:36

Length 85mm



Available
NOW

CC82108 Classic Mini

70th Anniversary of HM Queen Elizabeth II & HRH Prince Philip, Duke of Edinburgh

1:36

Length 85mm



Available
NOW

CC82326 Classic Routemaster

90th Birthday of HM QE II

1:64

Length 123mm



Available
NOW

CC82327 Classic Routemaster

70th Anniversary of HM Queen Elizabeth II & HRH Prince Philip, Duke of Edinburgh

1:64

Length 123mm



CORGI[®] BEST *of* BRITISH

The Corgi Best of British collection is a series of quality, die-cast metal souvenir British vehicles. Corgi has been producing toys and models since 1956 and this range includes some of the most iconic British vehicles from the last half-century.

In 2020 we are expanding the range to include even more of the UK's iconic vehicles to the collection. Perfect for collectors of all ages.

NEW

GS82112 Classic Mini Green, Union Jack

1:36

Length 85mm



NEW

GS82113 Classic Mini Blue, Union Jack

1:36

Length 85mm



Available NOW

GS82109 Classic Mini Red, Union Jack

1:36

Length 85mm



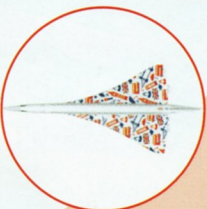
NEW

GS84007 Concorde

FTB

(Fit The Box)

Length 185mm



DID YOU KNOW?

With a cruising altitude of nearly 60,000ft (high enough to see the curvature of the Earth and the darkness of space), Concorde wasn't just supersonic; it flew at up to Mach 2.04 making New York to London in under 3hrs.



Available
NOW

GS85924 Taxi
Black

DID YOU KNOW?

Due to the famed Savoy Hotel, London black cabs must have a turning circle no greater than 25ft/8m, as the hotel entrance's small roundabout meant that taxis needed the small turning circle in order to navigate it.

1:36

Length 128mm



NEW

GS87104 Fire Engine

1:64

Length 140mm



NEW

GS82336 London Bus
Union Jack

1:64

Length 92mm



Available
NOW

GS82328 London Bus
Red, London Skyline

1:64

Length 92mm



Available
NOW

GS89202 New Bus For London Red, London Skyline

1:76

Length 150mm



Available
NOW

CC82330 Scottish Bus Blue, Edinburgh Skyline

1:64

Length 92mm



Chunkies

Chunky Rolling Fun!

This new range from Corgi offers these fantastic toys with moving interactive parts, free-rolling soft-tyred wheels, left and right-hand drive, and strong child-proof build! Suitable for 3 to 6 year olds.



Available NOW

CH007 Off Road Police S.W.A.T.

FTB

(Fit The Box)

Length 114mm



Available NOW

CH066 Police Tow

FTB

(Fit The Box)

Length 120mm



Available NOW

CH068 Police S.W.A.T. Truck

FTB

(Fit The Box)

Length 120mm



Available NOW

CH075 Off Road DHN Police, U.K.

FTB

(Fit The Box)

Length 114mm



Available NOW

CH087 Armoured Police Truck

FTB

(Fit The Box)

Length 120mm



Available NOW

CH079 Police Tow, U.K.

FTB

(Fit The Box)

Length 120mm



Available NOW

CH087 Armoured Police Truck

FTB

(Fit The Box)

Length 120mm



Available NOW

CH064 Armoured Truck

FTB

(Fit The Box)

Length 120mm



Available NOW

CH006 Off Road Fire Engine, U.K.

FTB

(Fit The Box)

Length 114mm



Available
NOW

**CH031 Ladder
Fire Truck, U.K.**



FTB

(Fit The Box)
Length 122mm



Available
NOW

**CH032 Rescue Unit
Fire Truck, U.K.**



FTB

(Fit The Box)
Length 122mm



Available
NOW

**CH033 Airport Fire with
Crane & Snorkel, U.K.**

FTB

(Fit The Box)
Length 122mm



Available
NOW

CH070 Rescue Fire Truck

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH082 Rescue Unit
Fire Truck U.K.**

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH067 Airport Fire Truck,
U.K.**

FTB

(Fit The Box)
Length 120mm



Available
NOW

CH069 Ambulance Truck

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH081 Emergency
Ambulance Truck UK**

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH008 Off Road Military
with Rocket**

FTB

(Fit The Box)
Length 114mm



Available
NOW

CH034 Military Armoured

FTB

(Fit The Box)
Length 120mm



Available
NOW

CH063 Military Radar Truck

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH076 Off Road Military
with Rocket, U.K.**

FTB

(Fit The Box)
Length 114mm



Available
NOW

CH077 Military Armoured, U.K.

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH078 Military Radar
Truck, U.K.**

FTB

(Fit The Box)
Length 120mm



Available
NOW

**CH039 Loader Tractor
Construction, Yellow**

FTB

(Fit The Box)
Length 122mm



Available
NOW

CH040 Road Roller

FTB

(Fit The Box)

Length 122mm



Available
NOW

CH049 Crane Truck

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH050 Dump Truck, Yellow

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH071 Tipper Truck

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH085 Loader Tractor Construction, Orange

FTB

(Fit The Box)

Length 122mm



Available
NOW

CH086 Dump Truck, Orange

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH009 Off Road Farm

FTB

(Fit The Box)

Length 114mm



Available
NOW

CH041 Farm Tractor with Clamp, Green

FTB

(Fit The Box)

Length 122mm



Available
NOW

CH074 Farm Truck

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH083 Farm Tractor with Clamp, Blue

FTB

(Fit The Box)

Length 122mm



Available
NOW

CH010 Off Road Safari, Yellow & Black

FTB

(Fit The Box)

Length 114mm



Available
NOW

CH084 Off Road Safari, Black & White

FTB

(Fit The Box)

Length 114mm



Available
NOW

CH065 Tow Truck

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH072 Snow Plough Truck

FTB

(Fit The Box)

Length 120mm



Available
NOW

CH073 London Bus, U.K.

FTB

(Fit The Box)

Length 118mm



Available
NOW

FTB

(Fit The Box)

Lengths
TB1 94mm
TB3 105mm**CC00901 Thunderbirds 1 & 3**

Gerry and Sylvia Anderson's iconic Sci-Fi TV show blasted onto television screens in 1965, using a unique puppet system known as Supermarionation. Set in the year 2065 on a secret island base, known as Tracy Island, the series stars the Tracy family, their London agent Lady Penelope and teenage genius Brains, who together battle the forces of evil as "International Rescue". Thunderbird 1 is International Rescue's fast-response vehicle, usually the first to arrive at an incident and normally piloted by Scott Tracy. Thunderbird 3 is designed for space rescue and is usually piloted by Alan Tracy.

THUNDERBIRDS™

Available
NOW

FTB

(Fit The Box)

Length 120mm

CC96307 Captain Scarlet Classic Spectrum Saloon Car

First appearing on screens in 1967, cult TV show *Captain Scarlet and the Mysterons* – from *Thunderbirds* creators Gerry and Sylvia Anderson – told the action-packed story of the titular indestructible Spectrum agent who could recover fully from fatal injuries, thanks to the Mysteron healing factor known as 'retro-metabolism'. Among the fleet of vehicles operated by Spectrum in their battle against the Mysterons was this classic Spectrum Saloon Car, a sleek mode of transport designed to allow multiple agents to rapidly reach their destination.

GERRY ANDERSON'S

CAPTAIN SCARLET™

AND THE
MYSTERONS



NEW

1:36

Length 123mm

Figurine Height 60mm

CC05503 Back to the Future DeLorean and Doc Brown Figurine

Great Scott! Prepare to go Back to the Future in celebration of the film's 35th anniversary with this new die-cast release of the most famous time machine to ever grace the screen! Inventor Doc Brown achieves the seemingly impossible when he builds a time machine.... out of a DeLorean!

After being sent back in time to 1955 when an experiment with Doc's invention goes wrong, young Marty McFly must make sure his parents get together to guarantee his existence, while enlisting the younger Doc to repair the damaged DeLorean so Marty can go Back to the Future that he hopes is still there! Featuring the unmistakable opening gull wing doors, a removable lightning rod conductor and detailed decoration that includes the iconic OUTATIME registration plate, this release includes a white metal figure of Doc Brown himself!

BACK TO THE FUTURE



MONTH DAY YEAR HOUR MIN
NOV 05 1955 01:21
DESTINATION TIME

MONTH DAY YEAR HOUR MIN
OCT 21 2015 01:22
PRESENT TIME

MONTH DAY YEAR HOUR MIN
JAN 01 1885 01:22
LAST TIME DEPARTED

TOP GUN MAVERICK

Once again, we feel the need... the need for speed! Captain Pete "Maverick" Mitchell returns to the skies in 2020. Corgi is proud to present a new range of die-cast metal model aircraft from the film, allowing you to recreate the soon to be legendary aerial moments that will thrill movie goers around the world.

NEW

CS90682 Maverick & Goose's F14[®] Tomcat[®] (Top Gun, 1986) and Rooster's F/A-18 Hornet[™] (Top Gun Maverick, 2020)

FTB

(Fit The Box)

Wingspans

F-14 110mm

F/A-18 80mm



NEW

CS90683 Maverick's F/A-18 Hornet[™] and P-51D Mustang[™] (Top Gun Maverick, 2020)

FTB

(Fit The Box)

Wingspans

P-51D 90mm

F/A-18 80mm



Product images are renders and livery is subject to change/revision.

PADDINGTON™



The adventures of everyone's favourite Peruvian bear have been an enduring classic since the first Paddington Bear books were launched in 1958. The popularity of the books led to a 1970s animated series for children's television with every new generation since falling in love with the well-mannered bear.

Paddington is timeless as proved by a resurgence of bear mania in 2014 when the 'Paddington' feature film was released.

The next couple of years are set to be super busy for this little bear. 2020 will see a new animated TV series hit the screens for his younger fans and in 2021 cinema screens worldwide will be showing the third Paddington feature film.

NEW

CC82331 Paddington™ London Bus and Figurine

This traditional London Bus celebrates everything Paddington loves! The skyline shows some of his favourite sights in London, the stamps show his love of adventure and the number plate is a nod to his favourite food!

This bus is the perfect toy for Paddington lovers of all ages. You can join Paddington on his adventures around London as this lovely, high quality, toy also comes with a figure of the adorable bear himself.

1:64

Length 123mm

Figurine Height 55mm



55mm tall

Image is for demonstration purposes of TBC Paddington figurine.



Available NOW

CC85925 Paddington™ Taxi and Figurine

What's more iconic of London than a black cab?! No doubt while on another adventure around the big city, the ever-young Peruvian bear seems to have had his marmalade clad paws all over this iconic black taxi! Paddington is well known for his love of Marmalade; he often carries a jar in his suitcase and always keeps a marmalade sandwich under his hat in case of emergencies!

1:36

Length 128mm

Figurine Height 55mm



Available NOW

CC89203 Paddington™ New Routemaster

Paddington is well known for loving an adventure, especially in his adopted city of London. On his travels Paddington often sees 1 of the 1000 new Routemaster buses that have been manufactured for the city of London since 2012.

This specially packaged Routemaster features a Paddington livery and route 1 Paddington destination board.

*Marmalade sandwiches not included

1:76

Length 150mm



Harry Potter



Step into the Wizarding World, a magical universe created by J.K. Rowling, as we bring to life all the mesmerising magic and action from the Harry Potter movies with our new range of models. Fans of all ages will love collecting all of these beautifully detailed, iconic models.

In 2020, Corgi is excited to expand its range of products inspired by the Wizarding World with an all new die-cast metal recreation of Hagrid's Motorcycle and Sidecar. In addition, look out for more magical surprises later in the year.



Available
NOW

CC99724 Harry Potter Hogwarts Express

Have you received your letter to attend Hogwarts School of Witchcraft and Wizardry this year? If so, make sure you are ready on Platform 9 3/4s at King's Cross Railway Station on September 1 at precisely 11 o'clock in the morning, as that's when the iconic Hogwarts Express departs for the first day of term! Drawn by a distinctive red locomotive, the train was the site of several first meetings with the friends (and enemies) who would play such an important role in Harry Potter's future adventures.

1:100

Length 190mm



Available
NOW

CC99725 Harry Potter Flying Ford Anglia With Harry Potter and Ron Weasley Figurines

Missed the Hogwarts Express? This disastrous scenario befell Harry Potter and Ron Weasley at the very start of their second year at Hogwarts, but thankfully the pair were able to 'borrow' Mr Weasley's enchanted flying Ford Anglia. But Harry and Ron's trip in the car came to a sudden end when they accidentally crash-landed into the Whomping Willow in the Hogwarts grounds. The car disappeared into the Forbidden Forest much to the despair of Ron's parents – where it turned wild.

1:43

Length 90mm

Figurine Height
35mm



Available
NOW

CC99726 Harry Potter Knight Bus

Lost far from home or need to escape an approaching moment of great peril? Thankfully, the Knight Bus is available for Wizards in need. Coming to Harry Potter's rescue before he began his third year at Hogwarts, the distinctive triple decker bus is magically enchanted to speed through the streets, squeeze through any gap, and brake in an instant, enabling it to reach any destination (except those underwater). In Harry Potter and the Prisoner of Azkaban the three levels of the bus are furnished with beds for an overnight stay on long trips, as well as a chandelier to bring a touch of class to the interior.

1:76

Length 106mm



NEW
TOOL

CC82331 Hagrid's Motorcycle and Sidecar

In need of a helping hand from the friendliest half-giant to reside at Hogwarts School of Witchcraft and Wizardry? Then Hagrid's motorcycle and sidecar is the mode of transportation you're most likely to see him arrive on. While typically unconventional, Hagrid often rode this enchanted flying vehicle which once belonged to Harry's godfather, Sirius Black

1:36

Length 58mm



HOGWARTS SCHOOL
UNIFORM EQUIPMENT BOOK LIST

Available
NOW

OM46513 Wright Eclipse Gemini 2

Harry Potter Warner Bros. Studio Shuttle Bus

Up to 6,000 visitors a day visit the studios and a shuttle bus, operated by Mullany's Buses, runs from Watford Junction station to the Studio Tour, with a journey time of around 15 minutes.

This model, BD12 TFX, with its distinctive Harry Potter Studio Tour graphic wrap, represents one of two Wright Eclipse Gemini 2 buses that were operated on the route by Mullany's.

1:76

Length 142mm

SPECIAL
EDITION

MAGICAL
FEATURES



ONLY FOOLS and HORSES

Cushy! Corgi is thrilled to present die-cast model vehicles from Only Fools and Horses, one of the most beloved British comedy series ever to grace our telly boxes! Trotter's Independent Traders remains in rude health as one of the nation's favourite companies, and Derek Trotter Esq is delighted to authorise Corgi to reproduce his most iconic mode of transport, alongside some other memorable vehicles from his adventures with Rodney, Grandad, Uncle Albert and the rest of the gang. Don't be a plonker! Collect the Corgi Only Fools and Horses collection today!



NEW

CC85803 Del Boy's Reliant Regal

Probably the most recognisable vehicle to ever grace the streets of Peckham, Del Boy's yellow Reliant Regal is a three wheeled marvel (it should have been written off years ago) that lacks road tax but comes with a pair of fluffy dice as standard. The main mode of transportation for the hard working staff of Trotter's Independent Traders, the Reliant Regal is the work horse of the business and like any old nag breaks down unexpectedly and frequently.

1:36

Length 94mm



NEW

CC99182 Del Boy's Reliant Regal and Ford Capri Mk2

In true Trotter style, we're delighted to give you two for the price of two! In addition to the Reliant Regal, this double pack features Del Boy's tastefully decorated Ford Capri Mk2, purchased by Del to allow him to separate business and pleasure. As such, the Capri became the family car, with the Reliant continuing with its true purpose of hauling a load of unsellable clobber to the town market each week.

1:36

Lengths

Reliant Regal
94mm

Ford Capri Mk2
124mm



NEW

CC02741 'The Jolly Boys Outing' Plaxton Panorama

Percy's Luxury Tours of Peckham

The tradition of the annual Jolly Boys Outing fell under Del Boy's organisation for nearly two decades, before the now legendary events of the 1989 excursion to Margate. A particularly incident packed affair, the members of the trip boarded this coach run by Percy's Luxury Tours of Peckham, with onboard entertainment provided by one of Del's slightly dodgy (as in 'flammable') radio systems. Preparing to begin the return journey home, the radio combusted, burst into flames, and then caused the coach to explode, stranding everyone in Margate. (Trust us though, it's not that bad.)

1:76

Length 146mm



BRILLIANT*
 Celebrating 30 Years of Mr Bean!
 Rowan Atkinson's comedy character,
 who he once described as "a child in
 a grown man's body", famously got
 into a series of slapstick scrapes on
 both television and cinema screens
 while trying to navigate everyday
 life. Corgi is delighted to bring you
 more new models featured in
 Mr Bean's long running adventures,
 allowing you to recreate some of his
 GENIUS ~~memorable~~ moments at home!
 *NB: This has been faithfully corrected by
 Mr Bean (of London)

© Mr. Bean



mr Bean



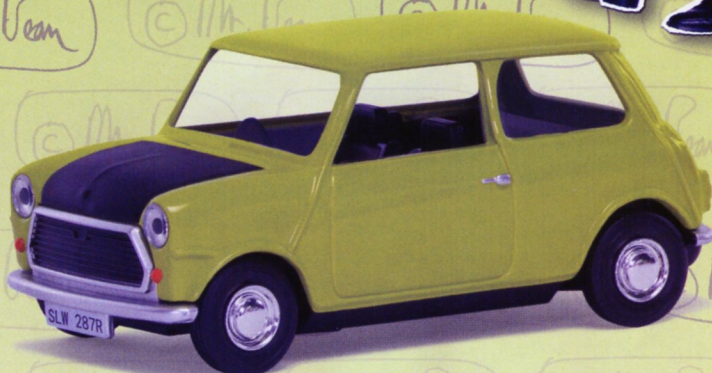
NEW

CC82115 Mr Bean's Mini 30 Years of Mr Bean

Aside from Teddy, this Austin Citron Green 1977 British Leyland Mini 1000 is Mr Bean's most treasured possession.... though he often isn't very careful with it. Fitted out with a foolproof security padlock system on the driver's door, this release of Mr Bean's Mini will be produced in all new celebratory packaging for the 30th anniversary of his first appearance on television screens.

1:36

Length 85mm



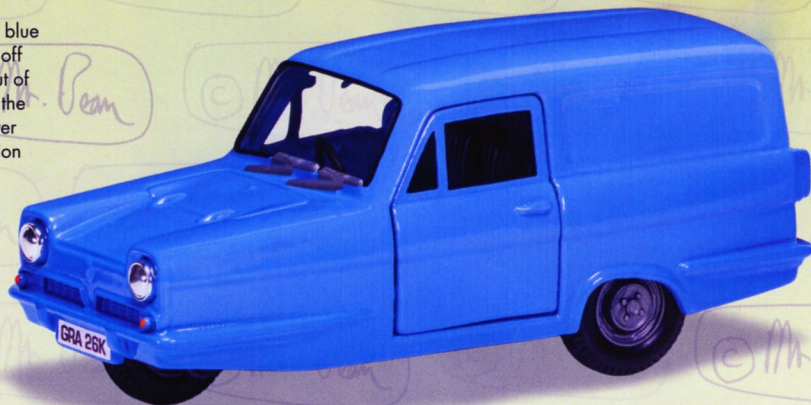
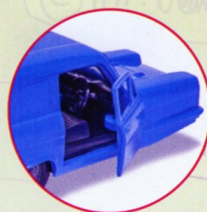
NEW

CC85804 Reliant Regal – Mr Bean

Who the driver is we may never know, but every time this blue Reliant Regal encounters Mr Bean's Mini it always comes off the worst. Whether it's being run off the road, bumped out of car parking spaces or just constantly being toppled over, the driver of this Reliant Regal may be the closest Mr Bean ever comes to having a nemesis.... if our hero ever paid attention to it long enough to realise it's always the same car!

1:36

Length 94mm



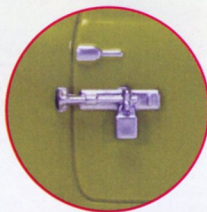
NEW

CC82114 Mr Bean's Mini 'Do-It-Yourself Mr. Bean'

It's never easy to resist the January Sales, but when you're Mr Bean, you own a Mini, and you buy too much, improvising is always the key. While the interior may be stuffed with bargain purchases, the only solution available to Mr Bean is to modify the car to drive it home seated in a new armchair carefully installed on top of the roof. A complex system of ropes, pulleys, broom handles and bricks all work brilliantly, until the unfortunate appearance of a hill on the journey home....

1:36

Length 85mm



NEW

1:50

Length 128mm

Figurine Height 50mm

CC09003 J. Jones Thornycroft Van and Mr Jones Figurine

Don't panic! The beloved yet bumbling Home Guard platoon of Walmington-on-Sea protected the Second World War front line of England for nine series of classic British television comedy. One of the most useful tools at Captain Mainwaring's disposal was Corporal Jones' Thornycroft van, modified from its usual use as a butchers delivery van to transport the platoon on manoeuvres. With the addition of moving port holes for the men to deploy their rifles while staying in relative safety, the vehicle bolstered the reach of the platoon on many of their exterior training missions. This release includes a white metal figure of Corporal Jones, trusty bayonet in hand.



DAD'S ARMY



Available NOW

1:45

Length 128mm

CC03502 Chitty Chitty Bang Bang

Released in 1968, the beloved musical *Chitty Chitty Bang Bang* is an adventure packed with songs, humour, and invention while starring one of the most famous cars ever seen on the silver screen. The movie is loosely based on the 1964 novel by Ian Fleming with the screen adaptation written by iconic children's author Roald Dahl and directed by Ken Hughes.

The wings are moveable and the car will contain all four characters from the original. November 1968 release, Dick Van Dyke's character Caractacus Potts, Adrian Hall's Jeremy Potts, Heather Ripley's Jemima Potts and Sally Ann Howes' Truly Scrumptious!

Chitty Chitty Bang Bang



007TM

Alongside a new vintage inspired release of our most famous ever die-cast model and a pair of new triple pack collector sets, Corgi is delighted to introduce a new selection of die-cast metal vehicles as seen in the James Bond film franchise. This new collection is enclosed in premium styled packaging and celebrates the enduring connection Corgi shares with the James Bond film series.

In 2020, the World's most famous secret agent returns to cinemas for his twenty fifth motion picture. Prepare to join the adventure with Corgi.

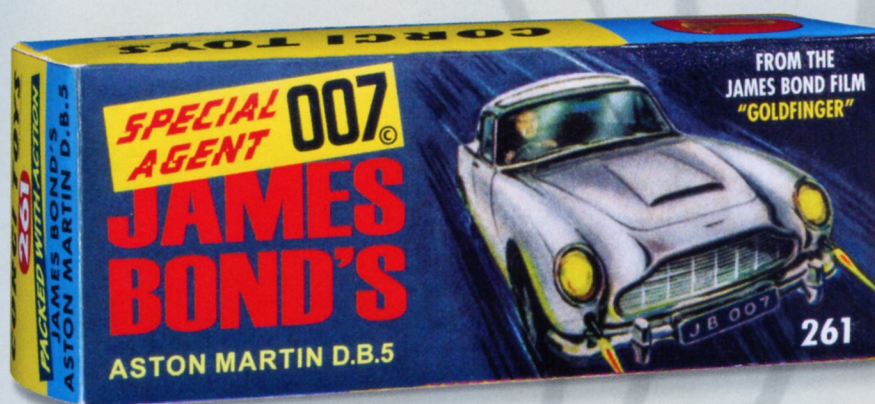
NEW

RT26101 James Bond Aston Martin DB5 'Goldfinger' 60's version

Pay attention 007! Indisputably the most famous Corgi product release of all time, the 60's version of the James Bond Aston Martin DB5 from 'Goldfinger' is a feature packed replica worthy of Q Branch. Featuring the originally released gold colouration, rotating number plates, a retractable bullet proof rear shield, extending front over-riders, pop out machine guns, and, of course, a functioning passenger ejector seat, this new version of the all-time classic model is now being produced in the original packaging from the very first Corgi No. 261 release from 1965, including a set of instructions hidden in a secret compartment. Both an iconic car and an iconic toy, the new 60's James Bond DB5 from 'Goldfinger' is the most exacting replica of the original classic available.

1:36

Length 125mm



A new version of the most famous car ever produced by
CORGI

The original box style has been re-created to replicate the look of the 1960s release!

NEW

TY99284 James Bond Aston Martin Collection V12 Vanquish, DB5 & DBS

Aston Martin shares a long association with the exploits of James Bond, and this new set of die-cast vehicles brings you a collection of 3 memorable Aston Martins used by 007. The Aston Martin DB5 from 'Goldfinger', the Aston Martin V12 Vanquish from 'Die Another Day' and the Aston Martin DBS from 'Casino Royale' combine as a triple pack of glamorous vehicles from across the film series.

FTB

(Fit The Box)

Lengths
V12 Vanquish
85mm
DB5 85mm
DBS 85mm



NEW

TY99283 James Bond Alternative Transport Modes Collection Space Shuttle, Gyrocopter 'Little Nellie' & Lotus Esprit

James Bond isn't just restricted to the use of beautiful cars in his adventures. This triple pack features the 'Little Nellie' autogyro, the Lotus Esprit submarine and the 'Moonraker' space shuttle as a showcase of the more unusual alternative modes of transport 007 has made use of to fulfil his missions.

FTB

(Fit The Box)

Lengths/Rotor Span
Space Shuttle
90mm
Gyrocopter
110mm
Lotus Esprit
90mm



Available NOW

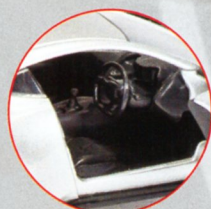
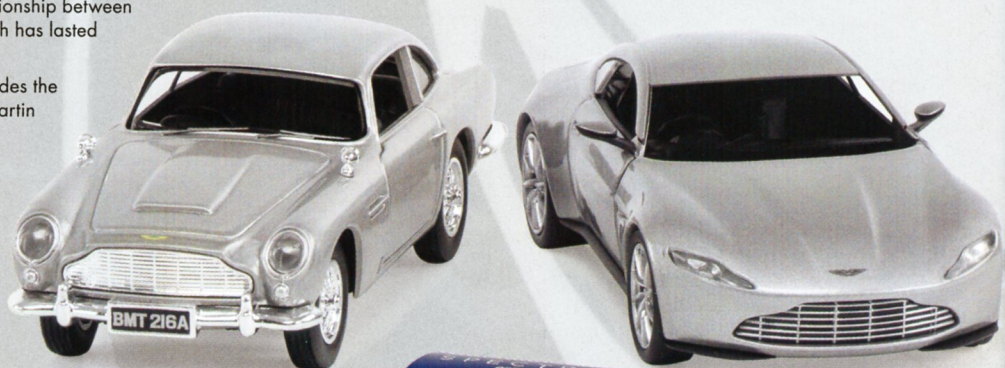
CC08099 James Bond Aston Martin Twin Pack 'Spectre'

This special pack celebrates a relationship between James Bond and Aston Martin which has lasted for over fifty years.

1:36

Lengths
DB5 125mm
DBS 122mm

This pair of 1:36 scale models includes the Aston Martin DB5 and the Aston Martin DB10, both of which appear in the James Bond film, 'Spectre'



NO TIME TO DIE

007

In 2020, James Bond returns in his twenty fifth screen adventure, 'No Time To Die'

Bond has left active service and is enjoying a tranquil life in Jamaica. His peace is short-lived when his old friend Felix Leiter from the CIA turns up asking for help. The mission to rescue a kidnapped scientist turns out to be far more treacherous than expected, leading Bond onto the trail of a mysterious villain armed with dangerous new technology.

NEW

CC04805 James Bond Aston Martin V8 Vantage 'No Time To Die'

Making a return for the first time since 'The Living Daylights', the classic and muscular Aston Martin V8 Vantage is back in 'No Time To Die' James Bond's newest adventure.

1:36

Length 131mm



NEW

CC04314 James Bond Aston Martin DB5 'No Time To Die'

Rebuilt by Q by the conclusion of 'Spectre', the iconic Aston Martin DB5 returns again in 'No Time To Die'. This DB5 features a brand new Italian registration plate, and this classic is never far away from the inevitable action that follows James Bond wherever he goes.

1:36

Length 125mm



NEW

1:36

Length 125mm

CC04313 James Bond Aston Martin DB5

'Casino Royale'

Originally won by 007 in a not-so-friendly game of poker from Alex Dimitrios in 'Casino Royale', this left hand drive incarnation of the Aston Martin DB5 features a unique blue and yellow registration plate from the capital city of the Bahamas, Nassau.

CASINO ROYALE 7



NEW

1:36

Rotor Span 205mm

CC04604 James Bond Gyrocopter 'Little Nellie'

'You Only Live Twice'

The 'Little Nellie' autogyro is a small one person aircraft, fully fitted out with a powerful selection of gadgets by Q Branch. Flown on an armed reconnaissance mission by James Bond in 'You Only Live Twice' Little Nellie is forced to prove its mettle when it is engaged by helicopters operated by SPECTRE.

YOU ONLY LIVE TWICE



NEW

1:36

Length 129mm

CC03804 James Bond Aston Martin DB5

'On Her Majesty's Secret Service'

The first new Aston Martin driven by James Bond since the debut of the DB5 is the Aston Martin DB5 in 'On Her Majesty's Secret Service'. Other than a telescopic rifle concealed in the glove compartment, this car is gadget free.

ON HER MAJESTY'S SECRET SERVICE



NEW

CC04705 James Bond Lotus Turbo*'For Your Eyes Only'*

James Bond continued his association with Lotus in *'For Your Eyes Only'* driving this copper coloured Lotus Esprit Turbo in the latter half of the film. Featuring two pairs of skis mounted to the roof, this striking vehicle stands out against the snowy slopes when Bond's mission to retrieve a stolen missile targeting system takes him to the Italian Alps.

1:36

Length 118mm



FOR YOUR EYES ONLY™

NEW

CC05105 James Bond BMW 750i*'Tomorrow Never Dies'*

The BMW 750iL driven by James Bond in *'Tomorrow Never Dies'* is fully fitted out by Q Branch with an almost bewildering array of tricks, not least being able to drive the vehicle via remote control on a mobile phone. 007 puts this ability to particularly good use during an action-packed chase in a multi-storey car park in Hamburg.

1:36

Length 139mm

*Tomorrow Never Dies*

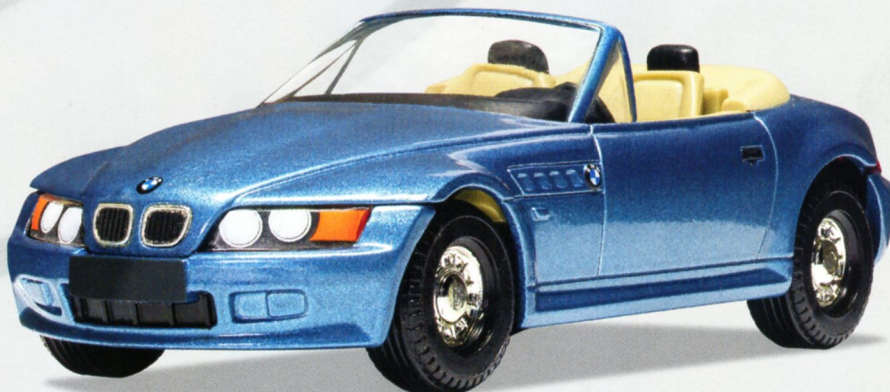
NEW

CC04905 James Bond BMW Z3*'GoldenEye'*

The first non-British car to be issued to James Bond by Q Branch, the BMW Z3 Roadster seen in *'GoldenEye'* features a parachute braking system and Stinger missiles hidden behind the front headlights. In the end though, 007 does not need to use either in his pursuit of rogue MI6 agent Alec Trevelyan.

1:36

Length 113mm



GOLDENEYE™

THE BEATLES

NEW

CC42419 The Beatles Magical Mystery Tour Bus

The Beatles released the 'Magical Mystery Tour' album in 1967 to accompany the film of the same name which was first shown in the UK on Boxing Day. The record proved a huge success, it had multiple weeks at number one in the charts in multiple countries and was nominated for "Album of the Year" at the 1968 Grammy Awards. The re-release of this replica of the Bedford VAL used in the film is meticulously detailed, will appeal to both die-cast and Beatles collectors alike and is in new packaging for 2020.

1:76

Length 145mm



MAGICAL MYSTERY TOUR

Available NOW

CC05401 The Beatles Yellow Submarine

Hey Jude... or in fact any other Beatles fans out there! Corgi are proud to reintroduce the brilliant Yellow Submarine in model form. It has under-gone a refurb since last being release in 2008 and is now the most accurate representation of the model Corgi has ever released.

FTB

(Fit The Box)

Length 134mm

This bright and beautiful, fun-filled model, includes spring release hatches which reveal all four members of The Beatles. In your attempts to escape the Blue Meanies, push the model along and witness the rotating periscopes bob up and down as they did in the 1968 adventure.

The Beatles Yellow Submarine



NEW

CC85926 The Beatles London Taxi 'Let it Be'

Released on March 7th, 1970, as a single and later as the title track of The Beatles' twelve and final studio album, 'Let it Be' was written and performed by Paul McCartney and was the final single released before he announced his departure from the world famous band.

1:36

Length 128mm



NEW

CC85927 The Beatles London Taxi 'Twist and Shout'

Released on July 12th, 1963, as an EP in the UK, The Beatles' rendition of Phil Medley and Bert Russell's 'Twist and Shout' entered the EP chart at number one and stayed at in the top spot for an incredible twenty one weeks.

1:36

Length 128mm



NEW

CC85928 The Beatles London Taxi 'Hey Jude'

Released on August 26th, 1968, as a single, Hey Jude held the record as the longest song ever to top the UK singles chart when it made its debut. Written by Paul McCartney, the single release of 'Hey Jude' featured 'Revolution' as a B-Side.

1:36

Length 128mm



NEW

CC82333 The Beatles London Bus 'Yellow Submarine'

'Yellow Submarine'

1:64

Length 128mm



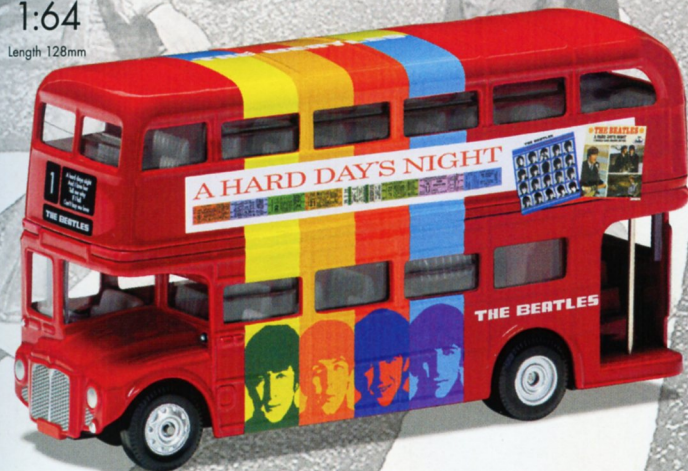
NEW

CC82334 The Beatles London Bus 'A Hard Days Night'

'A Hard Days Night'

1:64

Length 128mm



NEW

CC82335 The Beatles London Bus 'Help!'

'Help!'

1:64

Length 128mm





WORLD OF TANKS

Models shown are prototypes and may not be representative of final product

World of Tanks puts you in command of over 600 war machines from the mid-20th century, so you can test your mettle against players from around the world with the ultimate war machines of the era. Corgi are pleased to offer the first wave of highly detailed die-cast models to collect and enhance your gameplay.

NEW

WT91205 Tiger I

Development of the Tiger I was started in 1937 by the Henschel company. Mass production began in 1942, with an eventual total of 1,354 vehicles manufactured. The tank first saw combat in the fighting for Leningrad, and Tigers were at the forefront of battles from Tunisia to Kursk. Although production was discontinued in the summer of 1944, the Tiger I continued to see action until the end of the war.

FTB

(Fit The Box)
Length: 90mm



NEW

WT91207 King Tiger

The most heavily armored tank carrying the most powerful anti-tank gun. The vehicle's drawbacks included an overloaded suspension and engine-transmission group as well as excessive general mass. When engaging enemy vehicles at long range, the Tiger II had an upper hand over any other vehicle in terms of the gun and armor protection.

FTB

(Fit The Box)
Length: 115mm



NEW

WT91206 Panther

This famous tank was produced from January 1943 through April 1945, with a total of 5,796 vehicles built plus eight vehicles built on the F series chassis.

FTB

(Fit The Box)
Length: 100mm



NEW

WT91203 Panzer Ausf. D

The G variant of the Pz. IV was produced starting in May 1942. In April 1943 production began on the H variant—eventually the most massively produced version of the Pz. IV. The Ausf. H shared the upgraded gun of the Ausf. G, and utilized a single 80-mm front glacis plate instead of layered plates.

FTB

(Fit The Box)
Length: 83mm



NEW

WT91204 Churchill III

One of the most distinctive tanks of the Second World War, the British Churchill heavy infantry tank may have looked a little ungainly, but was actually an extremely capable fighting vehicle and one of the heaviest Allied tanks to see combat.

FTB

(Fit The Box)
Length: 83mm



NEW

WT91201 M48 Patton

A modification of the M48 tank of 1970, developed to modernize the remaining M48 tanks in service up to the M60 tank's level. The modification featured a new engine, armament, and fire control system.

FTB

(Fit The Box)
Length: 82mm



NEW

WT91202 Sherman M4 A3

The first production version of the Sherman, the most common American tank, with an amazing total of 49,234 vehicles manufactured. The Sherman first saw combat in North Africa.

FTB

(Fit The Box)
Length: 72mm





Corgi Showcase is a series of top quality die-cast metal model aircraft suitable for children aged three and over. Each model comes with a display stand and all the classic aircraft have a moving propeller. This series is ideal for the young aviation fan and offers a wide range of models to collect.

NEW TOOL

FTB

(Fit The Box)

Wingspan 75mm

CS90629 F-35® Lightning®

Our newly tooled Corgi Showcase line is destined to become an icon of aviation and is already making its mark worldwide. 14 years after development first started in the USA the first flight of an F-35A took place in December 2006. The F-35 was developed with the intention to replace the majority of US fighter jets with three variants (A, B and C) being designed to suit various combat missions. 10 countries worldwide have purchased a variation of the F-35 including the UK who so far own 15 of the F-35B which are used by both the RAF and the Royal Navy and are intended as a replacement for the Harrier GR9 and Tornado GR4.

STATISTICS

CREW: 1

LENGTH: 15.67m

WINGSPAN: 10.7m

MAXIMUM SPEED: 1,200mph

DID YOU KNOW?

Fully loaded the F-35A weighs 22,426kg the equivalent of over 11 London Taxis!



Model shown is used for illustration purposes only and does not represent the quality of the final model.

NEW

FTB

(Fit The Box)

Wingspan 80mm

CS90658 F/A-18 Super Hornet™



Model shown is used for illustration purposes only and does not represent the quality of the final model.

NEW

FTB

(Fit The Box)

Wingspan 77mm

CS90659 F-16® Fighting Falcon®



Model shown is used for illustration purposes only and does not represent the quality of the final model.

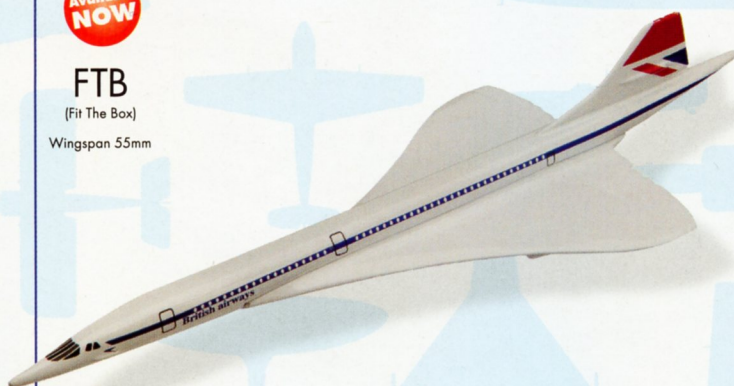
Available NOW

FTB

(Fit The Box)

Wingspan 55mm

CS90636 Concorde British Airways



Available NOW

FTB

(Fit The Box)

Wingspan 103mm

CS90650 Supermarine Spitfire



Available
NOW

CS90649 Avro Vulcan

FTB

(Fit The Box)

Wingspan 121mm



Available
NOW

CS90619 Avro Lancaster

CS90651 Avro Lancaster

FTB

(Fit The Box)

Wingspan 121mm



Available
NOW

CS90620 Hawker Hurricane

CS90652 Hawker Hurricane

FTB

(Fit The Box)

Wingspan 103mm



Available
NOW

CS90648 Eurofighter Typhoon

FTB

(Fit The Box)

Wingspan 82mm



Available
NOW

CS90623 AH-64 Apache Longbow™

FTB

(Fit The Box)

Rotorspan 116mm



Available
NOW

CS90624 Tornado GR4

FTB

(Fit The Box)

Wingspan 87mm



Available
NOW

CS90626 Vickers VC10

FTB

(Fit The Box)

Wingspan 106mm



Available
NOW

CS90627 P-51 Mustang™

FTB

(Fit The Box)

Wingspan 102mm



NEW

CS90686 Battle of Britain Collection

Supermarine Spitfire and Hawker Hurricane

As the most advanced fighter aircraft available to the Royal Air Force at the beginning of the Second World War, the Hawker Hurricane and Supermarine Spitfire formed the backbone of Fighter Command, as they prepared to face the might of the German Luftwaffe during the summer of 1940. Representing slightly different eras of aviation technology, the Spitfire was the very latest all metal design, more costly and time consuming to produce, but deadly in the air. By comparison, the Hurricane still employed many of the construction methods used on the biplane fighters of the 1930s and was much quicker and cheaper to produce than the Spitfire – it was also easier to repair should an aircraft sustain damage during combat operations. Between the two, they proved a winning combination in the skies above southern England, with the Spitfires usually engaging the more agile Messerschmitt Bf 109 fighters wherever possible, leaving the more numerous Hurricanes to deal with the bombers. Interestingly, whilst the Spitfire is always lauded as the saviour of the Battle of Britain, it was actually the Hawker Hurricane which claimed more enemy aircraft destroyed during the Battle of Britain than all of Britain's other defences combined, including the more famous Spitfire. As the aircraft of Winston Churchill's famous 'Few' the Spitfire and Hurricane protected Britain during her most pressing hour of need.



FTB

(Fit The Box)

Wingspans

Spitfire 103mm

Hurricane 103mm

NEW

CS90685 Defence of the Realm Collection F-35® and Eurofighter Typhoon

Representing today's modern and highly capable Royal Air Force, the Eurofighter Typhoon now performs the same interceptor role as that previously carried out by the famous Spitfires and Hurricanes of the Battle of Britain, protecting Britain's skies from unauthorised incursion. With RAF bases at Coningsby and Lossiemouth maintaining around the clock Quick Reaction Alert cover for the country 365 days a year, any potential hostile aircraft incursion is immediately challenged by one of the world's most capable fighting aeroplanes. In order to effectively maintain the security and defence of the United Kingdom, the RAF continues to evolve by the introduction of ever more capable aircraft types, which most recently saw the arrival of the first of 138 Lockheed Martin F-35 Lightning multi-role aircraft. A fifth generation combat aircraft, the F-35 can perform a wide variety of mission profiles, utilising the latest stealth technology and operating in conjunction with the Eurofighter Typhoon. With Britain selecting the short take-off and vertical landing (STOVL) variant of the F-35, these aircraft will have the ability to operate from standard airfields, or from the decks of Britain's two new Queen Elizabeth class aircraft carriers, as well as working as part of a cohesive international force in conjunction with other NATO nations. The RAF's F-35 will actually be the third aircraft to carry the name Lightning, after the previous P-38 and English Electric fighters.



FTB

(Fit The Box)

Wingspans

F-35 75mm

Typhoon 82mm

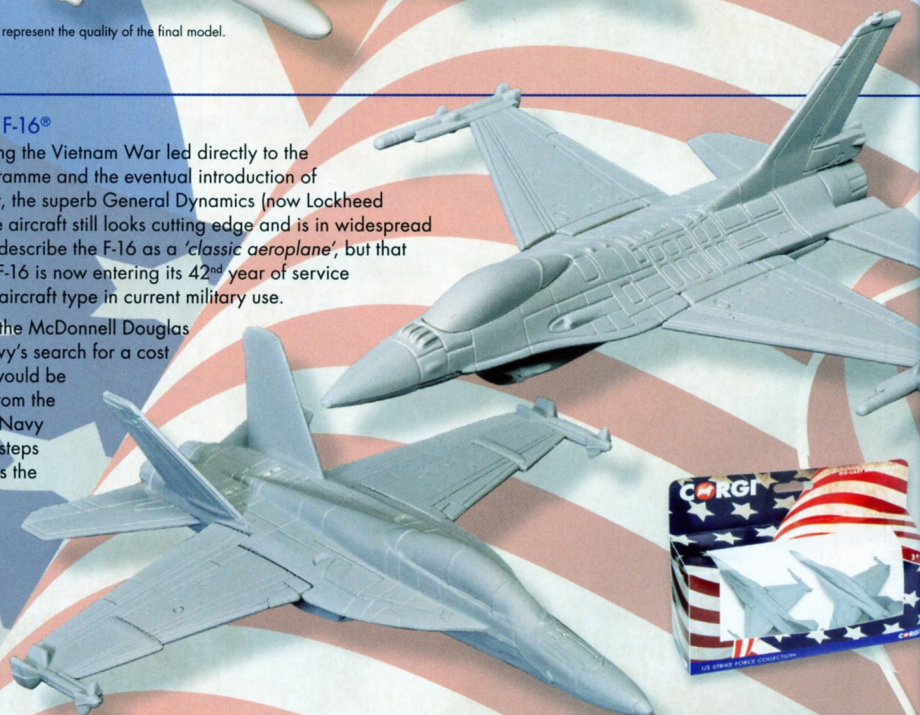
Model shown is used for illustration purposes only and does not represent the quality of the final model.

NEW

CS90684 US Strike Force F-18 and F-16®

The air combat experiences of US pilots during the Vietnam War led directly to the establishment of the Lightweight Fighter Programme and the eventual introduction of one of the truly great post war fighter aircraft, the superb General Dynamics (now Lockheed Martin) F-16 Fighting Falcon. Even though the aircraft still looks cutting edge and is in widespread service across the world, it seems strange to describe the F-16 as a 'classic aeroplane', but that is exactly what it is. Introduced in 1978, the F-16 is now entering its 42nd year of service and is the world's most numerous fixed-wing aircraft type in current military use.

Entering service several years after the F-16, the McDonnell Douglas F/A-18 Hornet was the product of the US Navy's search for a cost effective, highly agile fleet defender, which would be capable of taking on several different roles from the demanding environment of the deck of a US Navy aircraft carrier. Following in the aviation footsteps of such classic McDonnell Douglas designs as the A-4 Skyhawk, F-4 Phantom and F-15 Eagle, the Hornet has proved to be one of the world's most effective naval aircraft and as an integral part of America's mighty carrier strike groups, is never too far away from any global conflict hot spots.



FTB

(Fit The Box)

Wingspans

F-18 80mm

F-16 77mm

Model shown is used for illustration purposes only and does not represent the quality of the final model.

ROYAL AIR FORCE RED ARROWS™

DID YOU KNOW?

The dual-control BAE Hawk T. Mk. 1 is a training aircraft and has been used by the Red Arrows since 1979. The aircraft is essentially the same as those previously flown by RAF Advanced Training Students with the exception of the smoke generators and a slightly uprated engine giving a faster response time to changes of power setting.

The RAF Red Arrows are arguably the best known aerobatic team in the world and have been wowing audiences for over fifty years.

Their precision flying combinations are legendary and for many the thrilling opposition manoeuvres of the Synchro Pair are a highlight of their display.

The Red Arrows are the public face of the Royal Air Force and are superb ambassadors for the United Kingdom.

Available
NOW

CS90628 RAF Red Arrows Hawk

All Red Arrows display pilots have flown operationally, in frontline aircraft such as the Typhoon, and helped the Royal Air Force to secure the skies every day of the year.

FTB

(Fit The Box)

Wingspan 80mm

STAND INCLUDED



Available
NOW

CS90687 RAF Red Arrows Synchro Pair

Twin Pack

The Red Arrows are based at RAF Scampton in Lincolnshire and have flown almost 5000 displays in 57 countries.

FTB

(Fit The Box)

Wingspan 80mm

STAND INCLUDED



Available
NOW

AA36015 BAE Systems Hawk T1

XX245, Royal Air Force Aerobatic Team 'The Red Arrows' RAF Scampton, RAF 100. The famous red BAE Hawk T1 trainers used by the team represent one of the most successful British aircraft of the post war years and have been the mount of the Red Arrows for an impressive 38 display seasons, taking over from the Folland Gnat in 1979, with their first Hawk displays performed the following year. To mark the centenary year of the Royal Air Force, the distinctive Hawks of the Red Arrows benefited from an additional RAF 100 logo above the roundel, identifying the aircraft as those taking part in these historic commemorations.

1.72

Wingspan 130mm

LIMITED
EDITION



THE AVIATION ARCHIVE

Corgi presents The Aviation Archive, a range of high quality detailed die-cast metal model aircraft. Each model comes complete with an individually numbered certificate of authenticity detailing the significant history of each aircraft. The Aviation Archive is a collectable series of aircraft spanning over a hundred years of aviation history. The collection includes biplanes, fighters, bombers, personnel carriers, jets and helicopters from various theatres of war across the world. Each aircraft comes with a display stand and many have optional parts enabling the model to be posed either in flight or stationary with the undercarriage down.



As the Great War's most famous fighter ace, Baron Manfred von Richthofen helped to establish the aeroplane as an essential weapon of war and created an aviation enigma which endures to this day.

The Great War saw the aeroplane develop from fragile reconnaissance biplanes, to devastatingly effective air superiority fighters, flown by men who would become national heroes.

Revered as Churchill's 'Few', the brave pilots of Fighter Command struggled to repel the most formidable air force in the world during the summer of 1940 and protect Britain from the threat of imminent invasion.

NEW

1:48

Wingspan 210mm

SPECIAL EDITION



AA28702 Fokker E.III Manfred von Richthofen, Kasta 8, Eastern Front, June 1916

For a man who stands as arguably the most famous fighter ace of all time, Manfred von Richthofen would begin WWI as a cavalry reconnaissance officer, however, the advent of trench warfare soon had him searching for a more appropriate challenge. Attracted by the thrill of flying, he applied to join the Imperial German Army Air Service, initially as an aerial observer, but only because the training was shorter than that of a pilot, so he could get into the action more quickly. As an armed observer, von Richthofen shot down two Allied aircraft, but neither were credited as both came down behind enemy lines and could not be verified. A chance meeting with the influential airman Oswald Boelcke on a train journey across France inspired von Richthofen to apply for pilot training almost immediately and on passing his final examinations on Christmas Day 1915, he was assigned to Kasta 8 on the Eastern Front. Honing his undoubted flying skills whilst conducting reconnaissance flights over the trenches, von Richthofen would meet Boelcke once more during the summer of 1916, where he was invited to become one of the first dedicated fighter pilots of the Luftstreitkräfte and a member of the specialist Jasta 2 hunting squadron.



This render of the 3D scan data is used for illustration purposes only and does not represent the quality of the final model.

NEW

1:48

Wingspan 178mm

SPECIAL EDITION



AA38110 Sopwith Camel F.1 D3326, Lt. Wilfred Reid 'Wop' May, RAF No.209 Squadron, Bertangles, France, 21st April 1918, Death of the Red Baron

Failing in his attempt to gain his first aerial victory, Wilfred 'Wop' May was now in a fight for his life, as he unwittingly struggled to avoid becoming the 81st victory of Manfred von Richthofen. With his guns jammed and unable to shake the German airman off his tail, May flew at tree-top height, almost hitting the steeple of Vaux-sur-Somme church, as he attempted to reach the potential safety of Allied lines. Displaying exceptional airmanship, his pursuer stayed on his tail, however, despite firing off the odd round, appeared to be having gun problems of his own. The chase had attracted the attention of Allied ace Roy Brown, who attacked the Triplane, but due to the speed and low altitude of the chase, was only able to fire a few bursts of deflection shot. Just as it seemed as if May would either hit the ground or appear large in the Triplane's gunsight, the German aircraft reared up and immediately attempted to make a forced landing in a nearby beet field, ripping the undercarriage off on the rough ground. Mortally wounded, Manfred von Richthofen shut down the engine of his machine and cut off the fuel, before dying at the controls of his aircraft, the result of a single bullet wound. This historic victory was initially attributed (although not claimed) to Captain Roy Brown, however, subsequent research revealed that the fatal shot to von Richthofen's chest was most likely fired from an Australian machine gun position on the Morlancourt Ridge.



NEW

1:48

Wingspan 151mm

SPECIAL EDITION



AA38310 Fokker Dr.I Triplane

161/17 Wolfram Freiherr von Richthofen, Jasta 11, JG.1, Cappy aerodrome, France, 21st April 1918, Death of the Red Baron

As he prepared for his first combat patrol, novice fighter pilot Wolfram von Richthofen was keen to impress his famous cousin, the famed 'Red Baron' and the flight leader for the mission. Although suffering from fatigue and combat stress, Manfred von Richthofen was the consummate professional and the safety of his fellow airmen was of paramount importance to him. As the Fokker Dr.I fighters of Jasta 11 climbed away from Cappy aerodrome on 21st April 1918, Wolfram had been given strict instructions to stay out of trouble should the formation encounter the enemy, staying on the periphery of the action and experiencing what the melee of a dogfight looked like. As his comrades later engaged in combat with the Sopwith Camels of RAF No.209 Squadron, Wolfram did as instructed, but found himself under attack by one of the Camels, which had also been loitering on the edge of the fighting, an aircraft which was flown by the similarly inexperienced Wilfred 'Wop' May. Taking immediate evasive action, the Camel sped past his Triplane, with the incident attracting the attention of his famous cousin – Manfred von Richthofen pursued the Camel which seemed destined to become his 81st victim. Wolfram von Richthofen would survive the encounter to become a fighter ace in his own right, however, this meeting of two novice pilots over the trenches of the Western Front would ultimately claim the life of the world's most famous airman.



NEW

1:48

Wingspan 168mm

LIMITED EDITION

WWI
1914-1918

AA38907 Fokker D.VII (Early)

Rudolf Berthold, Officer Commanding, Jasta 15/JG II, Chery-les-Pouilly Aerodrome, France, Summer 1918, 44 Aerial Victories

One of the early aviators who helped to establish the importance of military aviation on the battlefield, Rudolf Berthold learnt to fly by paying for his own flying lessons whilst serving in the pre-war Imperial German Army. At the start of the Great War, he was initially sent back to his Army unit for training, but quickly transferred to the Luftstreitkräfte and an initial posting as an aerial observer. By the beginning of 1916, Berthold was at the controls of a Fokker Eindecker and his first aerial victory soon followed – by the end of the year, he would be one of Germany's first air aces, with eight victories to his name. Serving throughout the Great War, Berthold earned the nickname 'Iron Man' due to the many serious injuries he received during combat, several of which saw him discharging himself from hospital so he could return to his unit. Incredibly, his final sixteen aerial victories were all gained flying the magnificent Fokker D.VII fighter and all whilst flying using just one hand. Injured during combat with SE5a fighters of No. 56 Squadron RFC in October 1917, Berthold's right arm was shattered so severely by a bullet which ricocheted into his cockpit, that amputation was seriously considered. Although avoiding such drastic surgery, the injury would trouble Berthold for the rest of his flying career, even though he would end the war with 44 aerial victories.



NEW

1:48

Wingspan 168mm

LIMITED EDITION

WWI
1914-1918

AA37709 Royal Aircraft Factory SE5a

D3511, Major Roderic Stanley Dallas, CO RAF No. 40 Squadron, Bruay Aerodrome, France, May 1918, Top Australian air ace of WWI. Trading the rural tranquillity of Esk, Queensland for the savage airborne battles above the Western Front, Roderic Stanley Dallas worked in a mine in order to earn money to finance passage to England and dreams of becoming an airman. Accepted for training with the Royal Naval Air Service in 1915, Dallas excelled in both the classroom and in the air and on gaining his pilot's licence, he was posted to No. 1 Squadron RNAS, initially flying the Sopwith Pup. His first aerial victory came in May 1916 and from that date, his score began to increase rapidly, as he earned a reputation as a fearless dogfighter, but one who did not take unnecessary risks – he also relished the extremely risky low level missions which many of his fellow pilots avoided and suffered several injuries whilst engaged in such sorties. By the time he was appointed commander of No. 40 Squadron RFC in March 1918, Dallas has at least 30 victories to his name and traded his Sopwith fighter for the Royal Aircraft Factory SE5a, an aircraft in which he would go on to score a further nine victories. Unusually, his aircraft was one of a handful of SE5a fighters which were given an experimental camouflage finish, thought to have been trialled on aircraft engaged in ground strafing operations.



NEW

AA37810 Albatros D.V

2111/17 'M' Martin Mallmann, Jasta 19 'Les Tangos', Reims Sector, Western Front, 19th January 1918

Shot down by Pierre Marinovitch of Spa 94

The French and volunteer American pilots who patrolled the Reims sector of the Western Front during the Great War were only too familiar with the various German fighter squadrons which would enter their airspace, usually in support of the latest land offensive. Often referred to by the markings they carried, their aerial adversaries were simply known as 'The Reds, the Checkerboards or the Greens', but one unit which seemed to engage with them for longer than any other were the Albatros fighters of Jasta 19. With their lacquered plywood fuselages giving them an orange appearance in the air, they were known as 'Les Tangos' by Allied airmen, who regularly fought them for control of their sector of the battlefield. Giving up a position as a flight instructor in Berlin, Martin Mallmann requested transfer to an operational unit and arrived on the Western Front in the Spring of 1917. By 19th January 1918, he stood on the verge of gaining the coveted 'Ace' status, with four victories already to his name, however, on that fateful day, he would fall to the guns of a young French airman who was himself looking for his fifth 'Ace making' aerial victory. In combat with the Spads of Escadrille Spa 94 'The Reapers', Mallmann's Albatros D.V 2111/17 was brought down north of Manre-Beine, the victory was jointly credited to Pierre Marinovitch and his squadron mate, American volunteer pilot Austen Ballard Crehore.

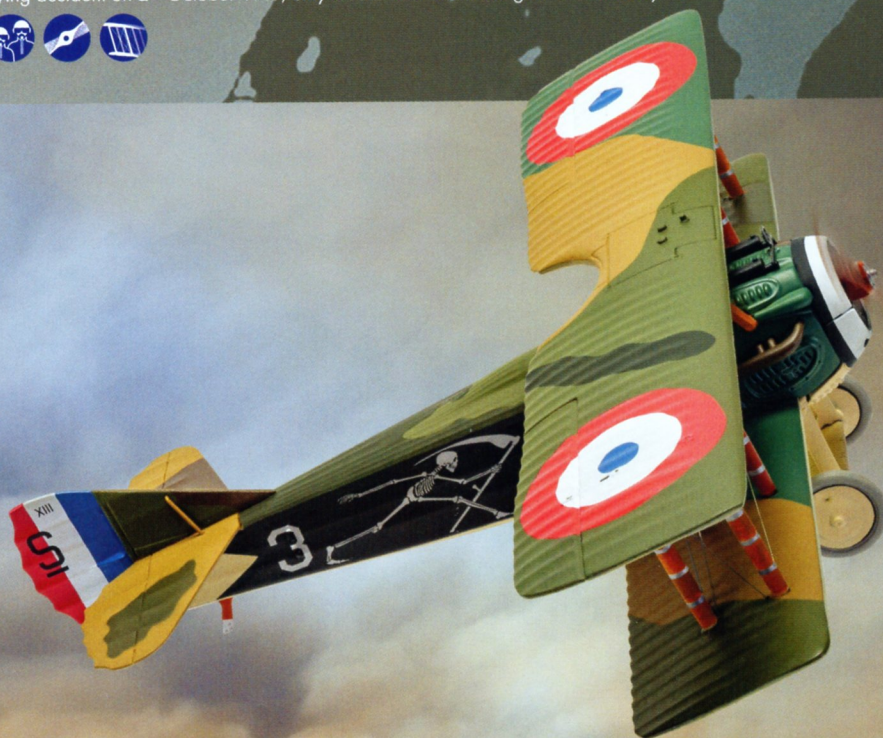


NEW

AA37909 Spad XIII 'White 3' Sous-Lieutenant Pierre Marinovitch, Escadrille Spa 94 'The Reapers', Western Front, Late 1918 -

Youngest French Air Ace of WWI

Only sixteen years of age at the start of WWII, Pierre Marinovitch made no secret of his desire to do his duty and fight for his country. Still only seventeen, he enlisted in the 27^e Régiment de Dragons, only to quickly change his mind and apply for pilot training, successfully gaining his wings in the spring of 1917. Following a period of illness, he was assigned to Escadrille Spa 94 'The Reapers' and by the end of 1917 already had three aerial victories to his name. Known as 'Marino' to his squadron mates, his flying style was not liked by all, with some questioning his flying ability and simply describing him as a good shot, however, nobody could doubt his bravery and aggression in the air. As his victory tally continued to rise, he also aroused the attention of the French press, desperate to find heroes with which to inspire a population scarred by war and who proclaimed Marinovitch to be 'The youngest ace', by virtue of his tender years. Throughout the rest of 1918, 'Marino's' victory tally would continue to rise and by the end of hostilities, he had at least 21 aerial victories to his name, the highest scoring ace in his squadron and the 12th ranking French ace of the war. Continuing to fly after the war, Marinovitch was tragically killed in a flying accident on 2nd October 1919, only weeks after celebrating his 21st birthday.



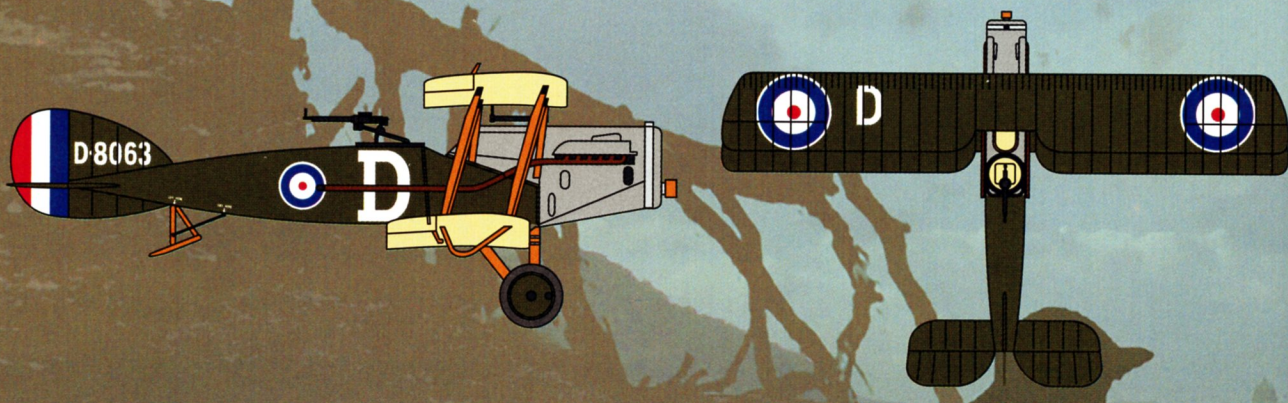
NEW
TOOL

AA28801 Bristol F2B Fighter

D-8063, RAF No.139 Squadron 'Royal Flight', Major William Barker, Villaverla Aerodrome, Italy, September 1918

The outbreak of the Great War placed a moral burden on the shoulders of a young Edward, Prince of Wales, heir to the British throne. Desperate to do his duty and be seen alongside the thousands of troops heading for France, he was forbidden from joining his Grenadier Guards regiment at the front by Lord Kitchener, who was concerned about the potential damage his loss or capture would have on a nation at war. Nevertheless, over the course of the next four years, the Prince would regularly visit the trenches and was extremely popular amongst the fighting men of Britain. An early supporter of the aeroplane, the Prince is thought to have made several flights as a passenger whilst in France, however, an incident which reputedly occurred in September 1918 is quite astonishing. Whilst visiting No.139 Squadron in Italy, the Prince was taken on several flights in Bristol F2B Fighter D-8063 by celebrated Canadian ace and friend William Barker and on one such flight, it was reported that the Prince was taken close to the front lines, where he fired the aircraft's Lewis guns on enemy trenches. On hearing of this unofficial action, the King was said to be furious and chastised his son, telling him 'never to be so foolish again'.

Although the Bristol F2B Fighter would go on to be regarded as one of the finest fighting aeroplanes of the Great War, its combat introduction on the Western Front was inauspicious to say the least. Intended as a replacement for the much maligned Royal Aircraft Factory BE2c, the Bristol Fighter was rushed into service so it could take part in the Second Battle of Arras in April 1917 and demonstrate the advancement in Allied aircraft design. During its first operational sortie on 5th April, six aircraft from No. 48 Squadron RFC, led by famous VC winner William Leefe Robinson, were bounced by Albatros fighters of Jasta 11, led by Manfred von Richthofen. During the ensuing melee, four of the new fighters, including the one flown by Robinson, were shot down, with another suffering serious damage – VC hero Robinson was initially posted as killed in action, but later discovered to have been taken prisoner. Despite this, once the many qualities of the Bristol Fighter had been appreciated, pilots quickly learned that this large aeroplane could be flown extremely aggressively and was more than capable of taking on the German fighters. With a fixed forward firing Vickers gun for the pilot and Scarff ring mounted Lewis guns for the observer, the Bristol fighter would enable crews to score victory numbers equivalent to those claimed by single seat fighters.



This render of the 3D scan data is used for illustration purposes only and does not represent the quality of the final model.

NEW

1:72

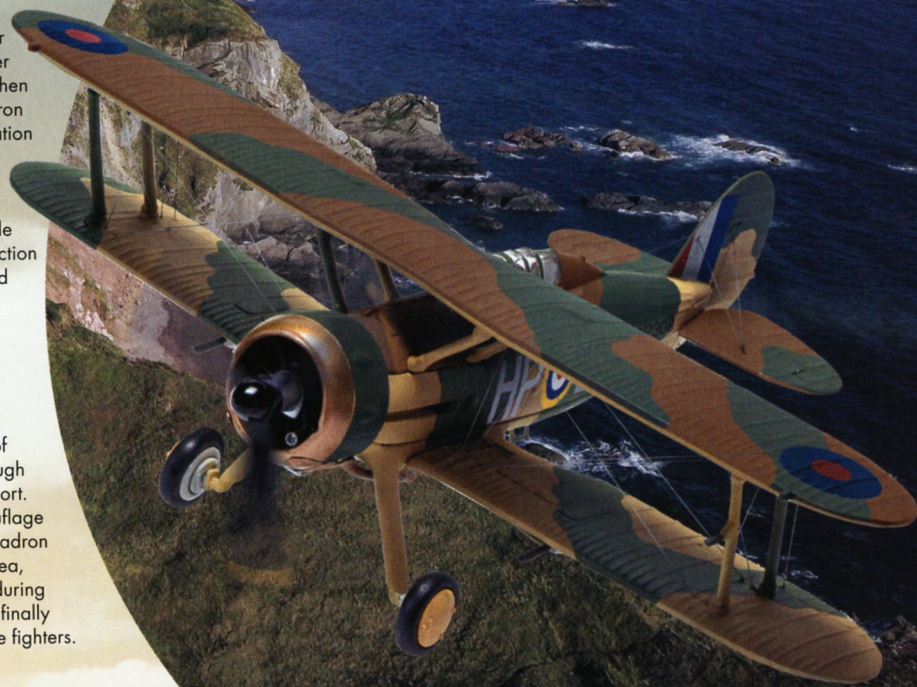
Wingspan 130mm

LIMITED EDITION

**AA36212 Gloster Gladiator Mk.II**

N2308 HP-B, RAF No.247 Squadron, Roborough, Battle of Britain, August 1940

A truly innovative aeroplane, the Gloster Gladiator is often described as the pinnacle of biplane fighter design and was the pride of the Royal Air Force when the first examples were delivered to No.72 Squadron at Tangmere in February 1937. Unfortunately, aviation history dictated that the undoubted qualities possessed by the Gladiator were largely forgotten, particularly as both the Hawker Hurricane and Supermarine Spitfire had both made their first flights by the time of its squadron introduction and indeed the first RAF Hurricanes were delivered later in 1937. During the Battle of France, two squadrons of Gladiators were sent to support the British Expeditionary Force, but suffered badly at the hands of the Luftwaffe, as the age of the fast, monoplane fighter had already arrived. Mainly withdrawn to secondary roles, one RAF squadron did famously use the Gladiator during the Battle of Britain, as they were sent to operate from Roborough airfield, to protect the naval dockyards at Devonport. Wearing the standard Royal Air Force day camouflage scheme of the period, No.247 (China-British) Squadron flew many standing patrols over their assigned area, but did not see actual combat with the Luftwaffe during the battle. On Christmas Eve 1940, the squadron finally traded their Gladiators for new Hawker Hurricane fighters.



NEW

1:72

Wingspan 130mm

LIMITED EDITION

**AA39214 Supermarine Spitfire Mk.Ia**

N3200 'QV', Squadron Leader Geoffrey Stephenson, RAF No.19 Squadron, Dunkirk evacuation, May 1940

Supermarine Spitfire Mk.Ia N3200 was constructed at the Vickers Armstrong works at Eastleigh, near Southampton during 1939 and delivered to RAF No.19 Squadron at Duxford in April the following year. Wearing the codes QV and the distinctive black and white underside recognition markings synonymous with RAF fighters of the day, the aircraft embarked on its first operational sortie from Duxford on 27th May 1940, in the hands of Squadron Leader Geoffrey Stephenson, as part of the significant RAF response to the emergency situation at Dunkirk and the evacuation of the stranded British Expeditionary Force. During a day of savage dogfighting, Stephenson managed to down a Luftwaffe Stuka, before his Spitfire sustained damage to its engine, causing it to seize almost immediately. He managed to successfully land his aircraft on a beach at Sangatte, to the west of Calais and was able to exit the downed fighter without sustaining injury but was captured by German forces. The Spitfire lay damaged and partly buried in the sand and became something of an attraction for German troops stationed in the area, with many posing for pictures with the vanquished British fighter. The Spitfire disappeared beneath the shifting sands, but not before she had been stripped of many parts by souvenir hunters.



NEW

AA32626 Avro Lancaster B.I

PA474, The Battle of Britain Memorial Flight, dual scheme AR-L 'Leader' 460 Squadron RAAF and VN-T RAF No. 50 Squadron, the only airworthy Lancaster in Europe

1:72

Wingspan 435mm

LIMITED EDITION

As arguably the best loved historic aircraft in Britain today, Avro Lancaster B.I PA474 is one of only two airworthy Lancasters in the world and the only one flying in Europe. Operated by the RAF Coningsby-based Battle of Britain Memorial Flight, the aircraft serves as a flying memorial to almost 64,000 men of RAF Bomber Command who were either killed or injured during the Second World War and is a highlight act at any event where it displays. Over the years, the aircraft has been presented in several different wartime schemes, marking the achievements of particular aircraft, aircrews or squadrons and following the completion of its 2016 winter maintenance schedule, it emerged in this attractive scheme which features the markings of two different Lancasters. The port side wears the markings of W5005 AR-L 'Leader' of No.460 RAAF Squadron, including attractive nose artwork featuring a kangaroo playing the bagpipes, highlighting the international nature of the aircraft's crew. The starboard side carries the codes VN-T, representing a Lancaster of RAF No.50 Squadron, one which was flown by F/O Douglas Millikin DFC on 27 missions of his first tour of operations – F/O Millikin was the grandfather of the Commanding Officer of the Battle of Britain Memorial Flight at the time of the Lancaster's repaint. PA474 will wear these popular markings for about 8 display seasons.



Available NOW

AA28601 Bristol Beaufighter TF.X NE829/PLJ, RAF No.144 Squadron, Banff Strike Wing, Aberdeenshire, Scotland, October 1944

As one of the most capable twin engined aircraft of WWII, the Bristol Beaufighter was originally developed as a heavy fighter variant of the company's Beaufort bomber, already in service with the Royal Air Force. The first examples were pressed into service as nightfighters and whilst the aircraft proved to be a significant improvement over existing types, there was more to come from the mighty beau. As the aircraft received successive upgrades to make it more powerful and capable of carrying a greater array of offensive weaponry, the Beaufighter became a successful multi-role aircraft, with a particular flair for mounting hard hitting anti-shipping strikes into the North Sea, preventing Axis shipping from moving supplies back to Germany. It was during one of these missions that Banff based Flying Officer Maurice Exton was awarded a DFC for outstanding flying skill and determination in the face of the enemy. Flying Beaufighter NE829 on 9th October 1944, Exton and his squadron attacked a large convoy of enemy vessels off the coast of Norway, but his aircraft was hit by heavy flak from the ships. Damaging the aircraft's flight controls, causing it to almost flip onto its back, Exton wrestled with the Beaufighter's control column, bringing it back straight and level, before immediately pressing home his attack. He then nursed the damaged aircraft back to Banff, where he managed to land safely. Inflicting heavy damage on the enemy convoy they attacked, this incident says as much about the determination of the airmen of Coastal Command as it does about the resilience of the Bristol Beaufighter.



1:72

Wingspan 246mm

LIMITED EDITION



NEW

AA27109 Messerschmitt Bf109G-2 (Trop)W.Nr.14256 'Yellow 14' Hauptmann Hans Joachim Marseille, 3./JG27, Quotaifiya, Egypt, 30th September 1942 The 'Star of Afrika' falls

Regarded by many of his contemporaries as the most naturally gifted fighter pilot ever to take to the air, Hans Joachim Marseille would make the clear blue skies of North Africa his hunting ground and the Messerschmitt Bf 109 fighter 'Yellow 14' his feared mount. Claiming 158 victories from 382 sorties flown, 151 of these were scored over the deserts of North Africa, making him the top scoring Luftwaffe ace in the Mediterranean theatre, gaining more victories against Western Allied airmen than any other pilot. Tragically, as was the case with so many of the young men who fought during WWII, the 'Star of Afrika' would not survive the conflict and indeed would not live to see his 23rd birthday. On 30th September 1942, Marseille was leading his Squadron on a mission to support a flight of Stukas when his new Messerschmitt Bf 109G-2 fighter developed engine problems. With the cockpit filling with noxious fumes and Marseille becoming disorientated, he turned the fighter on its back and kicked himself out of the cockpit. Striking the tail of his Messerschmitt, Marseille was probably killed instantly, leaving his distraught comrades to watch his lifeless body tumbling towards the desert floor – the famous 'Star of Afrika' had fallen.



NEW

AA38509 Messerschmitt Bf110D VJ+OQ, W.Nr 3869, Rudolf Hess

One of the most mysterious episodes of the Second World War occurred over Northern Britain on the night of Saturday 10th May 1941, as the Chain Home radar network picked up an unidentified raid approaching the coast of Northumberland. Crossing the coast near Alnwick, the Royal Observer Corps identified the raid as a single Messerschmitt Me110 fighter which continued flying inland in the direction of Glasgow and was tracked until it hit the west coast of Scotland. With a Defiant nightfighter now on its tail and with fuel reserves running low, the intruder was seen to turn back inland, before crashing at Bonnyton Moor, Eaglesham, near Glasgow at 23.09pm. The lone pilot was observed parachuting to earth and was promptly detained by a pitchfork toting farmer, who when inquiring if the airman was German, was surprised by the excellent English of his prisoner, who went on to give his name as Hauptmann Albert Horn. Collected by the Home Guard, the prisoner was later interviewed by an Observer Corps Major, who almost immediately recognised the airman as none other than Rudolf Hess, senior Nazi Party official and Deputy Fuhrer of Germany. Why had such an important political figure made such a hazardous, one-way flight and what were his intentions?



Available NOW

AA38508 Messerschmitt Bf110E

G9+EC, Stab II./NJG 1, Deelen, Holland, Spring 1942

The Battle of Britain had proved to be a chastening experience for the Messerschmitt Bf110 heavy fighter units of the Luftwaffe, but despite their disappointing performance against the fighters of the RAF, Messerschmitt's fighting twin would go on to perform effectively in other theatres. It would however, be night operations against RAF Bomber Command which proved to be the aircraft's most suited operating environment, especially when equipped with the latest air interception radar equipment available to the Luftwaffe. With many of the world's most successful nightfighter aces perfecting their skills whilst flying the Bf110, this would become an important aircraft in the nocturnal struggle against the hundreds of RAF bombers crossing the coast of Northern Europe each night. This sinister looking all-black Nachtjagdgeschwader 1 Messerschmitt Bf110E is equipped with the early FuG 202 Lichtenstein B/C air interception radar, which was introduced during 1942 and featured the complex 'Matratze' aerial antenna array on the nose of the aircraft. The radar operator in the rear cockpit would use a pair of oscilloscopes to help him direct his pilot to a possible interception.



NEW

AA33717 Heinkel He111 H-2 Wk Nr 5449 1H+JA, Stab./KG26, 28th October

1939, 'The Humble Heinkel' – first enemy aircraft to crash land on British soil As the four man crew of KG26 Heinkel 1H+JA boarded their aircraft at Westerland airfield on the Island of Sylt on the morning of 20th October 1939, they knew that a long and dangerous sortie lay ahead of them. Their task was to perform a long range armed reconnaissance flight over the Glasgow area and on to photograph gun emplacements and naval vessels in the Firth of Forth, a heavily defended area of Britain. During the sortie, improving weather conditions over Scotland made the Heinkel clearly visible from the ground and as well as coming under fire from anti-aircraft batteries, patrolling Spitfires from Nos 602 and 603 Squadrons were quickly on the scene. Attacking the aircraft from the rear, the Spitfires quickly silenced the intruder's defensive fire, before mounting repeated attacks, peppering the Heinkel's wings and fuselage with .303 machine gun bullets. With the pilot sustaining injury and both of the aircraft's engines damaged, the Heinkel rapidly lost height, with a crash landing the only option available to the two surviving crew members. Striking moorland near the village of Humble in East Lothian, the aircraft demolished a drystone wall before coming to rest on a slight incline, breaking the Heinkel's back in the process. The aircraft had the notoriety of being the first German aircraft to crash relatively intact on British soil during WWII.



NEW

AA35314 North American Aviation B-25J Mitchell™

44-30934 'Betty's Dream', 499th BS, 345th BG 'Air Apaches', Le Shima, Okinawa, August 1945

1:72

Wingspan 285mm

LIMITED EDITION

Constructed as a late model B-25J Mitchell, 44-30934 was assigned to the 499th Bombardment Squadron ('Bats Outta Hell') at Clark Field, Philippines, one of the squadrons which made up the 345th Bombardment Group, the famed 'Air Apaches'. Flying dangerous, yet devastatingly effective low altitude bombing and strafing missions against Japanese targets across the Pacific, the unit earned a fearsome reputation for aggressively carrying out their missions, using heavily armed B-25 Mitchell gunships. Even though 'Betty's Dream' only saw action in the Pacific Theatre for a relatively short period, the aircraft was afforded a unique and historic honour at the end of the war, in recognition of the unit's significant contribution to eventual Allied victory. She was one of two B-25 Mitchells sent to rendezvous with an official Japanese surrender delegation which was flying from a base in Japan and to escort the aircraft to the US airfield at Le Shima, on the island of Okinawa. The Japanese officials were flying in two G4M2 'Betty' bombers, which had been hastily overpainted in a distinctive white scheme, with their national insignia replaced by green crosses, intended to avoid being shot down by US forces. Once the Japanese officials arrived at Le Shima, they were transferred to a USAF C-54 transport aircraft and flown to Manila, where representatives of the victorious Allied nations were waiting to formalise the terms of the Japanese Empire's surrender.



NEW

AA36615 Lockheed® P-38G® Lightning®

43-2264 'Miss Virginia' White 147, 339th Fighter Squadron, 347th Fighter Group, 'Operation Vengeance', Guadalcanal, 1943

1:72

Wingspan 218mm

LIMITED EDITION

Having been forced to endure the horrors of the surprise Japanese attack at Pearl Harbor, the American people found themselves dragged into a war they had tried so hard to avoid, now determined to avenge this day of infamy. Their long fightback began with victory at the Battle of Midway in June 1942, but for the men of the USAAF 347th Fighter Group, their chance to inflict a huge psychological blow against the Japanese nation and specifically against man who had planned the Pearl Harbor attack would come in April the following year. US Navy intelligence code-breakers had been monitoring Japanese communications for months and discovered that Admiral Isoroku Yamamoto planned to fly from Rabul to troops stationed in the Solomon Islands, to boost their morale in the wake of the Midway defeat. Flying in one of two Mitsubishi G4M 'Betty' bombers and protected by six Zero fighters, the formation was intercepted by sixteen US Lockheed P-38G Lightnings, whose pilots had made the long flight from Guadalcanal with one specific aim – vengeance. In the ensuing dogfight, P-38G 'Miss Virginia' piloted by Rex T. Barber, slipped in behind the bomber carrying Admiral Yamamoto and unleashed a torrent of bullets from his .50 calibre machine guns, sending it crashing into the jungle below. 'Operation Vengeance' had been successful and one of America's most deadly enemies had been eliminated.



NEW

1:72

Wingspan 437mm

LIMITED EDITION

AA33319 Boeing™ B-17G Flying Fortress™42-31322 (WF-V) 'Mi Amigo', 364th Bombardment Squadron, 305th Bombardment Group, Chelveston, 22nd February 1944

At the beginning of a year which would mark the 75th anniversary of the D-Day landings, a tragic wartime event which occurred at a public park in Sheffield on 22nd February 1944, would receive significant national media coverage and commemorate the sacrifice of the men of the US Eighth Air Force. The crew of B-17G Flying Fortress 'Mi Amigo' had just taken part in a bombing raid against the Luftwaffe airfield at Alborg in Northern Denmark and having come under sustained attack by flak and Luftwaffe fighters, fell out of formation and made for home. With several crew members injured and radio/navigational equipment not working, the aircraft struggled to find a relief landing airfield in low cloud and found itself over the city of Sheffield at low altitude and with damaged engines – they needed to put the aircraft down and quickly. The bomber was heard to circle the area of Endcliffe Park for some time, before a change in engine tone immediately resulted in the aircraft plummeting to the ground, crashing on to a wooded bank at the far end of the park and the tragic loss of all on board. Nobody on the ground was injured in the incident and it has been reported that the crew were waving children playing on the park away from the area, fearful that they may be injured by the stricken bomber. What is certain is that the crew of 'Mi Amigo' averted what could have been a catastrophe for the city of Sheffield and paid the ultimate price as a result.



NEW

1:72

Wingspan 472mm

LIMITED EDITION

AA27204 Avro Vulcan B.2 XM575, RAF No.101 Squadron, Waddington Wing, September 1975

One of the most distinctive military aircraft ever to take to the skies, the mighty Avro Vulcan provided Britain with a high-profile nuclear deterrent during the period known as the 'Cold War' as the second of Britain's famous V-Bombers to enter RAF service. Continuing a proud heritage of Avro bomber types which began with the twin engined Manchester, the Vulcan was a highly advanced tail-less delta design which possessed the ability to effectively deliver either nuclear or conventional weapons, including the fearsome 'Blue Steel' standoff nuclear missile. Operating at higher altitudes, the first Vulcan's in RAF service were finished in an overall white anti-flash scheme, intended to protect the aircraft in the seconds following detonation of a nuclear device, however, advances in Soviet anti-aircraft missile defences brought about a significant change in the aircraft's attack profile. Moving from high to low altitude strike operations during the early to mid 1960s, Vulcans retained their white undersides, but were given a striking grey and green camouflage on their upper surfaces, markings which really suited the huge delta shape of this magnificent aircraft. Although moving to low-level bombing operations, retention of the white anti-flash undersides clearly illustrates the Vulcan's continued role as a nuclear armed strategic bomber.



NEW

AA35416 BAC SEPECAT Jaguar GR.1XX109, Landing trials on the M55 Motorway, Lancashire, 26th April 1975

The aviation product of a 1960s Anglo-French collaboration, the SEPECAT Jaguar was a highly effective tactical strike/attack, close air support and reconnaissance aircraft, which went on to see service with the Royal Air Force for an impressive 33 years. Featuring a high set wing and long undercarriage, the Jaguar was capable of being operated from grass airfields and roughly prepared landing strips, an ability which was famously demonstrated in front of the British press on 26th April 1975. Flying from the nearby British Aircraft Corporation airfield at Warton, second production Jaguar GR.1 XX109 made a parachute assisted landing on the carriageway of the soon to be opened M55 motorway at Weeton, near Blackpool. BAC test pilot Tim Ferguson made a familiarisation pass over the landing area, before bringing the Jaguar in low over a motorway bridge and impressively slamming it down on the carriageway, as part of the Jaguar's ongoing operating trials programme. Once landed, the aircraft was taxied back to a semi-concealed position under the motorway bridge, where it was fitted with four bombs by armourers, to represent a full tactical weapons load for the aircraft. With the carriageway clear, the Jaguar blasted into the air once more, clearly demonstrating the operational flexibility of the RAF's new strike jet, with the pilot later describing the thrilling events as posing him 'no problems' and not being beyond the capabilities of the squadron pilot.



NEW

AA36410 Eurofighter Typhoon FGR.4 ZJ924, RAF No. IX (B) Squadron, Lossiemouth, Moray, Scotland, May 2019*'The Green Bats keep flying'*

As Britain's aviation enthusiasts finally came to terms with the fact that the Panavia Tornado GR4 had been withdrawn from RAF service during March 2019, many will have been pleased to note that one of the final Tornado squadrons was to immediately re-equip with the Eurofighter Typhoon. As one of the two final RAF Tornado squadrons, No. IX(B) Squadron is one of the oldest units in the Royal Air Force and one which had been associated with the Tornado since the aircraft first entered service back in 1982. Its distinctive 'Green Bat' emblem had adorned the tail of one of the specially presented Tornados during the final months of the aircraft's service and on the day No. IX Squadron surrendered their Tornado GR4s at Marham, they immediately re-formed at RAF Lossiemouth, this time equipped with the Eurofighter Typhoon. During the transitional period, the RAF mounted an iconic photo sortie where the IX(B) Squadron retirement Tornado GR4 ZG775 flew over RAF Lossiemouth in formation with Eurofighter Typhoon FGR.4 ZJ924, with both aircraft proudly displaying the unit's famous 'Green Bat' motif and confirming this interesting aviation development. Relinquishing their strike and reconnaissance roles, No. IX(B) Squadron will now serve as an air defence unit, providing Northern QRA cover for the UK, with an additional responsibility for providing air-to-air aggressor support for other fast jet units throughout Europe, simulating the tactics of potential adversaries.



Available
NOW

1:72

Wingspan 181mm

LIMITED
EDITION**AA33619 Panavia Tornado GR.4**

ZG752, Retirement Scheme, RAF Marham, March 2019

In the year which followed commemorations to mark the centenary of the Royal Air Force, one of the most important aircraft since the end of the Second World War was finally withdrawn from service, after providing the backbone of Britain's aerial strike capability for almost 40 years.

Thankfully, RAF personnel who were privileged to be the final custodians of the Tornado in the final days of its service career were in no mood to let the aircraft slip away quietly and ensured that the 'Mighty Fin' enjoyed a send-off befitting an aircraft of this stature.

Three aircraft were presented in special schemes to mark the end of RAF Tornado operations, including GR.4 ZG752, which was given a striking wrap around retro camouflage scheme, similar to the markings applied to the first RAF GR.1 Tornado aircraft which entered service back in 1982. The tail of the aircraft carries the markings 'Tornado GR 1982 - 2009' and its spine proudly displays all the badges of the RAF squadrons, reserve units and training establishments which operated the Tornado during a service career which proved to be particularly impressive.

Available
NOW

1.72

Wingspan 181mm

LIMITED
EDITION**AA33620 Panavia Tornado GR.4**

ZG775, No. IX(B) Squadron Retirement Scheme, RAF Marham, March 2019

As the Royal Air Force were taking delivery of their first Lockheed Martin F-35 Lightning II jets in the summer of 2018, their home base at RAF Marham was also preparing to bid a sad farewell to the Panavia Tornado GR.4, an aircraft which has served with distinction for almost 40 years. As the oldest dedicated bomber squadron in the RAF, it is fitting that No. IX(B) Squadron would have the honour of being one of the last to operate the Tornado, particularly as it was also the first unit to receive the then new Tornado GR.1 back in June 1982. As the RAF Tornado's retirement date approached, the squadron marked their long association with the aircraft by specially presenting Tornado GR.4 ZG775 in a striking retirement scheme, which featured the silhouette of a Tornado with its wings fully swept back on its tail, overpainted with the squadron's distinctive green bat crest. With its motto 'Through the night we fly' No. IX(B) Squadron has been associated with some of the RAF's most iconic bomber aircraft, such as the Avro Lancaster, English Electric Canberra and Avro Vulcan, but after operating the Panavia Tornado for almost 37 years, this magnificent strike jet must now take its place at the head of this illustrious group.



NEW

1:72

Wingspan 181mm

LIMITED
EDITION**AA33621 Panavia Tornado GR.4**

ZA548, RAF Tornado FINale, No.31 Sqn 'Goldstars' Special Retirement Scheme, RAF Marham, Norfolk, March 2019

Having the distinction of being one of final two RAF squadron's to operate the Panavia Tornado, No.31 squadron were determined not to allow their long association with this exceptional aircraft go unheralded. During November 2018, Tornado GR.4 ZA548 emerged from the paint shop at RAF Marham wearing a distinctive new disbandment scheme, which marked 35 years of Tornado operations for the squadron and featured the silhouette of a Tornado on the tail of the aircraft, with the unit's famous 'Goldstar' emblem placed on top of it. The black spine of the aircraft also carries the wording '31 Squadron Tornado 1984-2019' and marks 35 years of Tornado operation, initially from bases in Germany, right up until the final days at RAF Marham. The gold star, which appears on the squadron's crest is a representation of the 'Star of India' and marks No.31 Squadron's heritage as the first military unit to fly in India. Panavia Tornado GR.4 ZA548 would go on to undertake a series of high profile national flypasts and official RAF commemorative events during the final months of the Tornados service career, helping to give this magnificent Cold War warrior the fitting send-off it deserved.



NEW

1:72

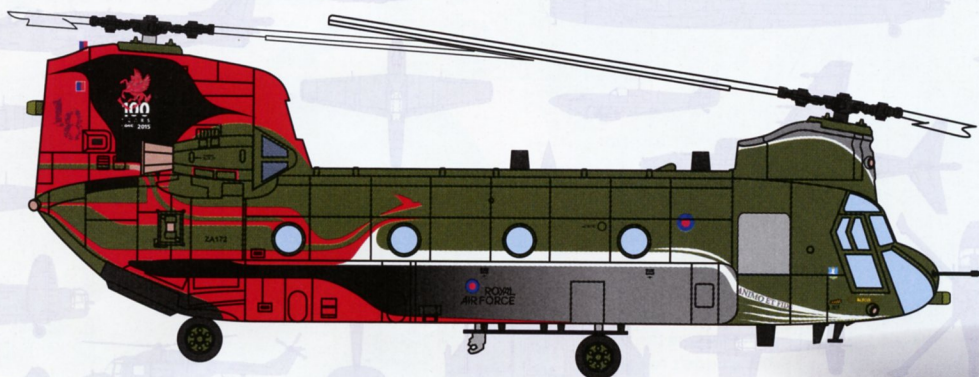
Rotor Span 254mm

LIMITED EDITION

AA34215 Boeing™ CH-47 Chinook™ ZA712, RAF No.18(B) Squadron, 100 Years Anniversary scheme, RAF Odiham, September 2016

The unrivalled versatility and load carrying capabilities of the Boeing Chinook helicopter has ensured that this mighty twin rotor heavy lift machine is now one of the most famous aircraft to see post war Royal Air Force service. Equally at home on the battlefields of the Middle East as it is dropping ballast sacks to prevent a dam burst a little closer to home, the Chinook has now been in RAF service since 1980, with the latest variant of this magnificent machine enhancing its already legendary operational flexibility still further. As well as being one of the most important aircraft currently in service, the Chinook is a consummate Airshow performer and a real crowd favourite wherever it performs, with the RAF's Chinook Display Team having the privilege of demonstrating the aircraft's power and manoeuvrability to tens of thousands of people every summer. Retaining their fully operational status at all times, the team must balance normal training requirements with practicing for their dynamic display routine and even though a Chinook is scheduled to take part in an Airshow near you, it could be called away on deployment at a moment's notice. If it does display, there is nothing quite like the experience of seeing this huge helicopter being hurled around the sky, with a Chinook's iconic 'blade slap' being a definite Airshow highlight.

During the summer of 2016, no less than three of the RAF's Chinook helicopters received attractive special centenary schemes, to commemorate the individual anniversaries of their parent squadrons. The first of the three aircraft to emerge from the paint shop was No.18(B) Squadron's ZA712 in April 2015, resplendent in its handsome red and black scheme, which included a large poppy on its front rotor housing. Originally formed at RAF Northolt in 1915, the squadron has a rich service heritage, which includes claiming more than 200 enemy aircraft destroyed by the end of the Great War and mounting the operation to drop a replacement artificial leg for famous RAF ace pilot Douglas Bader following his capture in the summer of 1941. During more than 55 years as a helicopter unit, No.18 Squadron famously provided the only Chinook support during the Falklands War, as ZA718 'Bravo November' was the only one of four of these mighty helicopters to survive the Argentine double Exocet missile attack on the Atlantic Conveyor container ship, requisitioned by the Ministry of Defence in support of the conflict. Commemorating the squadron's centenary, Chinook HC4 ZA718 wore these distinctive markings during a high profile official photoshoot, featuring the other two centenary Chinooks and also performed a number of displays during the 2015 Airshow season, to the delight of UK enthusiasts.



Available
NOW

1:72

Wingspan 118mm

LIMITED
EDITION**AA35415 Jaguar T.4 XX838/PR, RAF No.16 (Reserve) Squadron, Coltishall**

Although difficult to endow the already attractive SEPECAT Jaguar with even better looks, the two seat training variant of the aircraft is regarded by many as one of the most aesthetically pleasing post war jets to see service with the Royal Air Force. The tandem configuration of twin seat Jaguars seemed to make this variant appear significantly longer than the more numerous single seat 'big cats', however, despite having the look of a much sleeker and more elegant aeroplane it was actually only slightly longer. Jaguar T.4 XX838 was built in 1975 to T.2A standard and subsequently became one of only eleven airframes to receive further upgrade to the final T.4 training variant, remaining with the RAF until the Jaguar was finally withdrawn from service in 2006. She is presented here wearing the colours of No.16 (Reserve) Squadron, which served as the Operational Conversion Unit for future Jaguar pilots following its reformation at RAF Lossiemouth in 1991. One of the oldest Royal Air Force Squadrons, the unit's badge features two crossed keys, one gold, one black, which can be traced back to the formation of the unit at Saint-Omer in 1915, unlocking enemy secrets whilst performing their aerial reconnaissance role.

Available
NOW

1:72

Wingspan 157mm

LIMITED
EDITION**AA27304 Hawker Fury Mk.I**

K2065, RAF No.1 Squadron, 'C' Flight Leader's Aircraft, Tangmere Aerodrome, circa 1932

Representing something of a golden era for British aviation, the 1930s saw a rapid expansion of the Royal Air Force and the service introduction of several aircraft types that could claim to be the ultimate biplane fighter. At the head of this group, the beautiful Hawker Fury came at the end of a long line of successful Hawker biplane designs and when it entered RAF service with No.43 Squadron in the summer of 1931, it became the fastest fighter aircraft in their history. Viewed as a thoroughbred fighter, only the best pilots of the RAF's elite squadrons were selected to fly the capable Hawker Fury, which was seen to represent the effectiveness and professionalism of the modern Royal Air Force. No.1 Squadron began receiving their Hawker Furies in February 1932 and this early example is presented with the larger pre-1934 roundels and rudder stripes, as well as having the individual flight's colours painted on the top fuselage decking. As the 'C' Flight Commander's aircraft, it also carries the flight's yellow colour on the fin, spinner and wheel covers giving this handsome aircraft an even more striking appearance.

Available
NOW

1:72

Wingspan 166mm

LIMITED
EDITION**AA39213 Supermarine Spitfire Mk.IIa**

P7823 / TM-F 'Down Belfast Telegraph Spitfire Fund', RAF No.504 Squadron, Ballyhalbert, Northern Ireland, March 1941

One of the most fascinating aspects of aerial conflict during the Second World War was the subject of 'Presentation Spitfires'. Although other aircraft were certainly procured in this manner, the Spitfire was seen as being the fighter of the moment and the one which would bring the Commonwealth deliverance against their enemies. Desperate to do their bit and support the war effort, communities throughout Britain and the entire Commonwealth put aside the hardships of their wartime existence and enthusiastically gave what they could to their local Spitfire fund. Taking great pride in the knowledge that their community could finance and put their name to a new Spitfire that could represent them in the battles raging in the skies above Europe, these aircraft helped to galvanise the nation in our time of greatest need. The aircraft themselves were simply taken from the current production lines, but were allowed to bear the names of the individuals, companies and communities who had bought them, whilst being careful not to compromise the standard camouflage scheme.

Available
NOW

1:72

Wingspan 152mm

LIMITED
EDITION**AA36409 Eurofighter Typhoon T.3**

ZK380, No.2 (AC) Squadron, RAF Lossiemouth, Moray, Scotland

For the RAF student pilot hoping to eventually fly the capable Eurofighter Typhoon, he or she will first have to successfully negotiate training in such aircraft as the Grob Tutor, Shorts Tucano and BAe Hawk before arriving at either RAF Coningsby or Lossiemouth to realise their dream. The final stage of this training could be a seat in a Typhoon T.3, which is the latest twin-seat pilot conversion training aircraft for the RAF's Eurofighter Typhoon force and one of the most advanced aircraft in the world. Whilst this aircraft is specifically designed to allow student pilots to gain experience in flying the RAF's premier air defence fighter aircraft, it retains full combat capability and in times of conflict will join the rest of the Typhoon force in defending Britain's airspace. As the Typhoon platform continues to develop into an effective multi-role aircraft, the T.3 will be training future RAF Typhoon pilots for many years to come.



Available
NOW

AA27502 Short Sunderland Mk.III

ML788/2-S, No.422 Squadron RCAF, Pembroke Dock

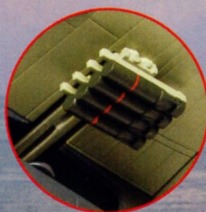
The Short Sunderland Mk.III proved to be the definitive version of what was the RAF's largest aircraft of the War. As the electronic detection of enemy U-boats became essential in disrupting their operations, the earlier stickleback radar antennas on the spine of the aircraft were replaced with the later and more capable ASV. MK.III units, which were housed in streamlined blisters underneath each wing, outboard of the floats as modelled here. As U-boats could now detect approaching RAF aircraft with their own radar sets, these new radar blisters operated outside the frequencies used by the previous units and ensured that Coastal Command Sunderlands continued to keep marauding U-boats fearful of attack from the air. The sight of large numbers of these impressive flying boats operating from RAF Pembroke Dock must have been awe-inspiring for anyone lucky enough to witness it. At one time, this Welsh coastal town was to become crucially important in the Battle of the Atlantic.



Available
NOW

AA27503 Short Sunderland Mk.III W3999/RB-Y No.10 Squadron RAAF, RAF Mount Batten, Plymouth Sound, Devon, Early 1942

The majestic Sunderland flying boats of RAF Coastal Command were some of the most impressive aircraft of the Second World War and performed vital duties in protecting Britain's sea lanes from enemy attack. With crews having to endure long and arduous patrols, they would often be sent to rescue downed airmen in perilous situations, with little thought for their own safety. Such an incident occurred on 21st June 1942, when the crew of Sunderland W3999 took off from RAF Mount Batten to try and locate a dinghy containing the crew of a ditched Coastal Command No.172 Squadron Vickers Wellington. On reaching the search area, the Sunderland, along with an accompanying Whitley patrol aircraft, were attacked by a German Arado Ar196 float plane, with the Sunderland taking a number of hits. Losing height immediately, the flying boat effected a landing on the open sea, but at the end of its landing run was seen to explode and sink beneath the waves. Coming under further attack, the Whitley took evasive action, before setting course for home, with the crew having the unpleasant task of confirming that there were no survivors from this tragic incident.



Available
NOW

1:72

Wingspan 166mm

LIMITED
EDITION**AA39211 Supermarine Spitfire Mk.I**

R6800/LZ-N Sqn. Ldr. Rupert 'Lucky' Leigh, RAF No.66 Squadron, Gravesend, September 1940

The absolute pinnacle of aviation technology of its time, the Spitfire was a thoroughbred in every sense of the word and simply a beautiful aeroplane to look at. Just a few short months after the Spitfire entered RAF service, it would be called upon to fight for the very survival of Britain and the free world, as swarms of Luftwaffe aircraft launched massed attacks against RAF airfields and strategic targets across southern England. The handsome Spitfire would have to bare its teeth and take on the feared Messerschmitt Bf 109!

Available
NOW

1:72

Wingspan 172mm

LIMITED
EDITION**AA27603 Hawker Hurricane Mk.I**

V7357/SD-F Sgt. J.H 'Ginger' Lacey, RAF No.501 Squadron, Gravesend, September 1940

The exploits of the glorious 'Few' during the Battle of Britain are the stuff of legend and standing right at the head of this illustrious group of men was James 'Ginger' Lacey, Hurricane pilot and proud son of Yorkshire. Flying throughout the Battle of Britain, Lacey was credited with eighteen aerial victories, making him the second highest scoring British fighter ace of the Battle – every one of these victories were gained whilst flying the trusty Hawker Hurricane. This latest Hurricane release is an essential addition to any Battle of Britain collection.

Available
NOW

1:72

Wingspan 172mm

LIMITED
EDITION**AA27604 Hawker Hurricane Mk.I V7795, Plt. Off W Vale, RAF No.80 Squadron, Maleme, Crete 1941**

As strong German forces moved to secure their southern flank and rectify a failed Italian attempt to invade Greece, Allied forces found themselves in a steady retreat towards Crete. Extensive air operations saw large numbers of RAF aircraft engaged in fighting with both German and Italian air force units and despite initial successes, they came under increasing pressure. Perhaps the most successful Hawker Hurricane Mk.I fighter of this difficult period was V7795, usually flown by Pilot Officer William Vale, of No.80 Squadron, Royal Air Force. Still displaying its standard RAF day fighter camouflage scheme, this unusual aircraft also included some additional field applied camouflage modifications to the leading edge and engine cowling, which were applied to just a small number of Hurricanes. Vale claimed eight enemy aircraft destroyed whilst flying this aircraft, during April and May 1941.

Available
NOW

1:72

Wingspan 172mm

LIMITED
EDITION**AA27606 Hawker Hurricane Mk.I N2359/YB-J, 'Winged Popeye', P.O Leonard Walter Stevens, RAF No.17 Squadron, Debden 1940**

Responsible for destroying more enemy aircraft during the Battle of Britain than the combined total of the rest of Britain's defences, the Hawker Hurricane was the workhorse aircraft of Fighter Command's defiant resistance against the Luftwaffe. Pilot Officer Leonard Walter Stevens of No.17 Squadron received Hurricane N2359 as a replacement for an earlier aircraft damaged in combat with the Luftwaffe on 11th August 1940 and applied some rather elaborate artwork to the port side of his Hurricane. It was extremely unusual for RAF fighters to carry any form of unauthorised artwork during the Battle of Britain, so the sight of a 'Winged Popeye' must have caused quite a stir around Debden airfield, although they would have had more important matters at hand. Pilot Officer Leonard W Stevens served with No.17 Squadron throughout the Battle of Britain, only to be killed in a mid-air collision between two Spitfires in May 1941.

Available
NOW

1:72

Wingspan 137mm

LIMITED
EDITION**AA28005 Messerschmitt Bf109E-4 Wilhelm Balthasar, 1./JG.1, France 1940**

As the savage aerial fighting above the evacuation beaches of Dunkirk was taking a heavy toll on both sides, the airmen of Britain and Germany knew this was just a pre-cursor of a more significant battle to come. Having lost valuable fighters during the Battle of France and Operation Dynamo, the RAF knew that they were facing a battle-hardened enemy, equipped with the most feared fighter aircraft in the world, the agile and heavily armed Messerschmitt Bf109, which had ruthlessly cleared European skies of all opposition air forces sent against it. Supremely confident and possessing much greater numbers, the fighter pilots of the Luftwaffe would be at a disadvantage for the first time, fighting against an organised RAF, equipped with excellent fighters of their own and having extremely well trained pilots. The Germans would also be fighting over enemy territory with the English Channel acting as a physical and psychological barrier during combat – if they were shot down, or suffered mechanical difficulties, their chances of getting back to France were now looking much less likely. Despite these new challenges, swarms of Messerschmitts crossed the Channel, determined to break the resolve of the Royal Air Force.



Available
NOW

1:72

Wingspan 155mm

LIMITED
EDITION

AA27702 North American F-51D Mustang

44-12943/FF-943 'Was that too fast?' 18th Fighter Bomber Group, USAF, Chinhae Airfield, South Korea, 1951

At the start of the Korean War, significant numbers of Mustang fighters were available to the USAF, although most were now serving with Air National Guard units. Now designated F-51D, the Mustang was no longer the premier fighter aircraft it was in WWII, due to the advent of jet technology, but it was still a highly capable long-range strike aircraft. As a close air support aircraft, the Korean War Mustang dropped more napalm and fired more rockets than any other aircraft involved in the conflict, as it served with four air forces in support of The United Nations. It was also involved in some of the first spiralling dogfights with the new Soviet MiG-15 jet fighter. Highly susceptible to the latest anti-aircraft defences, many close air support Mustangs were lost during the Korean conflict.



Available
NOW

1:72

Wingspan 155mm

LIMITED
EDITION

AA27703 North American Mustang Mk.IV

KH790/WHC Werner Christie, No. 150 Wing, RAF Hunsdon, Spring 1945

As its history was very much connected to British requirements, it is no surprise that the Mustang was used extensively by the Royal Air Force during WWII, from the early Allison powered Mustang I, to the Dallas produced, Packard Merlin powered IVa. The final victory for a WWII RAF Mustang belonged to Norwegian ace Werner Christie, who was flying his personal machine KH790. Following the conclusion of a successful bomber escort mission over Germany, Christie led his Mustangs in search of Luftwaffe fighters. Flying above Finow airfield, he noticed a flight of Fw 190s and immediately dove to attack. His first burst of fire caught the wing of an unsuspecting Focke Wulf, blowing half of the wing off and sending the fighter spiralling into the ground. This would be Christie's eleventh and final victory of the war.



Available
NOW

1:72

Wingspan 155mm

LIMITED
EDITION

AA27704 North American P-51D Mustang

44-14733/CS-L 'Daddy's Girl' Capt. Ray Wetmore, 370th Fighter Squadron, 359th Fighter Group, East Wretham, Norfolk 1945

As one of the most distinctive P-51D Mustangs of the European theatre, 'Daddy's Girl' was the mount of Captain Ray 'X-ray eyes' Wetmore, who became one of the leading USAAF Mustang aces of the war. His nickname comes from his uncanny reputation for spotting enemy aircraft well before any of his Squadron mates and usually dispatching one or two of them. Named after his daughter Diane, 'Daddy's Girl' had her most successful day on 14th January 1945, when Wetmore destroyed four Focke Wulf Fw 190s and shared in the destruction of a fifth, during the same mission. His final victory came against one of the elusive Messerschmitt Me 163 Komet rocket fighters on 15th March 1945, taking his final aerial victory tally to 21.25 enemy aircraft.



Available
NOW

1:72

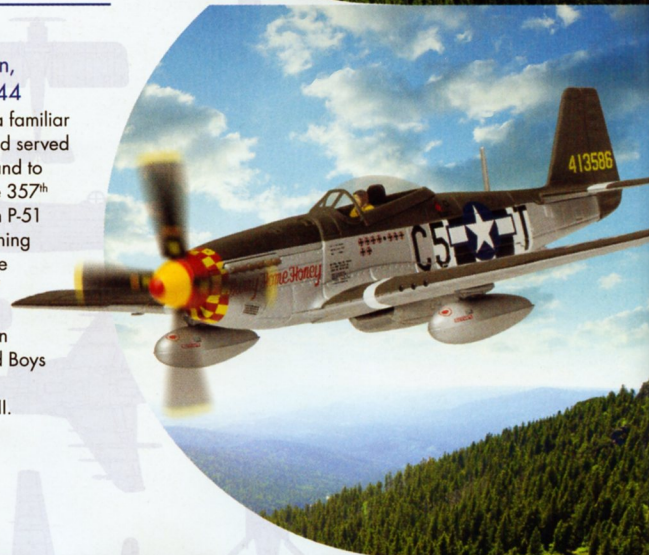
Wingspan 155mm

LIMITED
EDITION

AA27705 North American P-51D Mustang

44-13586/C5-T 'Hurry Home Honey', Capt. Richard A 'Pete' Peterson, 364th Fighter Squadron, 357th Fighter Group, Leiston, Suffolk July 1944

The red and yellow checked noses of the USAAF 357th Fighter Group became a familiar sight in the skies above enemy occupied Europe in the final months of WWII and served both to reassure US Bomber crews that their 'Little Friends' were in attendance and to warn attacking Luftwaffe fighters that they were facing an elite fighting unit. The 357th were the first Eighth Air Force Fighter Group to receive the new North American P-51 Mustang towards the end of 1943 and immediately began their conversion training at Raydon airfield in East Anglia. Transferring to nearby Leiston, the unit became operational in February 1944 and were famously christened 'The Yoxford Boys' by British traitor and German propagandist Lord Haw-Haw, who greeted the arrival of these newly trained pilots with a forewarning of death and devastation at the hands of the Luftwaffe – how wrong he was. The Mustangs of the Yoxford Boys took a withering toll of Axis aircraft in the coming months, becoming the most successful P-51 air-to-air combat Unit in the Eighth Air Force by the end of WWII.



P-51 MUSTANG™

Available
NOW

1:72

Wingspan 157mm

LIMITED
EDITION**AA28101 Curtiss P-40B Warhawk**

160/15P, 2nd Lt. George Welch, 47th PS, 15th PG, USAAF, Wheeler Field, 7th December 1941, Pearl Harbor Defender

Following an extremely late night at the Squadron Christmas party, USAAF pilots George Welch and Kenneth Taylor woke to the sound of explosions and low flying aircraft. The date was 7th December 1941 and the United States naval base at Pearl Harbor was under attack. Still wearing their mess dress from the previous night, the men rang ahead to Wheeler Field, where their Squadron had been deployed for gunnery practice and instructed ground crews to prepare two P40 fighters for flight. Driving their Buick at high speed and coming under fire from Japanese aircraft, the men arrived at Wheeler and immediately made for their aircraft – taking off beneath waves of attacking enemy aircraft, the two pilots fought valiantly against overwhelming odds, even landing to re-fuel and re-arm, only to take off and fight again. During a frantic few minutes, Welch destroyed four enemy aircraft, with Taylor accounting for at least a further two. For their heroic actions during the Pearl Harbor attack, George Welch and Kenneth Taylor were both awarded the Distinguished Service Cross.

Available
NOW

1:72

Wingspan 157mm

LIMITED
EDITION**AA28103 Curtiss Tomahawk IIB**

AK402 P/O Neville Duke, RAF No.122 Squadron, Fort Maddelena, November 1941

This particular Curtiss Tomahawk was the mount of famous RAF pilot Neville Duke, who was posted to No.112 Squadron in North Africa following a successful spell as Wing Commander 'Sailor' Malan's wingman at Biggin Hill. Used to flying the Spitfire Mk.V, Duke initially found the Tomahawk to be something of a disappointment in combat and was shot down twice during his first few weeks in the desert. Flying Tomahawk IIB AK402, he was shot down on 30th November 1941 by high scoring JG27 ace Otto Schulz, but managed to crash land his aircraft and return to his Squadron. He soon got to grips with the desert air war and started to score victories of his own – by the end of the war, Duke became the highest scoring Allied ace in the Mediterranean Theatre, with 27 victories to his name. We also went on to become a celebrated test pilot and holder of the world air speed record.

Available
NOW

1:72

Wingspan 157mm

LIMITED
EDITION**AA28104 Curtiss Hawk 81-A-2**

P8127 'White 47', Robert 'R.T.' Smith, 3rd Squadron American Volunteer Group, Kunming, China, June 1942

As some of the most celebrated pilots in the history of air warfare, the Flying Tigers of the 1st American Volunteer Group achieved incredible success against overwhelming odds in their robust but ageing Curtiss fighters, at a time when Japanese forces were advancing across vast areas of the Pacific region. A volunteer force of just 100 pilots, equipped with aircraft originally destined for the RAF Desert Air Force, the Flying Tigers are often misconceived as an ill-disciplined group of journeymen flyers, who were simply in it for the money. In fact, they were highly trained fighter pilots who had all volunteered to fight in some of the most inhospitable conditions endured by any pilots during WWII and as they entered combat in the days following the infamous Pearl Harbor attack, they were determined to destroy as many Japanese aircraft as they could. In this aim, they were spectacularly successful, posting some of the most impressive combat kill ratios of the entire war.



Available
NOW

1:72

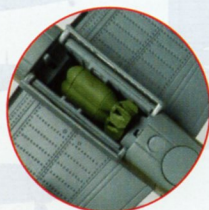
Wingspan 285mm

LIMITED
EDITION

AA35313 North American B-25 Mitchell™

40-2249 'Hari Kari-er', USS Hornet,
18th April 1942 'Doolittle Raider'

As the USS Hornet task force approached the Japanese coast, they were spotted by an enemy ship and decided to launch their aircraft early. Just after 8am on 18th April 1942, sixteen B-25 bombers lifted off the relatively short deck of USS Hornet and set course for Japan – this would be the first time that any of these airmen had taken off from the deck of an aircraft carrier at sea. Flying at extremely low level, the raiders had a six-hour flight ahead of them before reaching their targets, almost certain that they would be intercepted by enemy fighters. If they managed to complete their mission, they would then fly on to China, but it would be very much a case of every man for himself.



Available
NOW

1:72

Wingspan 275mm

LIMITED
EDITION

AA36712 Junkers Ju88A-5 9K+ED, Stab III./KG51, Winter 1940

As a result of the RAF's first bombing raid against Berlin on 25th August 1940 and incorrectly assuming that Fighter Command were all but knocked out of the war, the Luftwaffe were directed to leave Britain's fighter stations alone and concentrate their efforts against London. In a period which became known as the Blitz, from October 1940, British cities were targeted by German bombers on a nightly basis and whilst these raids had a devastating effect on the civilian population, it allowed Britain to galvanise its defences and re-equip its battered fighter squadrons. Arguably the most effective bomber available to the Luftwaffe during WWII was the Junkers Ju88, a pre-war 'Schnellbomber' which proved to be both capable and adaptable, seeing service throughout WWII and produced in significant quantities. For the switch to night bombing operations over Britain, most of III./KG51's Ju88s benefited from some field applied camouflage modifications, which helped to make the aircraft less visible to British defences. The under-surfaces of the aircraft were given a black paint wash, which effectively masked all national insignia and fuselage markings were similarly blacked out. Only the top wing *balkenkreuz* was retained, presumably to aid with friendly unit recognition and to avoid incidents of friendly fire losses. It is interesting to note that of the many KG51 Ju88s lost over Britain during the night Blitz offensive, one machine lost during November 1940 was thought to have been the first victim of a radar equipped Bristol Beaufighter nightfighter. Unfortunately, many more aircraft on both sides would be lost before the war was over.



Available
NOW

1:72

Wingspan 135mm

LIMITED
EDITION**AA36211 Gloster Sea Gladiator**N5519/G6A, No.802 Naval Air Squadron,
HMS Glorious, June 1939

The beautiful Gloster Gladiator represented the absolute pinnacle of biplane fighter design, but entered service just as the first of the fast monoplane fighters were already dictating the future of aerial warfare.

A thoroughbred aircraft in every sense of the word, the Gladiator was the last biplane fighter to enter RAF service and the first to feature a fully enclosed cockpit. Highly manoeuvrable and extremely fast by biplane standards, the Gladiator also served with the Royal Navy, with aircraft modified for operations at sea by the inclusion of a strengthened fuselage, arrestor hook and catapult spools, as well as provision for the stowage of an inflatable dinghy. Sea Gladiator N5519 wears the attractive pre-war colours of No.802 NAS, serving on board HMS Glorious, with the black fin marking this aircraft as the Squadron Commander's mount. All twelve of 802 Squadrons Gladiators were lost in June 1940 when HMS Glorious was sunk by the German Battleship Scharnhorst, during operations in the defence of Norway.

Available
NOW

1:72

Wingspan 230mm

LIMITED
EDITION**AA38409 Bristol Blenheim Mk.IV R3843 'F for Freddie' RAF No.18 Squadron. 'Operation Leg', 19th August, 1941**

At a time when Britain and her Commonwealth were enduring their 'Darkest Hour' the nation was in need of inspirational heroes and perhaps nobody answered this call more famously than Douglas Bader. Losing both his legs as a result of a pre-war flying accident, Bader's determination to re-join the RAF saw him playing a significant role in leading Fighter Command's defiant resistance against the Luftwaffe during the Battle of Britain and later taking part in fighter sweeps over Northern France. It was during one of these operations on 9th August 1941 that Bader's Spitfire collided with another aircraft sending him spinning towards the ground. Although managing to exit the aircraft and parachute to safety, one of his prosthetic legs had remained stuck in the cockpit and crashed to earth with the stricken Spitfire. Clearly a huge propaganda coup for the Germans, they contacted the RAF with news of Bader's capture and to offer safe passage to an aircraft bringing a replacement leg for their illustrious guest. Not wanting to allow the Germans a propaganda victory, the RAF planned to parachute drop a new leg as part of a full 'Circus' bombing raid. On 19th August 1941, six Blenheim Mk.IVs supported by a large force of Spitfires launched an attack against the power station at Gosnay, with Blenheim R3843 also carrying a rather unusual payload, Douglas Bader's new leg. The wooden box containing the prosthetic limb was unceremoniously bundled out of the Blenheim over the target area, before all six bombers turned for home, their bombs unreleased, due to heavy cloud cover over the target area. The protecting Spitfires did not fare so well, with eight aircraft lost during the operation.



Available
NOW

1:72

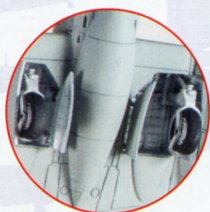
Wingspan 180mm

LIMITED
EDITION

AA27403 Gloster Meteor F.1

EE216/YQ-E, T.D. 'Dixie' Dean, RAF No.616 Squadron and Fieseler, F-103 V-1 'Doodlebug', 4th August 1944

As the Gloster Meteor entered RAF service, it was originally charged with destroying the V-1 flying bombs that were being sent indiscriminately in the direction of southern Britain. The first Meteor victory over a Doodlebug occurred on the 4th August 1944, when Flying Officer T.D 'Dixie' Dean spotted a V-1 flying in the direction of Tunbridge Wells. Placing his Meteor EE216 in a shallow dive to build up speed, he lined up the V-1 in his gunsight and fired – after a short burst, all four guns jammed. Dean was determined not to let the Doodlebug get away and manoeuvred his Meteor alongside the flying bomb, wing tip to wing tip. When he was positioned as close as he safely could, he flicked the control column of his Meteor and banked sharply away – the sudden airflow disruption caused the V-1 to go out of control and crash without causing injury on open ground. Dean had the first Meteor victory over the V-1 and was the first pilot to use the risky 'tip and run' tactic to destroy one these feared flying bombs.



Available
NOW

1:72

Wingspan 408mm

LIMITED
EDITION

AA38209 Douglas™ C-47A Skytrain

315208 'Fassberg Flyer' US Air Force, Berlin Airlift, 1948

There are few aircraft in the history of aviation that can boast the importance and reputation enjoyed by that of the Douglas DC-3™/C-47 series. This revolutionary aircraft was responsible for establishing comfortable and reliable passenger air travel throughout America in the 1930s, as well as attracting significant interest from the US Army. As America watched Europe and the Far East plunged into conflict, they needed an effective aircraft to potentially transport troops into combat areas and resupply their forces wherever they may be operating and a military version of the rugged and reliable DC-3 was the ideal solution. The Douglas C-47 Skytrain proved to be one of the most significant aircraft of the Second World War, keeping Allied forces on the move and the enemy on the back foot. In the years following the end of WWII, war weary C-47s were called upon once more, this time in a historic attempt to keep the city of Berlin supplied by air, following the imposition of a Soviet blockade. The 'Fassberg Flyer' was one of the aircraft involved in this operation, flying coal into the former Luftwaffe airfield at Fassberg. The Berlin Airlift is considered as one of the most significant events in the history of aviation.



20th Anniversary



Authorised Die-cast Replicas



Available
NOW

1:72

Rotor Span 208mm

LIMITED
EDITION**AA27005 Westland Puma HC.1**

XW220/AC, RAF No.72 Squadron, Aldergrove, Northern Ireland, 1997

As one of the world's most successful modern battlefield helicopters, the Westland Puma HC.1 entered service with the Royal Air Force in 1971 and represented a huge technological advance over the Belvedere and Whirlwind aircraft it replaced. An incredibly flexible aviation asset, the Puma is tasked with the tactical movement of troops, weapons, ammunition and general support supplies and is capable of operating in all weather conditions, by day or night. With room to carry 16 fully equipped troops, or up to two tonnes of freight either internally, or slung from a hard point under the aircraft's fuselage, the Puma can also operate in search and rescue and casualty evacuation roles, making this one of the most useful and flexible aircraft in the RAF. This flexibility has seen the Puma required to operate in areas of conflict all over the world, most noticeably during both Gulf Wars, where the aircraft continued to build on its excellent reputation. With the original RAF Pumas serving for over forty years, an upgrade programme will see this superb machine remain in service for many years to come.

Available
NOW

1:72

Rotor Span 226mm

LIMITED
EDITION**AA37611 Westland Wessex HC.2 XR500/A, No.78 Squadron, Royal Air Force, Sharjah Air Base, Trucial States, 1970**

The Westland Wessex HC.2 was a licence built turbine powered development of the classic American Sikorski S-58 Helicopter, one of the world's first truly capable helicopters and one which finally established these aircraft as amongst the most useful for both military and civilian applications. XR500 was one of a batch of 4 HC.2 helicopters delivered in advance of the type's acceptance into RAF service and was used by the Wessex Intensive Flying Trials Unit at RAF Odiham, in preparation for its squadron introduction. It was later one of the founding aircraft of the re-forming No.18 Squadron, the first operational unit to receive the Wessex HC.2, in January 1964. It would later join No.78 Squadron and from 1967, operate from the vital overseas base at Sharjah in the Trucial States (now part of the United Arab Emirates) where, in conjunction with other RAF units, it would help to ensure the ongoing stability of the region. Wearing this particularly attractive scheme, these hard working helicopters would transport troops and supplies around the region, whilst also being on hand to provide flexible airborne support whenever called upon. XR500 was written off in April 1979 when it crashed into Hong Kong harbour, whilst undertaking a winching exercise in poor weather – thankfully, the crew all survived the experience.

Available
NOW

1:72

Rotor Span 178mm

LIMITED
EDITION**AA39007 Westland Lynx HAS 3 (ICE)**

XZ238/434 assigned to HMS Endurance, 2002

Westland Lynx HAS 3 ICE XZ246 (434/EE) is one of a number of helicopters, which have served on board Antarctic survey and ice patrol vessel HMS Endurance, in particularly challenging conditions. For this specific role, some of the equipment usually found on Royal Navy Lynx aircraft was removed, but the reliable Lynx proved to be essential in the effective polar operations of Endurance. Two ice modified Lynx aircraft were usually carried on board HMS Endurance, at any one time. When considering military aviation currently in service with the world's air forces, the helicopter is arguably the most flexible and operationally capable aircraft available to commanders. As international commitments and military requirements continue to evolve, the helicopter is becoming increasingly important to operations at home and abroad. Since the Westland Lynx was introduced in 1978, it has proved itself as one of the most advanced and capable helicopters in the world. Fast and highly adaptable, the Lynx has the distinction of being the world's first fully aerobatic helicopter, capable of performing some quite astonishing manoeuvres. A true multirole combat aircraft, the Lynx is also a deadly tank destroyer and submarine hunter, due to remain in service for many years to come.

Available
NOW

1:72

Rotor Span 224mm

LIMITED
EDITION**AA39105 Westland Whirlwind HAR.1**

XA868, Royal Navy, HMS Protector, 1963

The first Westland built Whirlwind HAR.1 helicopters entered service with the Royal Navy in July 1954, although Fleet Air Arm pilots were already experienced in operating American built versions of the aircraft. Joining No.848 Naval Air Squadron in the Search & Rescue and utility roles, these capable helicopters operated from land based stations and on amphibious operations at sea, providing the Navy with a highly capable new aircraft. Royal Navy Whirlwind HAR.1s also served aboard Ice Patrol Ship HMS Protector (A146) during her long ranging Antarctic patrols from 1955, which required them to fly above some of the most inhospitable seas in the world. The re-fitted vessel was capable of carrying two Whirlwind helicopters and operating them from rather basic hangar and flight deck facilities, but providing the ship with invaluable airborne support. Whirlwinds that served on board HMS Protector during these important patrols were adorned with an attractive penguin motif on each side of the helicopters nose, in recognition of this period of their service careers.



Available
NOW

1:48

Wingspan 244mm

LIMITED
EDITION

AA27901 McDonnell Douglas™ Phantom FG.1

XT864/007R, No.892 Naval Air Squadron, Fleet Air Arm, HMS Ark Royal, November 1978

Although the history of British aviation can boast many famous aeroplanes amongst its ranks, there can be few that were as visually striking as the mighty Phantom FG.1s of the Royal Navy, which operated from the diminutive deck of HMS Ark Royal. In the seconds prior to launch and whilst connected to the ship's steam catapult, the aircraft's nose wheel oleo would be extended to its maximum 40 inch position, giving the Phantom a distinct nose up attitude to increase the efficiency of engine thrust. With steam rising eerily from the ships deck, Navy Phantoms looked like a giant metal praying mantis, ready to spring into action at a moment's notice. With maximum afterburner selected and the engine power almost melting the ship's deck, the Phantom was finally released from its shackles and roared into the air – such a spectacular experience for anyone lucky enough to see it. Although most of us will have only ever seen the operation of Ark Royal's Phantoms on video or in reference books, these iconic images left such an indelible impression that Britain's Rolls Royce Spey powered Phantoms have since become something of an enigma and still command huge enthusiast interest to this day.



Available
NOW

1:48

Wingspan 220mm

LIMITED
EDITION

AA28402 English Electric Lightning F.6 XS927/N7, RAF No.74 Squadron 'The Tigers'

When the English Electric Lightning entered RAF service with No.74 Squadron at Coltishall in June 1960, Britain had its first true supersonic interceptor and one of the most potent fighting aeroplanes the world had ever seen. Charged with protecting Britain from aerial attack, everything about a Lightning mission involved speed, with pilots using the blistering climb performance of the aircraft to mount a 'Supersonic dash' to the target, returning to base, refuelling and rearming before repeating the process if the situation dictated. The ultimate incarnation of the country's first and only all British supersonic fighter aircraft was the F.6 variant, which addressed many of the issues associated with earlier Lightnings, whilst retaining the stellar performance of this magnificent aircraft. Lightning F.6 XS927 made its maiden flight from the English Electric factory on 15th February 1967, in the hands of celebrated test pilot Roland Beamont, before joining No.74 Squadron at Coltishall in early April the same year – this was the last F.6 to join the Squadron before they moved to RAF Tengah in Singapore. In this centenary year, the Lightning still holds its place as arguably the most exciting aircraft to have ever served with the Royal Air Force.



NEW
TOOL

CC75000 Queen Elizabeth Class Carrier

CC75001 Prince of Wales Class Carrier

1:1250

Lengths

Queen Elizabeth
224mm

Prince of Wales
227mm

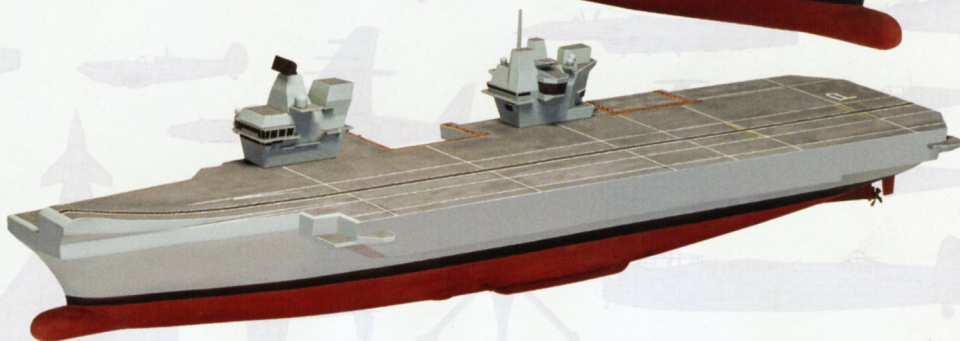
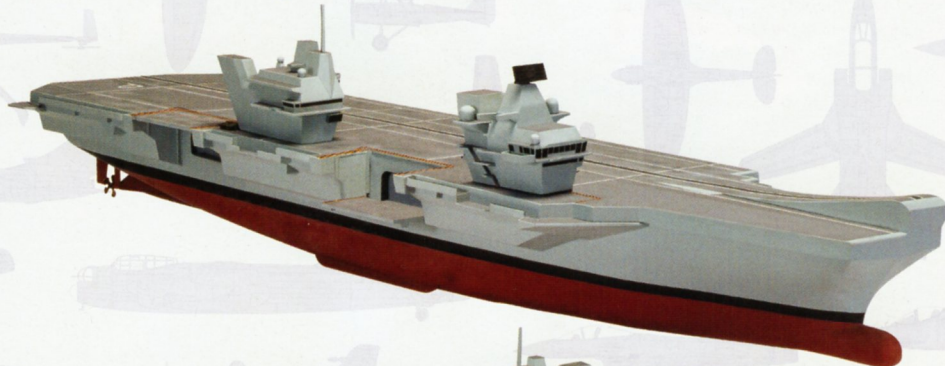
LIMITED
EDITION

Queen Elizabeth-class aircraft carriers are the largest and most advanced warships ever built for the Royal Navy. They will be known as the U.K.'s flagships as they embark on many vital global deployments over the next 50 years.

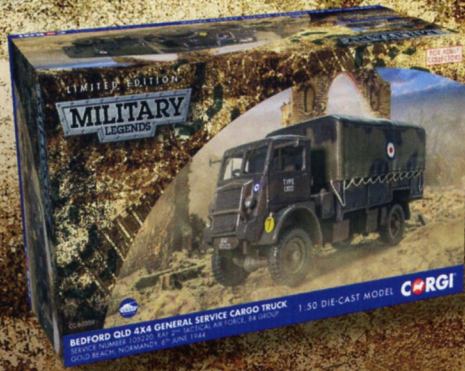
HMS Queen Elizabeth has already been accepted to the fleet, while HMS Prince of Wales has just been commissioned. She is the largest and most powerful vessel ever constructed for the Royal Navy. This awe-inspiring warship can carry up to 40 aircraft. As well as state-of-the-art weaponry and communications systems, HMS Queen Elizabeth boasts five gyms, a

chapel and a medical centre. The flight deck of HMS Queen Elizabeth comes in at an enormous four acres and will be used to launch the fearsome new F-35 Lightning II Joint Strike Fighter. Four of these awesome fighter jets can be moved from the hangar to the flight deck in just one minute. The ship's two propellers weigh 33 tonnes each. The powerplant behind them generates enough power to run 1,000 family cars.

These carriers are 280 metres long, displace 65,000 tonnes in weight and have a top speed of over 25 knots. Carrying a crew of between 700 and 1,600 (when all 36 F-35s are on board), these mighty ships also will carry 4 Merlin Helicopters. Six U.K. shipyards were involved in the construction and during this, 250,000 kilometres of electrical cable was installed on each one!



MILITARY LEGENDS



Key to feature icons



Photo-etched Wire Arm(s)



Moving Cannon



Moving Wheels/Tracks



Opening Hatch



Rotatable Turret



Armament/Weapons

Although the description Military Vehicle is most commonly associated with Tanks a multitude of vehicles actually went to war. From airfield support to general transport vehicles the Corgi range includes military vehicles that have since been deemed legendary.

Each Military Legends model is made of die-cast metal, and is meticulously detailed in 1:50 scale. All include a uniquely numbered limited edition certificate which tells the story of the extensively researched military vehicle in question.

NEW

1:50

Length 176mm

LIMITED EDITION

CC60216 Panther Tank 4th Battalion Coldstream Guards 'Cuckoo', Netherlands 1944/5

Widely regarded as the finest German tank of the Second World War, the PzKpfw V Panther was a formidable combination of speed, manoeuvrability, armour protection and firepower, making this a feared battlefield adversary. Built in response to combat experiences on the Eastern Front and the impressive performance of the latest Soviet tanks, Russia would also see the combat introduction of the new Panther, during the battle of Kursk in the summer 1943. Although classed by the German's as a medium tank, the Panther weighed in at an impressive 45 tons, but proved to be significantly more mobile than its size suggests and after overcoming initial service introduction issues, the Panther began to show its destructive potential. One criticism of the larger German tank designs was that they tended to be over-engineered and whilst they were undoubtedly impressive fighting machines, there simply were not enough of them with front line units. By the time of D-Day, the Panther was fighting a losing battle and if superior numbers of Allied tanks didn't get them, rocket firing Hawker Typhoons undoubtedly would.



NEW

1:50

Length 120mm

LIMITED EDITION

CC51606 'Beute Panzer' (Trophy Tank)**Captured Soviet T34/76 Model 1943, Turret No.222, Panzerjäger Abteilung 128, 23rd Panzer Division, Eastern Front, Ukraine, 1943**

As German armed forces rolled across Europe during the early months of the Second World War, they had already displayed their willingness to deploy captured tanks as part of their powerful panzer force. Initially fielding large numbers of Panzer 35(t) and 38(t) tanks acquired following the occupation of Czechoslovakia, victories over Holland, Belgium and France brought a further supply of captured armour, with those not destroyed or classed as unserviceable pressed into service for their new owners. Operation Barbarossa and the strike East brought new pressures on the available panzer forces, especially when they came across a new Soviet tank design, the T-34. Extremely mobile, with good armour protection and a capable main gun, the T-34 was more than a match for anything the Germans had in service at that time, however mechanical problems and poor battlefield organisation reduced the effectiveness of this excellent machine. The Germans were so impressed with the T-34 that they tried to get their hands on as many serviceable examples as they could and even considered starting general production of the tank at factories which had been captured by advancing Wehrmacht troops. The machine modelled here went on to see service against its former owners with the 23rd Panzer Division in 1943 and is finished in a field applied disruptive camouflage scheme intended to help the tank blend into the surrounding countryside where combat was taking place.



NEW

1:50

Length 117mm

LIMITED EDITION

CC51032 M4A1 Sherman 'Beutepanzer' (Trophy Tank)**US Army, North African Campaign, Captured by I./Pz.Rgt.5, Tunisia, Early 1943, and sent back to Germany for evaluation**

Having the opportunity to capture a fully working example of your enemy's latest battle tank is a situation which was highly prized by all the combatant nations during the Second World War, allowing their capabilities to be assessed and to ascertain the most effective ways of destroying them. This detailed evaluation would usually be carried out by a specialist Military High Command unit well behind the front lines, but getting your war prize back there during the heat of battle could be a challenging process. This particular early Sherman tank was captured by 1st Company, 501st Heavy Tank Battalion in Tunisia, during operations to counter the Anglo-American invasion of French North Africa in late 1942 and must have looked rather conspicuous parked amongst the German Tiger I and Panzer III tanks which were heading towards the fighting. The fascinating hand painted warning on the side of the Sherman is basically warning German troops not to remove any items from the enemy tank, as it has been commandeered by German Military High Command and is destined to be sent back to Germany for test and evaluation. In addition to the rather crudely applied Balkenkreuz markings on the turret of the Sherman, the unit responsible for securing such a significant trophy also ensured their details were included in the hand painted warning on the hull sides of the tank, presumably knowing that the message would be seen by thousands of military personnel during its journey back to Germany and wanting their achievement recognised.



NEW**1:50**

Length 170mm

LIMITED EDITION**CC60514 Panzerkampfwagen VI Tiger I Ausf E (Late production)**

Turret Number 'Black 300', sPzAbt. 505, Eastern Front, Summer 1944 Russia on the offensive

For many with an interest in military history, the German Tiger I is still widely regarded as the epitome of tank design, beautifully conceived and manufactured whilst at the same time proving deadly on the battlefield. Unrivalled by any opposing tank when it saw its combat introduction on the Eastern Front during September 1942, the Tiger I soon began to show its potential, using its highly effective sighting optics and accurate 88mm KwK 36 tank gun to take a heavy toll of Soviet armour. Capable of destroying enemy tanks at ranges which made it almost impervious to return fire, it was not uncommon to hear reports of small units of German Tigers destroying more than ten times their number in Soviet armour during engagements, as their opposition rushed headlong towards the German tanks in a deadly hail of armour piercing shells, with only the amount of ammunition held limiting the effectiveness of the Tigers killing spree. Indeed, if a Soviet tank did manage to get close enough to fire on its capable adversary, their shells would invariably ricochet off the thick frontal armour of these German beasts and attract the attention of the enemy tank commander in the process. During the spring of 1944, the Tigers of the 505th Heavy Tank Battalion adopted the distinctive 'charging heavy knight' as their unit insignia, an emblem which they would retain until the end of the war in Europe and one which drew inspiration from the fact that these armoured behemoths were now performing the historic role of battlefield shock cavalry from years past.

**Available NOW****1:50**

Length 170mm

LIMITED EDITION**CC60513 Panzerkampfwagen VI Tiger I 'First in service', Turret No.100, Schwere Panzerabteilung 502, Leningrad Sector, late 1941**

The 502nd Heavy Panzer Battalion and their distinctive 'Mammoth' logo are famous for being the first Wehrmacht unit to introduce the fearsome Panzerkampfwagen VI 'Tiger I' into combat, during the siege of Leningrad in September 1942. Although this powerful new weapon was capable of destroying any enemy tank it faced, these early Tigers were rushed into combat before a full testing programme had been completed and consequently, were not as effective as they should have been. Suffering numerous technical difficulties and problems associated with operating such heavy tanks on the soft ground of Russia, more Tigers were destroyed by their own crews to prevent them from falling into Soviet hands, than as a result of enemy action. Despite this, on 14th January 1943, the Soviets managed to disable and capture 'Tiger 100' during 'Operation Iskra' and actions to break the German siege of Leningrad, with a second machine being secured just a few days later. Both tanks were rushed to the Kubinka experimental armour facility, where they were thoroughly evaluated and tactics developed to combat these feared armoured behemoths. Before the Germans had fully developed the potential of these magnificent fighting machines, the folly of their rushed combat introduction meant that their awesome secret was already out and Soviet designers began work on their own heavy tanks. Despite this, the 502nd Heavy Panzer Battalion would go on to become one of the most successful tank units of the Second World War and could boast several panzer 'aces' amongst its ranks.



Available
NOW

1:50

Length 176mm

LIMITED
EDITION

CC60215 Panzerkampfwagen V Panther (Ausf D)

Training Tank assigned to unknown unit, Bamberg, Northern Bavaria, April 1945, Defence of the Reich

As Allied forces advanced deeper into German territory during the spring of 1945 and inexorably towards the heart of the Third Reich, their overwhelming numerical superiority was gradually wearing down remaining pockets of resistance. The Wehrmacht counter-attacks which took place in the weeks and months following D-Day had left armoured units hugely depleted and with the net of war closing around them, there was little hope of replenishing even a fraction of these losses. As Allied armoured units approached the town of Bamberg in Northern Bavaria, they would face a hastily assembled collection of German armour and assault guns from various units, including several early Panther tanks taken from nearby Training and Reserve Tank Divisions. Used to train crews destined for the heavy tank battalions, these units operated some of the first Panthers to enter service, often inheriting them after they had been sent back from front-line units for maintenance or upgrade. Indeed, at this stage of the war, it was common to find the latest tank deliveries utilising components from much earlier variants of the same vehicles, such as the pressure on German manufacturing at that time. This fascinating Panther, which served during the Battle for Bamberg, is sporting a replacement barrel for its 75mm gun and has hastily applied camouflage to its turret and gun only. The prominent placement of the Balkenkreuz at the front of the turret served to identify the tank to other local Wehrmacht units, presumably as some may have been relatively inexperienced in combat – it would have also clearly marked it as a target for the approaching US and Russian forces. Despite being one of the oldest Panther tanks still in operational service, these fearsome weapons were still capable of taking a heavy toll of Allied armour and their swift destruction would have been a priority.



Available
NOW

1:50

Length 117mm

LIMITED
EDITION

CC51031 Sherman M4A3 (late)

USA-30100145-S, B Company, 2nd Tank Battalion, 9th Armoured Division, Battle for Clervaux Castle, Luxembourg, December 17th, 1944

The first tank battle of the major German Ardennes offensive, which would go on to be referred to as the 'Battle of the Bulge' proved to be something of a disaster for Allied forces. Taken almost completely by surprise, outnumbered American units attempted to hold back attacking elements of the German 2nd Panzer Division and prevent them from speeding towards their ultimate objective, the port of Antwerp and effectively splitting American and British/Canadian forces in the process. With most of the other US Sherman tanks involved in this savage fighting either being destroyed or disabled, Sherman USA-30100145-S took up an ambush position next to a medieval building in the grounds of Clervaux Castle, moving forward periodically to fire on the German armoured column advancing up the approach road to the castle grounds, before concealing itself once more. Holding up the advance for several hours, the Sherman was eventually disabled by three incoming rounds from German StuG III tank destroyers and was abandoned by its crew, where it remained in the same position until 1956, when a recovery team from the Luxembourg Army dragged the tank inside the castle grounds. A restoration project was undertaken many years later and the tank is now preserved and accessible to the public in the courtyard of Clervaux Castle, where it serves as a memorial to the men who took part in D-Day and the Battle of the Bulge. It is thought that this historic vehicle is one of only two original tanks still in existence, which took part in the Ardennes Offensive.



Available
NOW

1:50

Length 144mm

LIMITED
EDITION

CC60112 Churchill Mk.III 'ESK', Squadron HQ, C Squadron, 3rd Battalion Scots Guards, 6th Guards Armoured Brigade, England, 1943

Originally equipped with the disappointing A13 Mk.III Covenanter cruiser tank, the 6th Scots Guards Tank Brigade re-equipped with the much heavier and far more capable Churchill tank from early 1943 and underwent intensive training for overseas deployment. Churchill Mk.III 'ESK' was a Squadron HQ (left flank), C Squadron, 3rd Battalion Scots Guards machine, part of the 6th Guards Armoured Brigade, with the letter B at the end of its War Department registration number denoting that this was a replacement tank. This unit elected to name many of its tanks after locations in Scotland, carrying their heritage into combat wherever they were in action, with ESK obviously being named after the Scottish river. During 1943, the 2nd Coldstream Guards would join the brigade, thus causing the Scots Guards to become the junior regiment of the two – this also meant that their yellow tank markings would have to be repainted in blue to reflect their change in status. Suffering heavy combat losses during operations in Italy throughout the summer of 1943, the 6th Guards were almost disbanded, however, they were allowed to recover and would go on to play a significant role in actions following the D-Day landings, usually attached to the 15th (Scottish) Division. Although the confined hedgerow warfare fighting conditions of the Normandy countryside did not particularly suit the Churchill tank, which excelled on soft, open ground, hills and heavily forested areas, large numbers of these tanks would go on to see service until the end of the war in Europe and into the early 1950s.



Available
NOW

1:50

Length 126mm

LIMITED
EDITION

CC60613 Cromwell IV 'BLENHEIM' No.2 Squadron, 2nd (Armoured Reconnaissance) Battalion, Welsh Guards, inspection by Winston Churchill, Pickering, Yorkshire, Spring 1944

The massive build up of Allied forces in advance of the D-Day landings saw southern England playing host to arguably the most powerful army the world had ever seen, standing ready to make a decisive blow in bringing the war to a close. Following months of intensive training and in an attempt to maintain the morale of his troops ahead of their coming struggles, Winston Churchill made several visits to units in the weeks leading up to invasion, reminding them of the historic role they were about to play and thanking them for their resolve. On 30th March 1944, he paid a visit to the 2nd Welsh Guards, where he was photographed in the turret of an immaculately presented Cromwell Mk.IV tank, which could not only boast a pristine set of unit markings, but had also been adorned with the name 'Blenheim' on the front of its hull, clearly in anticipation of their illustrious guest's visit. The Guards Armoured Division was due to go ashore following the D-Day landings on 16th June, however, the violent storms which battered the Channel around that date prevented their arrival until 22nd. Following a short period of acclimatisation in a defensive capacity, they would be used as casual support on two offensive operations, before being heavily involved in 'Operation Goodwood' and the breakout from Normandy, where the impressive speed of the Cromwell would come into its own. The logistics associated with D-Day were simply astonishing and saw the amphibious delivery of 557,000 troops and 81,000 vehicles, between 6th and 16th June. The long awaited Allied invasion of Europe would prove to be the springboard for ultimate victory.



Available
NOW

1:50

Length 120mm

LIMITED
EDITION**CC60418 White M3A1 Half Track****'DARING'; D Company, 1st Battalion, 41st Armoured Infantry Regiment, 2nd Armoured Division, Cantigny, France, 31st August 1944**

Following combat experiences gained during the early months of WWII and in anticipation of the anticipated invasion of occupied Europe, American armoured units underwent a thorough reorganisation during 1943. With the emphasis being on mobility and combat flexibility, armoured units would work in close association with artillery, infantry and air support during operations, breaking enemy strongholds and exploiting any breaches in their defensive lines. Arriving on Omaha Beach three days after D-Day itself, the US 2nd Armoured Division was part of a massive Allied build up in Normandy, with the mobility of its well equipped forces hoping to exploit any strategic opportunities which presented themselves. Initial combat operations proved challenging as the muddy conditions and narrow lanes were not ideal for armoured units, but the long stalemate was broken with the launch of 'Operation Cobra' and a concerted push to break out from Normandy. This M3 A1 Half Track provided armoured protection for a platoon of infantrymen during post D-Day operations, with its crew providing suppressing fire from the vehicle's pulpit mounted .50 cal machine gun, with additional mountings on the sides of the vehicle. The M3 was unable to withstand the attentions of heavy German armour, so other than specialised reconnaissance units, these vehicles would usually transport troops to the next combat hotspot, following behind, or with the support of heavy armoured units and usually after a sustained artillery barrage.

Available
NOW

1:50

Length 121mm

LIMITED
EDITION**CC60309 Bedford QLD 4X4 general service cargo truck****Service Number 105220, RAF 2nd Tactical Air Force, 84 Group, Gold Beach, Normandy, 6th June 1944**

As crucial as the initial assault landings on the main D-Day beaches undoubtedly were, this complex and dangerous operation would only succeed if those same beaches also received vast numbers of additional men, equipment and supplies in the hours and days which followed. With the beaches finally secured, huge LST (Landing Ship, Tank) vessels brought thousands of men, hundreds of vehicles and tons of supplies over the next few days, ensuring that the momentum of invasion could be maintained.

With the Royal Air Force helping to clear the skies of enemy aircraft during the landings, it is also worth noting that around 1,800 RAF personnel and 456 vehicles also landed on Gold beach during D-Day, each one with an important part to play if this invasion was to ultimately succeed in bringing about an end to the war. Most of the vehicles were transporting men and equipment destined to construct Advanced Landing Grounds, which would allow Allied aircraft to operate close to the front lines, thus reducing their transit times and making them much more effective. Other men had been sent to service and maintain aircraft or to perform the crucial role of forward air controllers in support of advancing ground units. This particular RAF QLD truck was the subject of a famous wartime photograph, as it was held at the head of a column of RAF supply vehicles on a lane in the village of Ver-sur-Mer, Normandy, having just been unloaded on 'King Beach', Gold sector, in the afternoon of 6th June 1944.

Available
NOW

1:50

Length 140mm

LIMITED
EDITION**CC60013 Sd.Kfz.7 Krauss-Maffei medium towing half-track** Luftwaffe flak gun artillery tractor, Tunisia, May 1943

One of the most numerous and instantly recognisable German fighting vehicles of the Second World War, the Sd.Kfz.7 medium half-track began its development in the mid 1930s and first entered service in 1938, just in time to take part in the opening actions of the war. Replacing the horse as a means of transporting men, supplies and artillery to the front lines, the half-track was a more complex machine than a standard truck and was prone to higher levels of mechanical failure, however, its pulling power and off road performance meant that these hard working vehicles were always in great demand. In Luftwaffe service, the Sd.Kfz.7 would primarily be employed in pulling one of the deadly 88mm Flak guns around the battlefield, along with its highly trained crew of twelve men and an array of tools, equipment and ammunition. Although these units were responsible for providing air defence support for ground troops and armoured divisions, the powerful 88mm gun was arguably even more effective when used against ground targets and there were numerous occasions when Luftwaffe anti-aircraft guns were requisitioned for use against Allied tanks, taking a heavy toll of British and Soviet armour. With a multitude of battlefield and supply uses, despite the fact that around 12,200 of these 'special purpose vehicles' were produced by several manufacturers, there never seemed to be enough to go around and those which were available often required to pull loads much greater than those they were designed for. Rarely wearing markings other than production numbers, these vehicles were painted in a myriad of different schemes, as crews attempted to camouflage their half tracks from both air and ground attack, using whatever paint stocks they had at their disposal.



MILITARY LEGENDS *in miniature*



Good things come in small packages! And this couldn't be truer of the Military Legends in Miniature range. Each model in this range is made of the highest quality material and measures an average of 95mm long which varies slightly from vehicle to vehicle.

Comprising of a range of the most famous tanks and support vehicles that went to war, the miniature range offers extensively researched tanks decorated with as much detail the Fit the Box scale allows for

Suitable for those aged 6+ the range is perfect for new collectors or those looking for a smaller but historically accurate collection.

**Available
NOW**

FTB

(Fit The Box)

Length 96mm

CS90638 Tiger I

German Army SpzAbt 502, Russia 1942

Arguably the most famous tank in the history of warfare, the mighty German Tiger was a fearsome weapon, capable of destroying most Allied tanks at ranges far in excess of those where they could effectively return fire.

Utilising the powerful 88mm tank gun and exceptional sighting optics, the Tiger took a heavy toll of Allied armour following its combat introduction on the Eastern Front in 1942, but these beasts were over-engineered and expensive to produce, resulting in only 1,347 tanks eventually being built. Despite these relatively small numbers seeing combat, the Tiger tank created a battlefield legacy which endures to this day.



**Available
NOW**

FTB

(Fit The Box)

Length 85mm

CS90635 Panzer IV

SS Panzer Division Hitlerjugend, France 1944

One of the world's truly great tanks, the Panzer IV was in production throughout the Second World War and was built in greater numbers than any other German tank. Forming the backbone of Wehrmacht armoured divisions during WWII, this tank was continually improved during its service career and was fitted with a number of different main armament configurations, as well as forming the basis of several other fighting vehicles, such as tank destroyers, assault guns and self-propelled anti-aircraft guns. Despite being the oldest German tank still in service, the Panzer IV was the most numerous type encountered by the Allies following D-Day.



Available
NOW

FTB

(Fit The Box)

Length 83mm

CS90637 Churchill MkIII

6th Scots Guards Brigade 1943

One of the most distinctive tanks of the Second World War, the British Churchill heavy infantry tank may have looked a little ungainly, but was actually an extremely capable fighting vehicle and one of the heaviest Allied tanks to see combat. Possessing exceptional hill climbing capabilities, the relatively slow, yet extremely reliable Churchill had frontal armour protection which was thicker than that used on the feared German Tiger and despite first entering service in 1941, large numbers of these tanks would be deployed following the D-Day landings. Several special purpose variants of the Churchill were also produced, which included flamethrower, bridge layer and bunker buster tanks.



NEW

FTB

(Fit The Box)

Length 77mm

CS90640 M8 Greyhound

14th Armoured Division, N.W. Europe

Originally conceived as a fast and mobile tank killer, the M8 Greyhound armoured car was not built to withstand the punishment it would receive at the hands of Germany's main battle tanks and was therefore used more for reconnaissance patrols and armoured escort duties. Open turret variants of the Greyhound afforded their commander's an exceptional view of the battlefield, although this feature was understandably less popular during poor weather conditions. Amazingly, one M8 is reported to have destroyed a mighty German King Tiger in December 1944, sneaking up behind it and firing three rounds into its engine before the Tiger's turret could traverse round.



Available
NOW

FTB

(Fit The Box)

Length 72mm

CS90632 Sherman M4 A3

US Army, Luxembourg 1944

Arguably the most famous Allied tank of the Second World War, the American built M4 Sherman medium tank was produced in vast quantities, with almost 50,000 being built by the end of WWII. Fast and extremely reliable, the Sherman featured innovations such as an automatic gearbox and gyro-stabilised gun elevation – it was also built for ease of transportation, with four hoist points at each corner of the tank, allowing it to be loaded to and from cargo ships with ease. The Sherman may not have been a match for the mighty German Tigers and Panthers they faced following D-Day, but numerical superiority ensured they would ultimately prevail.



Available
NOW

FTB

(Fit The Box)

Length 82mm

CS90630 M48 Patton

An extremely capable main battle tank, the M48 Patton was the third US tank to be named after the famous WWII general George S Patton who was a strong advocate of the use of tanks on the modern battlefield. Introduced in 1953, the M48 would be used extensively by American forces during the Vietnam War, where it would perform well, but more in an infantry support role, as opposed to tank destroyer. It would also go on to be an export success, seeing service with around twenty countries all over the world, with many still in service during the last years of the 20th Century.



Available
NOW

FTB

(Fit The Box)

Length 70mm

CS90641 M3 Stuart

The diminutive M3 Stuart light tank occupies an important position in the history of WWII, as it was the first American tank made available to British and Commonwealth forces via the Lend-Lease programme. Used in the North African campaign, the M3 proved to be an extremely reliable and relatively fast tank, earning the respect of British crews who quickly learned to use it to its best potential. The M3 would also be used by the Americans during their first tank versus tank engagements of WWII and despite being outclassed by most German tanks, would be used extensively in support and reconnaissance roles following the D-Day landings.



Available
NOW

FTB

(Fit The Box)

Length 115mm

CS90642 King Tiger

sSPzAbt 501, France 1944

Germany's heaviest operational tank of the Second World War, the mighty Tiger II or King Tiger weighed in at an astonishing 68 tons, even though it was still powered by the same 12 cylinder Maybach engine which powered the significantly lighter Tiger I. Built around a new long barrelled 88mm anti-tank gun, the Tiger II was perhaps the ultimate development of the tank during WWII and was superior to any Allied tank in service. Introduced just weeks after D-Day, these fearsome machines were never available in enough numbers to make a difference on the battlefield and for the cost of one King Tiger, the Allies could produce nine M4 Shermans.



Available
NOW

FTB

(Fit The Box)

Length 100mm

CS90639 Panther

4th Battalion Coldstream Guards 'Cuckoo', Netherlands 1944/5

Although often overshadowed by the more famous Tiger tank, the Panther is generally regarded as Germany's best tank of the Second World War. An effective combination of mobility, firepower and armoured protection, the Panther was originally developed to counter the success of the Soviet T-34 on the Eastern Front and despite initial problems associated with its rushed service introduction, would go on to become one of the most feared armoured adversaries on the battlefields of Europe. Much cheaper to produce than a Tiger, Wehrmacht units could receive five of these highly effective tanks for the price of a single Tiger I.



NEW

FTB

(Fit The Box)

Length 89mm

CS90631 M3 Half-Track

41st Armoured Infantry, 2nd Armoured Division, Normandy 1944 (D Day)

One of the key requirements of the modern battlefield is to have mobile infantry units supporting their heavy armour, both to protect the tanks and to secure any territorial gains they may have made. During WWII, the most famous Allied armoured personnel carrier was the M3 Half Track series of vehicles, which were large enough to transport a fully armed squad of 12 troops and provide them with protection from small arms fire and shrapnel. Fast and extremely mobile, around 53,000 of these vehicles were built in several different combat configurations, proving to be one of the most useful armoured fighting vehicles of the war.



NEW

FTB

(Fit The Box)

Length 90mm

CS90633 Willys MB Jeep® SeeBees

One of the most famous military light utility vehicles ever produced, the 4 wheel drive Willys Jeep was in widespread Allied service from 1941 onwards and has been described as 'America's greatest single contribution to modern warfare'. With 360,000 Willys MB vehicles produced, this fast and reliable off-road capable vehicle could be adapted to perform a huge variety of tasks and became a vital battlefield asset in almost every theatre of conflict. From reconnaissance and re-supply to casualty evacuation and officer transport, the Willys Jeep became a means of military mobility as important as the horse was during the Great War.



The backstory, livery, special features and statistics of every Vanguard are meticulously researched to bring the most accurate 1:43 scale replicas to the market.

Each Vanguard is secured to a removable display plinth and is presented in a high quality perspex display box. Every model includes a bespoke, individually numbered, limited edition certificate which details the fascinating history of the car concerned.

2020 is an extremely exciting year for the category, the range is bigger than it has been in Corgi's recent history with several of the new models being produced from entirely new tooling.



NEW TOOL

1:43

Length 95mm

LIMITED EDITION

VA14300 Ford Escort Mk4 XR3i Diamond White

The XR3i modelled was originally purchased from Arrow Ford in Blackwood, Gwent, on December 15th 1987 and used regularly until 2000 when the then owner passed away. It was then put into storage but eventually re-commissioned and MOT tested by a new owner in Wales in 2006 who offered it for sale via the XR Owners Club in January 2012. It was then bought for £700 by current owner Rob Osborne, a vehicle detailer from Kent. Rob is the car's sixth owner but remarkably, unlike many XR3is, it hadn't been modified during its 132,000 miles so he's restored it to its original specification. Corgi scanned this example to produce our new Mk4V Escort tool.

SPECIFICATIONS

ENGINE: 1597cc I4 SOHC
POWER: 105bhp@6,000rpm
TORQUE: 104lb.ft@4800rpm
MAXIMUM SPEED: 118mph
0-60mph: 9.6secs
WEIGHT: 969.5kgs



NEW

1:43

Length 96mm

LIMITED EDITION

VA11012 Ford Escort Mk3 XR3i Durham Constabulary

The XR3i modelled was based at Darlington Police Station from 1983 under the call sign M10D, or more usually 'Mike 10'. It was used by 'Traffic' and was one of two XR3is employed by the Constabulary in this role during that period with the other, A277 BJR, being based at Peterlee; both were later replaced by Astra GTEs. The XR3i was an ideal urban traffic car because it was relatively small and nimble but genuinely fast enough to carry out all the tasks demanded by this role. It was thus a formidable weapon in the fight against car crime although, ironically, XR3is were one of the most commonly stolen cars of that era...

SPECIFICATIONS

ENGINE: 1597cc 4IL SOHC
POWER: 105bhp@6000rpm
TORQUE: 101lb.ft@4800rpm
MAXIMUM SPEED: 116mph
0-60mph: 8.6secs
WEIGHT: 2,040lbs



NEW

1:43

Length 96mm

LIMITED EDITION

VA11013 Ford Escort Mk3 RS1600i Graphite Grey

The 1600i modelled was purchased new by Mr C. Finch from his local Ford dealer, Spruce Howlett & Co Ltd, Norwich. He kept it until July 1984 and thereafter it remained in Norfolk, initially in Great Yarmouth. It was purchased in January 1990 by a Mr M. Jarvis, at which point it had covered just over 30,000 miles. Mr Jarvis ran a car body shop and although the car had, unusually, escaped being modified, he was unhappy with the paint finish so, in 1998, he totally stripped and repainted it to make it absolutely perfect. He cherished this rare RS, and kept it until 2014, by which time it had covered 51,000 miles.

SPECIFICATIONS

ENGINE: 1596cc 4IL SOHC
POWER: 115bhp@6000rpm
TORQUE: 109lb.ft@5250rpm
MAXIMUM SPEED: 116mph
0-60mph: 8.7secs
WEIGHT: 2,027lbs



NEW
TOOL

1:43

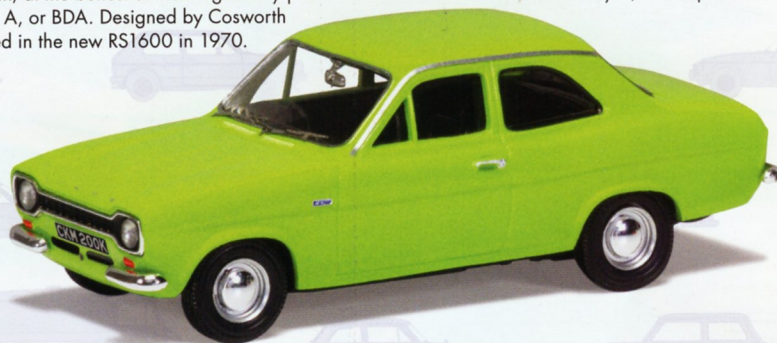
LIMITED
EDITION**RS00001 Ford Escort RS Collection** Ford's RS Escorts. Four Decades of Success

Since 1970, the RS badge has adorned the ultimate fast Fords, cars that have won in motor sport the world over and created an enduring legend of success that proved the old adage, win on Sunday sell on Monday. RS was first seen on the 1968 Ford Taunus 15M Rallye Sport, a front-wheel-drive 2-door saloon or coupé with a 90bhp 1699cc V4. However, the legend really began in 1970 when the Capri RS2600 and Escort RS1600 were launched; both won, prodigiously, and cemented RS in the public consciousness as Ford's glamorous symbol of speed and success. Here we celebrate four generations of RS Escort, the cars with which the magic initials, RS, became synonymous.

This collection will be housed in special presentation packaging

Ford Escort Mk1 RS1600 Le Mans Green Length 95mm

The RS1600 was the first RS Escort but the story started when Ford motorsport engineer Bill Meade, seeing an Escort prototype, said to team manager Henry Taylor, "Blimey, one of those things wouldn't half go with a twin-cam in it!" The resulting 1968 Escort Twin-Cam proved the car's potential but needed more power than the Lotus-sourced twin-cam could provide. Thus Ford's F1 partner Cosworth, at the behest of their legendary public relations mastermind Walter Hayes, developed a 4-valve twin-cam based on the Kent 1600 block; the Belt-Drive Series A, or BDA. Designed by Cosworth employee Mike Hall, it gave the Escort the power it needed when fitted in the new RS1600 in 1970.

**SPECIFICATIONS**

ENGINE: 1601cc 41L 16V DOHC
POWER: 120bhp@6500rpm
TORQUE: 112lb.ft@4000rpm
MAXIMUM SPEED: 114mph
0-60mph: 8.3secs
WEIGHT: 1,902lbs

Ford Escort Mk2 RS Mexico Diamond White Length 95mm

The Mk2 RS Mexico was released on January 14th 1976 alongside the RS2000 with which it shared its rally-bred RS suspension and brake package. Both cars were built on the same production line at the Saarlouis plant in Germany but the Mexico used the 1.6-litre version of the same SOHC 'Pinto' engine found in the RS2000. The car modelled is a very early example made in January 1976 and was initially used by Ford's PR department for TV and magazine work. It appeared with journalist Richard Hudson-Evans in an item comparing the new Triumph TR7 to the RS Escort range on Thames TV's 'Drive In' programme, which was broadcast on May 18th 1976.

**SPECIFICATIONS**

ENGINE: 1593cc 41L SOHC
POWER: 95bhp@5750
TORQUE: 92lb.ft@4000rpm
MAXIMUM SPEED: 107mph
0-60mph: 10.5secs
WEIGHT: 902kgs

Ford Escort Mk3 RS1600i Caspian Blue Length 96mm

The RS1600i was developed in Germany by Mike Kranefuss' team at Ford's Motorsport Division to homologate a competitive 1.6-litre car for Group A racing. This required 5000 examples to be built. Sales were so successful that 8659 were produced between late 1981 and summer 1983, many of which became racing cars. Although it only had 12bhp more than the substantially cheaper and more refined XR3i, it offered a huge amount of motor sport tuning potential because the engine featured solid lifters, a high compression head and what Ford, wonderfully, called a 'hot cam' in their brochure. Unique front and rear spoilers improved the aerodynamics, while the suspension was lower, stiffer, and featured anti-dive geometry.

**SPECIFICATIONS**

ENGINE: 1596cc 41L SOHC
POWER: 115bhp@6000rpm
TORQUE: 109lb.ft@5250rpm
MAXIMUM SPEED: 116mph
0-60mph: 8.7secs
WEIGHT: 2,027lbs

Ford Escort Mk4 RS Turbo Rosso Red Length 95mm

The RS Turbo was developed for Group A motorsport as one of competition manager Stuart Turner's three cars to return Ford to motorsport glory; the other two were the RS200 and Sierra Cosworth. Launched in 1984 it was successful on track but it also sold strongly and boosted the image of the whole Escort Mk3 range. It was the first car to feature Ferguson Development's clever viscous-coupling limited-slip differential as standard and this helped it to handle far better than any previous powerful front-wheel-drive car. When the Mk3 Escort was revised to create the Mk4 in 1986 the Turbo became a mainstream model and acquired a softer character, whilst retaining the original's electrifying pace.

**SPECIFICATIONS**

ENGINE: 1596cc 41L SOHC
POWER: 132bhp@6000rpm
TORQUE: 133lb.ft@4000rpm
MAXIMUM SPEED: 124mph
0-60mph: 9.2secs
WEIGHT: 2,247lbs

NEW

1:43

Length 94mm

LIMITED EDITION

VA09525 Ford Escort Mk1 1300E Sahara Beige

The 1300E modelled is one of the later Series 2 cars, built entirely at Halewood on Merseyside, and is considered one of the most original and best preserved examples in the UK. It was initially sold on June 19th 1974 by Ford dealer G. W. Johns, Chiswick, West London, to Mrs D.L. Hawkins of East Ewell, Surrey, who specified one extra, a Motorola AM radio costing £45. Her family retained the car until June 1984, at which time it had covered only 21,603 miles and was still wearing its original tyres! Second owner Robert Watt, from Walton-on-Thames, Surrey, used it sparingly and looked after it for 27 years before selling it in 2011.

When third owner, Keith Bennett, purchased it the odometer was still showing only 36,241 miles and the car was still in very good condition. However, as one of the co-founders of the Escort 1300E Owners' Club, he had it resprayed in the original colour to make it perfect for exhibiting at shows, and it became well known among Escort aficionados. Current owner, Dorset-based Barry Connolly, an Escort enthusiast and collector, bought it in June 2017 from a dealer, Appreciating Classics of Norfolk, and is delighted with the car, which complements the 4-door Sahara Beige Mk1 Escort XL he also owns. The car has still covered less than 43,000 miles, remains in excellent condition and is totally original except, thankfully, for some new tyres.

SPECIFICATIONS

ENGINE: 1298cc 4IL OHV
POWER: 72bhp@6000rpm
TORQUE: 68lb.ft@4000rpm
MAXIMUM SPEED: 94mph
0-60mph: 13.1secs
2-DOOR 1300ES
PRODUCED: 6,768



NEW

1:43

Length 94mm

LIMITED EDITION

VA12617 Ford Escort Mk2 1600 Sport Signal Orange

The Escort Sport was launched on March 4th 1975 along with the rest of the Mk2 range and was available as a 2 or 4-door saloon, both of which could be specified with an automatic gearbox. It sat above the GL but below the Ghia in the pricing hierarchy and featured a twin-choke Weber carburettor, high-lift camshaft, distinctive graphics, spotlights, sports wheels and a close-ratio gearbox. Although it rode 12mm lower than standard, it used a modified version of the standard suspension rather than the more specialised components used on the RS models. Power came from the 1.6-litre Kent Crossflow engine that had previously been seen in many Fords, including the Escort Mk1 Mexico.

The current owner of the car modelled, Steven Maclean from Aberdeenshire, bought it in 2016 after it had been totally restored by friend, neighbour, and fellow RS Club member Gary Bell in 2009. During this nut and bolt rebuild Gary modified the car extensively but retained the original 'narrow-arch' factory look, its distinctive 1600 Sport graphics, original paint colour and interior. The modifications included fitting a Vauxhall C20XE engine (a very popular transplant in the Escort world), which is fuelled by throttle bodies, a close-ratio Ford type-9 gearbox, Bilstein suspension, uprated brakes and completely new black trim and carpets. The result is a car which looks standard but packs nearly 200bhp and, because the bodysheet is quite light, has fantastic performance.

SPECIFICATIONS

ENGINE: 1598cc 4IL OHV
POWER: 83bhp@5,500rpm
TORQUE: 92lb.ft@4800rpm
MAXIMUM SPEED: 101mph
0-60mph: 11.1secs
WEIGHT: 868kgs



NEW

1:43

Length 100mm

LIMITED EDITION

VA10317 Ford Cortina Mk3 2000E Black

The Cortina modelled was first registered on October 6th 1976 and still carries the Ford Special Vehicle Operations plate on its slam-panel announcing that it was a special order; black paint with a cloud grey interior. This is such a rare colour combination that the current owner believes it may have been unique. The first owner was an Essex-based printing company but, after being traded in, it was purchased from Tony Levoi Motors, Southend, Essex, when three years old by Warner Frederick J. Harvey, a local man. He used it until 1990, by which time it had only covered 59,000 miles, but after that date kept it stored in a dry garage until 2015.

Mr Harvey lightly customised it by fitting gold stickers showing his initials and crest above the door and boot locks, plus the words Special Edition on the rear wings and Black Lady on the front wings. Current owner Dorset-based Bruce McDermott, a long-standing Ford enthusiast, purchased it in 2017 because he was impressed by its excellent original condition; the rare interior was perfect and the car even still had its optional Carrello front spot lights. He then restored the car's faded paint, taking it down to bare metal before respraying it, and was surprised and pleased to find it, unusually, needed no welding. The 2000E (E for Executive), was the most expensive and luxurious Mk3 Cortina and is thus highly prized by collectors today.

SPECIFICATIONS

ENGINE: 1993cc 4IL SOHC
POWER: 98bhp@5200rpm
TORQUE: 122lb.ft@3500rpm
MAXIMUM SPEED: 106mph
0-60mph: 10.2secs
WEIGHT: 2,347lbs



NEW

1:43

Length 102mm

LIMITED EDITION

VA11913 Ford Cortina Mk4 2.0 GL Diamond White

The Cortina modelled was purchased new from Forward Midland Limited, 289 Walsall Road, Perry Barr, Birmingham (whose invoice describes them as: 'Business Vehicle Consultants and Suppliers to Industry, Commerce and the Professions') on 20th September, 1978, by dairy manager Dennis Timms. He paid £3837.73 for it, of which £54.00 was for the optional vinyl roof and £12 was for the number plates. Dennis was a Ford enthusiast and the MkIV replaced a 1966 Mk1 Cortina Super he'd also bought new, and for which he'd part exchanged his 1958 Ford Prefect. He looked after the MKIV, keeping it in a dry garage and getting it serviced regularly so it was reliable and remained rust free.

SPECIFICATIONS

ENGINE: 1993cc 4IL SOHC
POWER: 98bhp@5200rpm
TORQUE: 111lb.ft@3500rpm
MAXIMUM SPEED: 100mph
0-60mph: 11secs
WEIGHT: 2,307lbs



NEW

1:43

Length 102mm

LIMITED EDITION

VA11914 Ford Cortina Mk4 2.3S Signal Amber

The more sporting S specification Cortina was popular with customers who wanted the stiffer suspension and improved handling it offered. However, the vast majority of the nearly 3000 S specification cars built were the 4-cylinder 2.0S, as the 'Cologne' V6 engined 2.3-litre version tended to be ordered with an automatic gearbox in the more comfort-orientated Ghia specification. The 2.3S modelled, which has a manual 4-speed gearbox, is therefore one of only 476 produced at Dagenham for the UK market, one of only two remaining and the only currently roadworthy example. Built in June 1978, and registered on July 3rd, it also features the extremely rare 'Orange Cadiz' upholstery instead of the more common grey.

SPECIFICATIONS

ENGINE: 2294cc V6 OHV
POWER: 107bhp@5000rpm
TORQUE: 130lb.ft@3000rpm
MAXIMUM SPEED: 103mph
0-60mph: 12.2secs
WEIGHT: 2,507lbs



NEW

1:43

Length 111mm

LIMITED EDITION

VA12414 Ford Granada Mk2 2.8i Ghia Nimbus Grey & Strato Silver

The Granada Mk2 range was announced in August 1977 and although it appeared to be an entirely new car it actually used basically the same platform and suspension as the Mk1 that had been in production since 1972. The style, however, was a neat pan-European sharp but understated and elegant design by Filippo Sapino, overseen by Ford of Europe Vice President of Design, Uwe Bahnsen, which had a CD of 0.44. The free-revving 'Cologne' V6 engine was adopted in favour of the Mk1's 'Essex' V6 and fuel injection featured on more expensive versions. The range was huge from the launch and spanned a basic 65bhp taxi specification version to the luxurious 135bhp Ghia.

SPECIFICATIONS

ENGINE: 2792cc V6 OHV
POWER: 160bhp@5700rpm
TORQUE: 162lb.ft@4300
MAXIMUM SPEED: 117mph
0-60mph: 8.9secs
WEIGHT: 3,009lbs



NEW

1:43

Length 87mm

LIMITED EDITION

VA03306 Ford 300E Thames Van Gates Ford Dealers

After the success of Ford's first European-designed monocoque bodysell, the 1951 Consul/Zephyr, the company followed the same route with their next car, the smaller 100E, which came out in 1953. The following year it sired a van variant, the 300E, which remained in production until 1961. It was initially only offered as a 5cwt payload van, but a subsequent 7cwt version accounted for 57,618 of the 139,267 300Es produced; both offered 66-cubic-feet of load space. This example was first registered in Essex in 1961 and was restored by Frank G Gates Ltd in the late 1980s in the distinctive Purbeck Grey over Ambassador Blue livery they used from the 1920s to the 1960s.

SPECIFICATIONS

ENGINE: 1172cc 4IL SV
POWER: 36bhp@4,500rpm
TORQUE: 46lb.ft@3000rpm
MAXIMUM SPEED: 70mph
0-60mph: 39secs
WEIGHT: 1,676lbs



NEW**VA10819 Ford Capri Mk3 2.8i Special**

Diamond White

The Capri modelled was purchased from Ford dealers KT Group of Erith, Dartford, Kent, on June 30th 1987. Its first owner, a lady from Dagenham, used the car sparingly and sold it after less than a year to a new owner who also only used it rarely. Third owner Stewart Graham, from Bedfordshire, bought it on December 9th, 1990, at which point it had covered less than 8000 miles. Stewart kept the car for nearly 24 years, looking after it meticulously before selling it in late 2013, after careful consideration that it was going to a good home, to Nottinghamshire-based Ford enthusiast Wayne Christian. At this point it had covered less than 28,000 miles.

1:43

Length 101mm

LIMITED EDITION**SPECIFICATIONS**

ENGINE: 2792cc V6 OHV
POWER: 160bhp@5700rpm
TORQUE: 162lb.ft@4300rpm
MAXIMUM SPEED: 127mph
0-60mph: 7.9secs
WEIGHT: 2,620lbs

**NEW****VA03407 Ford Consul Capri 335 (109E)**

Lime Green & Ermine White

The Capri modelled was first registered in September 1962, but little is known about its early history. It was extensively restored in 2010 by well known Ford Classic & Capri Owners Club member Dave Heath, who documented the restoration meticulously with over 900 photographs. He retained its original appearance and colours but fitted the 1498cc 78bhp engine and matching gearbox used in the rare Capri GT; quite a common modification as the engine was also fitted in the Cortina and Corsair GT, so it's relatively easy to obtain, fits correctly, and is both more powerful and more reliable.

It was purchased in 2013 by Ford enthusiast Graeme Farrar who enjoys using this rare car.

1:43

Length 103mm

LIMITED EDITION**SPECIFICATIONS**

ENGINE: 1340cc 41L OHV
POWER: 54bhp@4900rpm
TORQUE: 74lb.ft@2500rpm
MAXIMUM SPEED: 81mph
0-60mph: 21.3secs
WEIGHT: 2,055lbs

**Available NOW****VA13312 Ford Capri 2300GT Mk1**1969 Tour de France Automobile, Jean-François Piot and José Behra, overall 6th

In 1968 Ford of Germany created a Motorsport Department in Cologne in an attempt to change their previously staid image. Managed by successful racing driver Jochen Neerpasch (who later founded BMW's M Division), and engineers Mike Kranefuss and Martin Braungart, the small team soon concentrated their efforts on the new Capri. Their first entry was an ambitious 3-car team for the Tour de France Auto, a ten day event which involved races, speed hill-climbs and long-distance rallying. Although two Capris retired, one with fuel injection problems and the other after an accident, the Piot and Behra Capri came a fantastic sixth overall, behind 4 Porsche 911s and a Chevrolet Corvette, and won its class.

1:43

Length 101mm

LIMITED EDITION**Available NOW****VA10014 Ford Sierra Sapphire RS Cosworth 4x4**

Sussex Police

The Cosworth modelled was one of a small batch bought by the Sussex Police in June 1993 and was stationed at their main Traffic base at Bexhill-on-Sea. It wore the Sussex Police's unique livery and was more popular with crews than the Rover 800s and Vauxhall Senators the Traffic Division also used. Although considered to be almost the perfect 'police package', Sussex did discover a problem with their Cosworths; when left ticking over, which often happens in policing, the catalyst would slowly fill up with oil and gradually, over time, reduce the car's power. Sussex then communicated this to other forces who'd also been getting this problem and not worked out the cause.

1:43

Length 113mm

LIMITED EDITION**SPECIFICATIONS**

ENGINE: 1998cc 41L 16V Turbo
POWER: 217bhp@6250rpm
TORQUE: 207lb.ft@3500rpm
MAXIMUM SPEED: 150mph
0-60mph: 6.6secs
WEIGHT: 2822lbs

**Available NOW****VA00132 Ford Anglia 105E Deluxe**

Pompadour Blue & Shark Blue

The Anglia modelled was supplied new by W. Harold Perry Ltd, Ford dealers in Westcliffe-on-Sea, Essex, on June 1st 1960. The first owner, D. M. Smith Esq, paid £652, 2 shillings and 1 penny for the car which included the optional extras of whitewall tyres and a heater. Current owner James Gardner from Kendal, South Cumbria, acquired the car in 2012 from the Classic and Sportscar Centre, Malton, in Yorkshire. Although it was basically in very good restored condition, and showing a low mileage of only 39,000 which is believed genuine, James has had the engine rebuilt and fitted a replacement MacPherson strut on the offside front suspension because it was badly bent.

1:43

Length 90mm

LIMITED EDITION**Available NOW****VA12509 Ford Fiesta Mk1 'Festival' Prairie Yellow**

The 'Fiesta Festival' was a Special Edition model, launched in 1980, which was based on either the 950cc or 1100cc models and featured prominent side-stripes and Festival badging on the tailgate. Dinkar Jhalera from Buckinghamshire purchased his Fiesta Festival new in October 1980 from Ford main dealers Godfrey Davies of Neasden, London, and has kept the car, which has now covered approximately 75,000 miles. He had it rust-proofed by Ziebart immediately after purchase and, as per the firm's warranty conditions, Ziebart steam cleaned and reapplied their antirust treatment every two years until their 10 year anti-corrosion guarantee expired. As a result the car has remained in very good original condition.

1:43

Length 85mm

LIMITED EDITION

NEW
TOOL

1:43

LIMITED
EDITION**TC00004 Sporting Triumph collection**

Post-war, Triumph had become moribund when, in 1945, their Coventry neighbour Standard purchased them to utilize their pre-war reputation for fine sporting and luxury cars. Standard-Triumph, as they later became, launched the TR2 in 1953 to immediate sales and motorsport success. Subsequent TR models evolved until the last 'separate-chassis' TR6, was produced in 1976. The smaller 1962 Herald-based Spitfire emulated that success until production ceased in 1980, while the beautiful 1970 Stag was a car with the panache and performance needed to succeed in the luxury GT market. These models reflect the three families of sporting car emerging from Triumph's Canley factory during an era when the company were triumphant on road and track.

This collection will be housed in special presentation packaging

Triumph Spitfire Mk3 Damson, Brochure Car Length 84mm

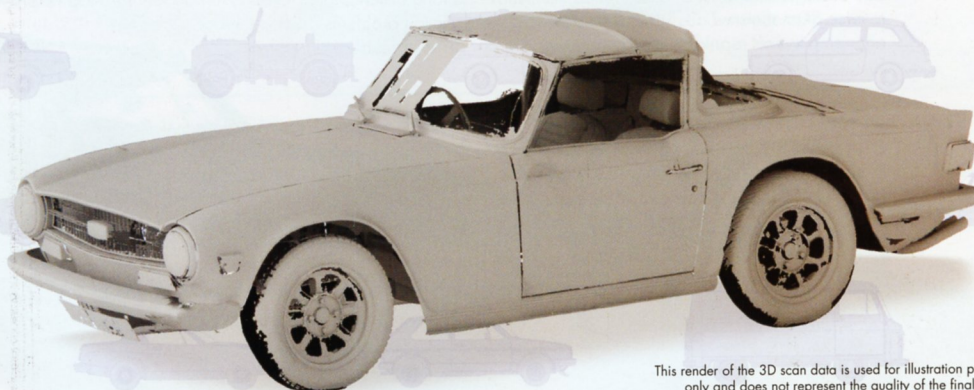
The Spitfire modelled was featured in the 1970 model year 8-page colour brochure. In it an attractive young couple are seen in various poses with the car, which is parked in woodland surrounding a lake, or on one page, a racetrack. The Mk3 had been launched in early 1967 and featured a larger 1296cc engine and a raised front bumper, re-positioned in order to pass US bumper-height regulations. However, for 1970 a range of mainly cosmetic changes were made which, as the brochure exclaimed, included a "black-for-drama grille and windscreen surround" "flat-spoke steering wheel" and "new wide 4.5J rims" This brochure was only used for one year as the MkIV was launched in 1971.

**Triumph TR6 Pi Royal Blue** Length 92mm

The TR6 modelled is one of the first 250 made and so has 'Rostyle-look' wheel covers and the desirable 150bhp fuel injected engine. It was built on 27th January 1969 and despatched to Douglas Garage Limited, Northampton, on April 10th and registered there. However, the car's first owner lived in Greater London and it remained in that area with its first nine owners. The engine was run below the minimum oil level in 1983 and damaged so a USA specification carburettor-fed engine was fitted but the original engine remained with the car. The current owner, Northampton-based Steve Denton, bought it in July 2009 and initially started using it as it was in roadworthy condition.

SPECIFICATIONS

ENGINE: 2498cc I16 OHV
POWER: 150bhp@5000rpm
TORQUE: 164lb.ft@3000rpm
MAXIMUM SPEED: 119mph
0-60mph: 8.2secs
WEIGHT: 2,473lbs



This render of the 3D scan data is used for illustration purposes only and does not represent the quality of the final model.

Triumph Stag Emerald Green Length 103mm

When announced in 1970 the Triumph Stag had everything, a mellifluous 3-litre V8 engine, film star looks by Italian styling legend Michelotti, a beautifully appointed cabin, hard or soft tops and a starring role in a James Bond film. Parent company British Leyland were troubled though, and the Stag entered the market with an engine issue which, although it was relatively easy to solve, led to it acquiring a reputation for overheating in both the UK and its target market, the USA. It was discontinued in 1977 after 25,939 had been produced. It has, however, come of age as a classic, and has both a very high survival rate and a thriving owners club.

SPECIFICATIONS

ENGINE: 2997cc V8 SOHC
POWER: 146bhp@5700rpm
TORQUE: 167lb.ft@3500rpm
MAXIMUM SPEED: 116mph
0-60mph: 9.3secs
WEIGHT: 1,274kgs



NEW
TOOL

1:43

Length 92mm

LIMITED
EDITION

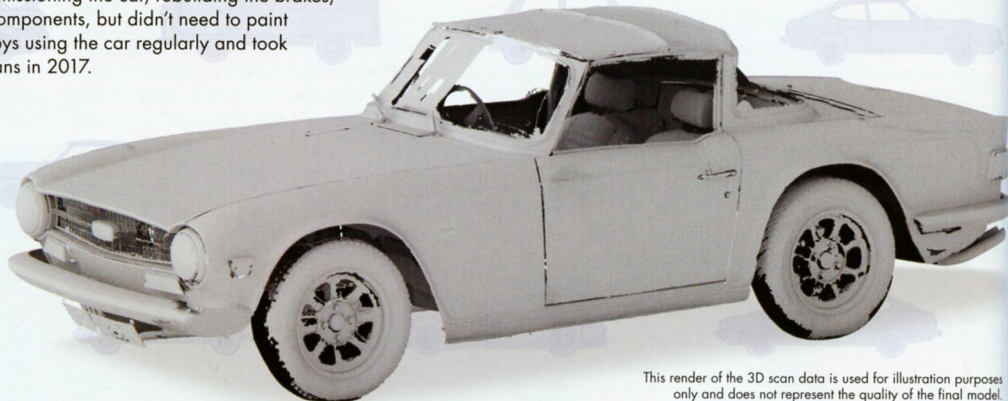
VA14700 Triumph TR6 Damson

Triumph realised the Michelotti-styled 1961 TR4 body was looking dated by 1967, however, it just needed restyling to remain competitive. It had received a new IRS chassis in 1965 to become the TR4A, and in 1967 Triumph had slotted in their smooth 2.5-litre 6-cylinder engine to create the TR5. With Michelotti too busy, West German coachbuilders Karmann were tasked with modernising it and the resulting 1969 TR6, which featured new panels front and rear on the TR5 base, was immediately successful. The TR6 remained in production until July 1976 and 91,850 examples of the last separate-chassis TR were built, making it the most numerous of a family started by the TR2 in 1953.

The TR6 modelled was first registered in London in September 1973 and was extensively restored between 1986 and 1988 by then owner, Robert Cleveland, who kept the car until 1999. It was then sold to sixth owner Robert Russell who used it for just over a year before putting it into dry storage until 2012. Current owner, Kent-based Jon Bell, purchased it in June 2012 from specialist TRGB, Somersham, Huntingdon, when it had covered just over 73,000 miles. He immediately commenced recommissioning the car, rebuilding the brakes, fuel injection and numerous other components, but didn't need to paint it as that had survived well. He enjoys using the car regularly and took it on a trouble-free journey to Le Mans in 2017.

SPECIFICATIONS

ENGINE: 2498cc I16 OHV
POWER: 150bhp@5000rpm
TORQUE: 164lb.ft@3000rpm
MAXIMUM SPEED: 119mph
0-60mph: 8.2secs
WEIGHT: 2,473lbs



This render of the 3D scan data is used for illustration purposes only and does not represent the quality of the final model.

NEW

1:43

Length 101mm

LIMITED
EDITION

VA10112 Triumph Stag Mk2 Sapphire Blue

The Stag modelled was purchased from BL Dealers F.W. Warwick and Son, Petersfield, Hampshire, on June 12th 1974, by David Ford, from Hayling Island. It cost £3146.56, including a £41.45 laminated windscreen and a whopping £292.98 for a Radio-Mobile 108SR cartridge 8-track player. He had major engine repairs carried out on the car in 1980, which resulted in a court case with the garage concerned; correspondence in which Ford stated "car worse than before" has remained with the car. Stag specialist Clive Tate did a full engine rebuild in 1990, after it had blown up while Ford was holidaying in Wales. He obviously loved the car though, as he kept it until July 2011.

David Ford had the body restored in 1994 at a cost of £4300, and second owner, Peter Harper, carried out more restoration work including having the seats retrimmed in the original shadow blue Ambla vinyl, a new blue hood, and new stainless steel bumpers. However, he only kept it 18 months before current custodians, Cambridgeshire-based David Currington and Helen Field, purchased it in December 2012. It's now covered just over 90,000 miles and, having been well looked after, is a very good but usable example. David and Helen have had the hard-top resprayed and the manual-overdrive gearbox rebuilt after reverse gear sheared off. They are enthusiastic members of the Stag Owners Club, attending events regularly, and enjoy using the car all year round.

SPECIFICATIONS

ENGINE: 2997cc V8 SOHC
POWER: 146bhp@5700rpm
TORQUE: 167lb.ft@3500rpm
MAXIMUM SPEED: 116mph
0-60mph: 9.3secs
WEIGHT: 1,274lbs



Available
NOW

1:43

Length 89mm

LIMITED
EDITION

VA07406 Triumph Herald 13/60 Convertible

Most initially expected the Herald to be phased out after Triumph's new front-wheel-drive 1300 saloon was launched in 1965, but it continued to sell well, partly because it was cheaper and partly because it had built up a loyal following. Thus Triumph gave it a facelift in 1967 and created the 13/60 (1300cc engine, 60bhp) using an over-bored version of the previous 1147cc 12/50 engine. Its styling was also substantially, but very economically, updated by use of the Vitesse bonnet-pressing with single instead of twin headlights. In this form the saloon remained in production until replaced by the Toledo in 1970. However, the last convertible 13/60s, as modelled here, were built in September 1971.

Triumph chose to make their new Herald using a separate chassis, which was seen by many as out of date technology when the car was launched in April 1959. However, it made sense for a small company like Standard-Triumph as a number of body styles could be produced on the same chassis much more simply than if it had been of a monocoque construction. It was also pragmatic, larger rivals BMC had recently purchased body builders Fisher and Ludlow and refused to supply bodies to a market rival, leaving Standard-Triumph little alternative. However, engineer Harry Webster was able to turn the initial problem into a triumph by designing a body which was efficiently bolted on to the chassis in sections at the Canley factory.

SPECIFICATIONS

ENGINE: 1296cc 41L OHV
POWER: 61bhp@5000rpm
TORQUE: 73lb.ft@3000rpm
MAXIMUM SPEED: 84mph
0-60mph: 17.7secs
WEIGHT: 1,876lbs



NEW

1:43

Length 102mm

LIMITED EDITION

VA12107 SUBARU IMPREZA WRX STi Ver. II Pure Sports Sedan Sports Blue

The fantastic sales success off the first STi was a surprise to SUBARU, although in hindsight it's hard to see why. However, on 22nd August 1995, only nineteen months after the first generation had been announced, they launched the STi Version II to meet this demand. Unlike the first, it was built in SUBARU's main production facility at Yajima, solving the volume problems associated with hand building the original in STi's smaller Mitaka plant. The V.II range included the limited edition IMPREZA 555, of which 500 'Sedans' and 100 'Wagons' would be built, with Sports Blue paint, a central roof-vent (sedan only), gold 16 inch Speedline Electra wheels and an optional dealer-applied sticker package.



SPECIFICATIONS

ENGINE: 1994cc EJ20-Boxer
4cam 16v
POWER: 275PS@6500rpm
TORQUE: 235lb.ft@4000rpm
MAXIMUM SPEED: 112mph
0-60mph: 5.1secs
WEIGHT: 1,515kgs

NEW

1:43

Length 115mm

LIMITED EDITION

VA13904 Jaguar XJ6 (Series 2) 4.2 Thames Valley Police

From late summer 1974 the Thames Valley Police (TVP) XJ6 modelled was based at TVP HQ, Kidlington, or 'Traffic South' as it was known. This was also where TVP serviced their vehicles. It was one of a number of 4.2-litre Jaguars, all fitted with a manual/overdrive gearbox, used by TVP 'Traffic' for motorway work. They were very popular with the officers who crewed them and many considered them to be the best motorway car that the force ever used; their speed and general performance were outstanding. This particular car had an experimental Dayglo orange vinyl sticker on the boot lid, which gradually faded with frequent washing and was not fitted to TVP's other Jaguars.



SPECIFICATIONS

ENGINE: 4235cc 6L DOHC
POWER: 170bhp@4500rpm
TORQUE: 231lb.ft@3500rpm
MAXIMUM SPEED: 125mph
0-60mph: 8.9secs
WEIGHT: 3,808lbs

NEW

1:43

Length 115mm

LIMITED EDITION

VA13903 Daimler Double-Six Series 2 Vanden Plas Coral

Jaguar's sublime 1968 XJ6 Series 1 was always designed to accept the refined new 5.3-litre V12 the company had been developing for some years. When the XJ12 was finally revealed in 1972 it was the best and most refined car in the world, effortlessly powerful, supremely comfortable, and whisper quiet. The 1973 Series 2 built on that, improving the heating, ventilation and air conditioning, grouping the minor gauges in front of the driver, and altering the switching so a number of functions were controlled by stalks rather than switches. The most obvious external change was the two-piece grille, split by a higher front bumper that was designed to meet new US minimum bumper-height regulations.



SPECIFICATIONS

ENGINE: 5343cc V12 SOHC
POWER: 285bhp@5750rpm
TORQUE: 294lb.ft@3500rpm
MAXIMUM SPEED: 147mph
0-60mph: 7.8secs
WEIGHT: 4,032lbs

NEW TOOL

1:43

Length 115mm

LIMITED EDITION

VA13900 Daimler Double Six Series 2 Vanden Plas Caramel

The Daimler modelled was built in Jaguar's Coventry factory then shipped to Vanden Plas' Kingsbury Works in North West London (their home since 1923) to be trimmed. It was finished on December 3rd, 1973, and registered by dealers Drabble and Allen, Manchester, on March 11th, 1974, to first owner Grangewood Allan Co Ltd, London. Both the exterior and the exquisite hand-made Chamois coloured leather interior (one of three available colours, the others being Deep Olive and Tuscan) have survived well because the car has always been looked after. The current owner, Northampton-based Paul Somerscales, is the eighth and bought it in March 2018, at which point it had covered only 68,000 miles from new.



SPECIFICATIONS

ENGINE: 5343cc V12 SOHC
POWER: 285bhp@5750rpm
TORQUE: 294lb.ft@3500rpm
MAXIMUM SPEED: 147mph
0-60mph: 7.8secs
PRICE: £6,068
inc. taxes

**NEW
TOOL**

1:43

Length 115mm

**LIMITED
EDITION**

VA13901 Jaguar XJ6 Series 2 4.2-litre Avon & Somerset Constabulary

The 4-speed manual overdrive XJ6 modelled was based at the Avon & Somerset Constabulary's Motorway Traffic base at Almondsbury, just off the motorway intersection of the M5 and M4 near Bristol. It was only used for motorway work, on both the M4 and M5, and carried the requisite equipment for dealing with incidents, including a medical kit, traffic cones and basic, but important, items such as a broom for sweeping away broken glass. It carried the call sign Tango Whiskey 1 and was one of a number of Jaguar XJ6s operated in this role as their power and high-speed stability made them ideal although officers also appreciated the comfort their sophisticated suspension provided.

SPECIFICATIONS

ENGINE: 4235cc 61L DOHC
POWER: 170bhp@4500rpm
TORQUE: 231lb.ft@3500rpm
MAXIMUM SPEED: 125mph
0-60mph: 8.9secs
WEIGHT: 3808kgs



**NEW
TOOL**

1:43

Length 115mm

**LIMITED
EDITION**

VA13902 Jaguar XJ12 Series 2 LWB Juniper Green

The XJ12 modelled was a well known Jaguar Public Relations car that featured in the 1977 Series 2 V12 brochure where it was shown with a raffish roll-neck wearing owner in front of a hot air balloon. The brochure states, 'You have a taste for excitement in life. Yet with a subtlety and refinement you appreciate through experience. We believe we can offer you a car which comes closer to your lifestyle than you ever thought possible'. It goes on to proclaim it is 'the pinnacle of luxury' and that is confirmed by contemporary car magazine group tests, which the XJ12 continued to win with ease, even when competing with cars of twice the price.

SPECIFICATIONS

ENGINE: 5343cc V12 SOHC
POWER: 285bhp@5750rpm
TORQUE: 294lb.ft@3500rpm
MAXIMUM SPEED: 147mph
0-60mph: 7.8secs
WEIGHT: 4032lbs



NEW

1:43

Length 79mm

**LIMITED
EDITION**

VA11118 Land Rover Series 1 80" Poppy Red

It became clear almost immediately after the Land-Rover's launch in 1948 that it could be used in a far greater number of roles than Rover had initially envisaged. The vehicle modelled is the first Land-Rover built for the fire service, and thus the first to leave the Solihull works painted red instead of green. It was actually the first of a batch of four dispatched in February 1949 to the Derbyshire Fire Service, all of which were handed over to Derbyshire's Divisional Fire officer at the same time. They were among the last vehicles made using the R86 1948 model-year numbering sequence, before production of the subtly different 1949 model-year vehicles commenced.

SPECIFICATIONS

ENGINE: 1595cc 41L IOEV
POWER: 50bhp@4000rpm
TORQUE: 80lb.ft@2000rpm
LENGTH: 132"
WIDTH: 61"
WEIGHT: 2,594lbs



NEW

1:43

Length 99mm

**LIMITED
EDITION**

VA14203 Lotus Esprit Series 1, Colin Chapman's car Silver Diamond Metallic

The Esprit modelled, the 278th made, came off the production line on July 18th 1977, having been built to test numerous planned modifications including a new heater, headlight system and dampers. It was road-registered in Colin Chapman's name on August 1st and he used it as his personal transport to evaluate these changes. However, one day he arrived at the Hethel factory with the car enveloped in steam, kicked its door shut and proclaimed, 'I never want to see that car again'. Vehicle Engineering then used it as a test bed for more Series II improvements, including the wrap-around front-spoiler (from which the Series II moulds were taken), Smiths instruments and Speedline alloy wheels.

SPECIFICATIONS

ENGINE: 1973cc 41L 16V DOHC
POWER: 160bhp @ 6200rpm
TORQUE: 140lb.ft @ 4900rpm
MAXIMUM SPEED: 124mph
0-62mph: 6.8secs
WEIGHT: 1,980lb



NEW TOOL

1:43

Length 100mm

LIMITED EDITION

VA14500 Volkswagen Type 2 1500 SP Devon Caravette Pearl White and Velvet Green

The camper modelled was built in Hanover, Germany, in October 1966 to option codes M396 UK market RHD, and M543 no seating in load area. It was supplied directly to VW's official UK camper van builder, Devon Conversions, Sidmouth. Although Devon Conversions specialised in VW's, founder Jack White having started by converting his own VW in 1955, they did expand into producing campers using other base vehicles. The company moved to larger premises in 1960, a former gas plant called the Alexandria Works, which had its own rail link to get vehicles in and out efficiently, and by the mid 1960s were converting well over a 1000 vehicles per year.

SPECIFICATIONS**ENGINE:** 1493cc HO AC OHV SP**POWER:** 53bhp@4200rpm**TORQUE:** 78.1lb.ft@2600rpm**MAXIMUM SPEED:** 65mph**WEIGHT:** 2,447lbs**LENGTH:** 168.9"

NEW TOOL

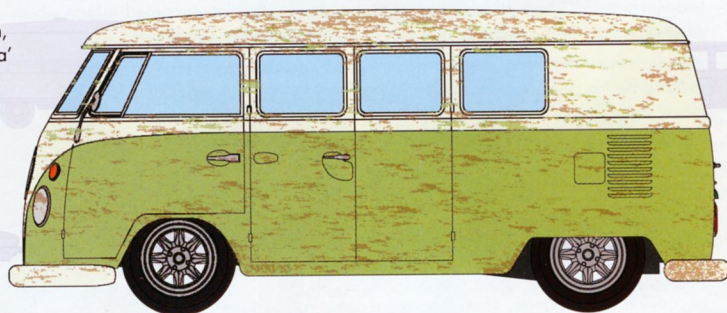
1:43

Length 100mm

LIMITED EDITION

VA14501 Volkswagen Type 2 Camper 'RAT-Look Splitty'

The Rat-Rod or Rat-Look scene is a huge and growing part of classic car culture and air-cooled VWs have been central to its creation and popularity. RAT is an acronym for 'Recycled Automotive Transport' a perhaps ironic salute to the prevailing western culture, but RAT-Look vehicles are not what they appear. Mechanically they are often far better than they were when new. More powerful engines, better brakes and custom suspension are hidden under an exterior which has been carefully and expensively prepared to look like it's been abandoned in the sun for decades. The finish is often preserved by a matt clear coat varnish, which stops the vehicle rusting and preserves that 'patina'

SPECIFICATIONS**ENGINE:** 1493cc HO AC OHV SP**POWER:** 53bhp@4200rpm**TORQUE:** 78.1lb.ft@2600rpm**MAXIMUM SPEED:** 65mph**WEIGHT:** 2,447lbs**LENGTH:** 168.9"

NEW TOOL

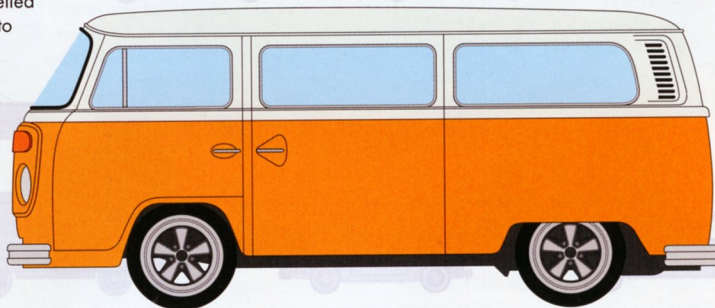
1:43

Length 100mm

LIMITED EDITION

VA14600 Volkswagen Type 2 Bay Window Devon "New Moonraker" Marino Yellow and Pastel White

The original Type 2 sold in far larger numbers, and eventually guises, than VW had originally envisaged when it was launched in 1950. Sensibly, they evolved this successful concept and launched the second generation Type 2 in late 1967. The new vehicle was larger, more powerful, more comfortable and more versatile, but retained the original's charm and its air-cooled rear-engined layout. It was almost immediately nicknamed the 'Bay Window' because of its large wraparound windscreen and is now often known just as the 'Bay'. The example modelled was first registered on May 3rd 1979 and immediately sent to Devon Conversions, the company who invented the word Caravanette, to be turned into a camper.

SPECIFICATIONS**ENGINE:** 1584cc 4HO OHV**POWER:** 66bhp@4,800rpm**TORQUE:** 85lb.ft@3400rpm**MAXIMUM SPEED:** 68mph**0-60mph:** 24secs**MPG:** 22 average

NEW TOOL

1:43

Length 100mm

LIMITED EDITION

VA14601 Volkswagen Type 2 Camper 'Bay-Rat'

RAT is an acronym for 'Recycled Automotive Transport' perhaps an ironic salute to prevailing western culture. However, although RAT-Look vehicles may look like they have lain abandoned for years, the very opposite is usually true; that look has often been achieved by putting in a great deal of effort, and money. The VW scene has led the way in creating RAT-Look vehicles that are, in themselves, works of art. Builders go to extremes, painting a vehicle with multiple coats which are then sanded back to different depths revealing a patchwork quilt of feathered colours. Graphic designs are then carefully created over this patch work of paint colours then weathered to match the whole look.

SPECIFICATIONS**ENGINE:** 1584cc 4HO OHV**POWER:** 66bhp@4,800rpm**TORQUE:** 85lb.ft@3400rpm**MAXIMUM SPEED:** 68mph**0-60mph:** 24secs**MPG:** 22 average

NEW**1:43**

Length 92mm

LIMITED EDITION**VA13606 Volkswagen Golf Mk2 GTI Monza Blue**

The Mk2 Golf was announced in 1983 and, whilst more refined, aerodynamic and capacious than the Mk1, was slightly larger and heavier. Volkswagen thus introduced the 16 valve version in late 1985 to address the perceived performance deficit of the Mk2 8 valve GTI to newer rivals such as the Peugeot 205GTi and Vauxhall Astra GTE. The car modelled was first registered on May 1st 1988 near Preston, Lancashire, and is one of very few UK cars ordered in Monza Blue, a colour only available on 1987 and 1988 model year Golfs and which, surprisingly, wasn't that popular. That rarity, of course, means enthusiasts now actively seek out the few remaining Monza Blue examples.

**SPECIFICATIONS****ENGINE:** 1781cc 41L 16V DOHC**POWER:** 139bhp@6100RPM**TORQUE:** 123.5lb.ft@4,600RPM**MAXIMUM SPEED:** 129mph**0-60mph:** 7.9secs**WEIGHT:** 960kgs**Available NOW****1:43**

Length 95mm

LIMITED EDITION**VA01207 Volkswagen Beetle Coral Oval Rear Window Saloon**

The Volkswagen Beetle entered the record books as the bestselling single-model car of all time on February 17th 1972 when production reached 15,007,034 units, eclipsing the Ford Model T. When production finally ceased on July 30th 2003, Volkswagen had produced a total 21,529,464 and it's unlikely this record will be eclipsed as cars now rarely remain in production longer than 10 years. It was developed by Ferdinand Porsche in the mid 1930s and was heavily influenced by the then modern design thinking about economy cars espoused by Hans Ledwinka of Tatra and others. The result was a rear-engined air-cooled saloon which was rugged, simple and reliable in any sort of extreme weather conditions.

Although the Volkswagen project was initiated in response to Adolf Hitler's desire to motorise Nazi Germany's citizens, very few were produced before the newly built factory was turned over to producing a military version, the Kübelwagen, for use by the German Army during World War 2. After the war ended, various car makers, British and American, examined the Beetle and declared it to be of no commercial value. However, a British officer, Major Ivan Hirst, was given responsibility for the bomb shattered factory in Wolfsburg, saw a Beetle prototype and set about getting limited production going in order to supply transport for the occupying allied armies. From that acorn grew Volkswagen, literally meaning people's car; now one of the world's largest car manufacturers.

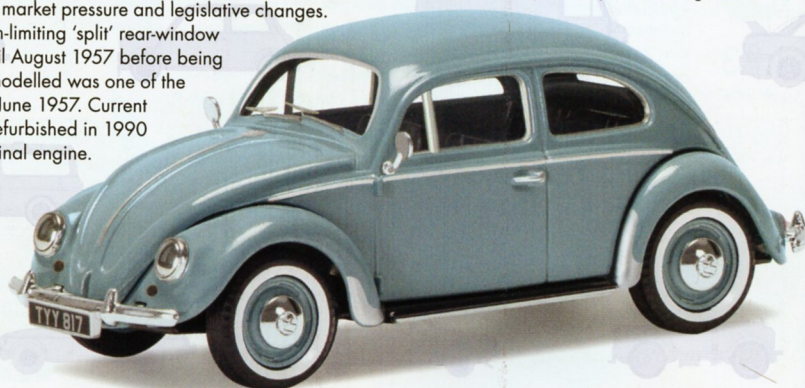
**Available NOW****1:43**

Length 93mm

LIMITED EDITION**VA01208 Volkswagen Beetle Type 1 Export Saloon Horizon Blue**

Although Volkswagen's legendary advertising campaign for the US market highlighted the fact that the Beetle did not change year-on-year, making it easier to source parts, it did develop over the years because of both market pressure and legislative changes.

The first obvious visual change was in 1953 when the vision-limiting 'split' rear-window was replaced by a one-piece oval design, which lasted until August 1957 before being superseded by an even larger rear-window. The example modelled was one of the last 'oval' window cars, which was registered in London in June 1957. Current owner, Robin Allen from Hampshire, had it professionally refurbished in 1990 and it remains in excellent condition whilst retaining its original engine.

**SPECIFICATIONS****ENGINE:** 1192cc 4-HO OHV**POWER:** 30bhp@3,700rpm**TORQUE:** 56lb.ft@2000rpm**MAXIMUM SPEED:** 70mph**0-60mph:** 28secs**WEIGHT:** 1,720lbs**Available NOW****1:43**

Length 100mm

LIMITED EDITION**VA08102 Volkswagen Type 2 Camper Sea Blue and Cumulus White**

The history of the VW Type 2 starts with Dutch dealer Ben Pons, the first agent outside of Germany to sell VWs, who in 1947 drew sketch of a Lieferwagen (light delivery van) that he saw a market for in Holland. VW's engineers worked on the concept and displayed the first vans in 1949. Great attention was given to the aerodynamics because of the engine's low power and, using the wind tunnel at the technical University in Braunschweig, engineers lowered the original prototype's drag coefficient of 0.75 to 0.48 by introducing the V-shaped front. Production commenced in 1950 and other variants such as pick-ups, campers and buses were soon available. The 'split-window' was produced until 1967, by which time 1,477,330 had been made.

**SPECIFICATIONS****ENGINE:** 1493cc HO OHV AC**POWER:** 53bhp@4200rpm**UNLADEN WEIGHT:** 2,447lbs**MAXIMUM SPEED:** 65mph**WHEELBASE:** 94.5"**LENGTH:** 168.9"

Available
NOW

1:43

Length 72mm

LIMITED
EDITION**VA01318 Austin Mini 850, RAF Police**

The RAF Police used Minis for many years to patrol the perimeter of airfields, varying their route and timetable to keep their movements unpredictable while maintaining close radio contact with controllers. The Mini's long service career in this role spanned from shortly after its launch in 1959 until the early 1980s, and they were known as LMVs, or Light Military Vehicles, by the RAF Mechanical Transport Division. Minis were ordered in RAF blue directly from BMC, although from the early 1970s Minis used in this role were painted Olive Drab green with a yellow stripe. The RAF Mini Club, custodians of the Mini's RAF history, was invaluable while researching this model's livery.

SPECIFICATIONS

ENGINE: 848cc 41L OHV
POWER: 34bhp@5500rpm
TORQUE: 44lb.ft@2900rpm
MAXIMUM SPEED: 72mph
0-60mph: 27.1 secs
WEIGHT: 1,380lbs

Available
NOW

1:43

Length 72mm

LIMITED
EDITION**VA01319 Austin Mini 850, RAF Station Commander**

RAF stations are often very large plots of land, and to get around the Station Commander used a Mini, which was ideal for the role being nippy, reliable, easy to park and economical to both buy and run. It was distinguishable by the blue and red flag on the bonnet as other black Minis were used for general transport roles around RAF facilities. Many racetracks, most noticeably Silverstone and Goodwood, originated as airfield perimeter tracks and it wasn't unusual for even quite senior officers to use these Minis to perform a quick 'handling test' on the perimeter track; it was a more carefree era than today's health and safety dominated world.

SPECIFICATIONS

ENGINE: 848cc 41L OHV
POWER: 34bhp@5500rpm
TORQUE: 44lb.ft@2900rpm
MAXIMUM SPEED: 72mph
0-60mph: 27.1 secs
WEIGHT: 1,380lbs

Available
NOW

1:43

Length 77mm

LIMITED
EDITION**VA01427 Morris Mini Van, The Red Arrows**

The Mini Van was used by the UK military in a huge variety of transportation roles and, being economical, reliable and surprisingly capacious, was ideal for use on large RAF airfields where its lack of ground clearance wasn't an issue. The example modelled was used by the Royal Air Force Aerobatic Team, 'The Red Arrows', in a general transportation role in the early 1970s when the legendary display team were based at RAF Kemble, Gloucestershire, their home between 1966 and 1983. At this time they were still flying the Folland Gnat, which they used from being formed in 1965 until it was replaced in 1980 by the BAE Hawk they still use today.

SPECIFICATIONS

ENGINE: 998cc 41L OHV
POWER: 38bhp@5250rpm
TORQUE: 52lb.ft@2700rpm
PAYLOAD: 5cwt
**MINI VANS
 PRODUCED:**
 344,249



NEW

1:43

Length 101mm

LIMITED
EDITION**VA13508 Mini 1275GT Black Tulip**

The 1275GT modelled was built at Longbridge on January 22nd 1973 and delivered to Kennings Norwich, Norfolk on the 26th. It was purchased by John A. W. Barnham of Walsingham, Norfolk, on February 1st 1973 and he used the car for many years, completing around 79,000 miles before putting it into storage. The current owner, Aberdeen-based Derek Bain, bought it in September 2016, unseen, as a restoration project from the original owner's grandson after seeing an internet advert. He knew from photographs that it was very rusty but, even so, when it was delivered to him he was dismayed to have his foot go through the floor as he was getting in!

SPECIFICATIONS

ENGINE: 1275cc 41L OHV
POWER: 59bhp@5300rpm
TORQUE: 65lb.ft@2550rpm
MAXIMUM SPEED: 90mph
0-60mph: 13.3secs
WEIGHT: 670kgs



NEW

1:43

Length 86mm

LIMITED
EDITION**VA11209 A40 Farina Mk1 'Alf' 1960 Monte Carlo Rally**

Winner: Coupe des Dames, Pat Moss & Ann Wisdom
 Pat Moss and Ann Wisdom's winning of the Coupe des Dames, or 'Ladies Prize', on the 1959 Monte Carlo Rally had been well publicised and BMC thus entered the pair in the 1960 Monte, always the season opening event in January, driving a similar A40. The little 1-litre A40 was one of Pat's favourite cars because it handled well, was the right size for rallying, responded well to tuning and the driving position suited her stature. BMC Competitions Department at Abingdon, where both Pat and 'Wiz' were very popular with the mechanics, built a new example for this event, 947 AOF, which Pat, who nearly always named her cars, immediately christened 'Alf'

Available
NOW

1:43

Length 72mm

LIMITED
EDITION**VA02539 Mini Cooper S Mk1 Tartan Red & Black**

The Cooper S modelled appears on the cover of the book, 'Original Mini Cooper and Cooper S. The Restorer's Guide.' by John Parnell; a volume regarded as essential by both professional restorers and enthusiasts alike. It was restored to a very high standard in 1988/89 by Mini expert Nick Rogers, proprietor of specialist Minibitz (now renamed Min-e-Bitz) who used as many new-old-stock BMC parts as he could find including a super-rare Mk1 heated-rear-window, as he intended to keep the car. When Nick purchased the car it had been dismantled, somewhat unsympathetically, and damaged as a result, but he was careful to restore to as original a specification as he could.

SPECIFICATIONS

ENGINE: 1275cc 41L OHV
POWER: 76bhp@5800rpm
TORQUE: 79lb.ft@3000rpm
MAXIMUM SPEED: 97mph
0-60mph: 10.9secs
WEIGHT: 1,440lbs



Available
NOW

VA02540 Austin Mini Cooper S Durham Constabulary

The Cooper S modelled was a Durham Constabulary Traffic Car and was usually operated by a female crew of two. It was one of several Mini Cooper S vehicles on their fleet, as period photographs prove, but the car itself no longer exists. Mini Coopers were popular traffic cars in the North East as their size and spritely performance made them very agile in both the urban and countryside topography that makes up County Durham. Their front-wheel-drive configuration also provided good traction in harsh winter conditions on the North East's hills. They were rarely used for dual carriageway or motorway work though as Durham Traffic Police used more powerful Jaguar Mk2s in this role.

1:43

Length 72mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1275cc 4-IL OHV
POWER: 76bhp@5800rpm
TORQUE: 79lb.ft@3000rpm
MAXIMUM SPEED: 10.9secs
0-60mph: 97mph
WEIGHT: 1,440lbs



Available
NOW

VA01317 Austin Se7en Deluxe, Vanden Plas 'Mini'

Lord Austin's daughter Irene Austin, Princess Blue-Grey Metal. The Austin Seven modelled was built at Longbridge on April 11th 1961 as a special order for Irene Waite, née Austin, eldest daughter of Lord Herbert Austin. It was fitted with a fresh-air heater, which at that time was for export market orders only. On April 28th it was sent to another section of the BMC empire, coachbuilder Vanden Plas in Kingsbury to be painted metallic blue over the original white, trimmed in VM3230 grey hide and Evlan Birstall VDP C2 grey carpet. This was done to match the Vanden Plas Princess IV DS7 A135 Limousine owned by Irene's husband, Arthur Waite, a BMC director who'd joined his father-in-law's company after the Great War.

1:43

Length 72mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 848cc 4IL OHV
POWER: 34bhp@5500rpm
TORQUE: 44lb.ft@2900rpm
MAXIMUM SPEED: 72mph
0-60mph: 27.1secs
WEIGHT: 1,380lbs



Available
NOW

VA13506 Austin Morris Mini Clubman 1100

Reynard Metallic

The Clubman was given an 1100cc engine in October 1975 to help differentiate it in the market from Minis with the more traditional nose. Further improvement came from a new refinement package consisting of improved subframe mountings, revised springs and dampers plus extra sound deadening. This, along with bright metallic colours, kept the Clubman competitive until the Metro arrived in 1980. The example modelled was built on May 5th 1978 in Longbridge and sold by salesman Mr P.G. Rigby at BL dealers 'Julians of Reading Ltd' in February 1979. The first owner, Mrs Milica Knezevic, paid £3059.10 for the car, which included tax of £511.93 and £175 for the underseal and vinyl roof.

1:43

Length 72mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1098cc OHV
POWER: 45bhp@5250rpm
TORQUE: 56lb.ft@2700rpm
MAXIMUM SPEED: 82mph
0-60mph: 17.9secs
WEIGHT: 1,424lbs



Available
NOW

VA14005 Vauxhall Carlton 2.6Li

West Mercia Constabulary

Vauxhall's UK Special Vehicle Operations department in Worcester created this Mk2 Carlton demonstrator for Police forces to test in 2.6Li form. It was used on active duty with the distinctive 'Tiger-Stripe' livery. West Mercia Constabulary in the early 1990s and remained on the force even when it served evaluation duties with other forces.

1:43

Length 104mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 2594cc 6IL CIH
POWER: 148bhp@5600rpm
TORQUE: 162.3lb.ft@3600rpm
MAXIMUM SPEED: 130mph
0-60mph: 10.5secs
WEIGHT: 3120lbs



Available
NOW

VA09809 Vauxhall Cavalier Mk2 SRi 130 Platinum

Vauxhall got ahead of Ford by launching their fresh new front-wheel-drive 'J-car' as it was known internally, in Autumn 1981 when Ford's new Sierra was still almost a year away. It was an immediate sales hit, being handsome, robust, reliable and great to drive. Vauxhall pulled the rug from under Ford again by announcing the injected 1.8-litre SRi in 1982 and suddenly every sales rep Europe wide had a new purpose in life, to own an SRi. Its lightweight but strong and discreetly aerodynamic bodysell made the best use of the new engine's power and allowed this genuinely rapid saloon to be fairly economical while alloy wheels, spoilers, graphics and bucket-seats provided showroom appeal.

1:43

Length 100mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1998cc 4IL OHC
POWER: 130bhp@5600rpm
TORQUE: 133lb.ft@4600rpm
MAXIMUM SPEED: 117mph
0-60mph: 8.2secs
WEIGHT: 2,320lbs



Available
NOW

VA05408 Morris Oxford Series V Deep Pink

The British Motor Corporation was created in 1952 by the merger of long time competitors Austin and Morris leaving many towns with competing dealers franchised to sell only two or three of their now six marques. Chairman, Leonard Lord, devised the concept of 'badge-engineering' the 1959 1.5-litre Farina styled Austin A55 Mk2 Cambridge into five different versions (Austin Cambridge A55 Mk2, Morris Oxford Series V, Wolseley 15/60, MG Magnette Mk3 and Riley 4/68) so every dealer had a vehicle to sell to their often brand-loyal customers. The whole range was updated and restyled in late 1961 and remained in production until 1971 by which time over a million of all types had been produced.

1:43

Length 104mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1622cc 4IL OHV
POWER: 61bhp@4500rpm
TORQUE: 90lb.ft@2100rpm
MAXIMUM SPEED: 81mph
PRODUCED: 296,255
0-60mph: 21.4secs



Available
NOW

1:43

Length 86mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1098cc 41L OHV
POWER: 48bhp@5100rpm
TORQUE: 60lb.ft@2500rpm
MAXIMUM SPEED: 74mph
0-60mph: 24.8secs
1/4 MILE: 22.8 secs



VA07105 Morris Minor Convertible Maroon 'B'

The Minor modelled was completely rebuilt in 2005 by well known Morris Minor specialist Charles Ware of Bristol for its then owner. It has been owned since January 2016 by its seventh custodian, Kent based enthusiast Steph King, who purchased it from well-known dealer Garry Shortt of Classic Chrome Ltd. She named the car Mabel after her Great Aunt and uses it regularly. Whilst being restored it was fitted with a 1275cc version of the original 1098cc BMC A-Series, engine connected to a Ford Type-9 5-speed gearbox and uprated brakes. The resulting car has retained the Minor's original character but with significantly improved performance, making it more suitable for modern traffic conditions.

Available
NOW

1:43

Length 87mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1098cc 41L OHV
POWER: 48bhp@5100rpm
TORQUE: 60lb.ft@2500rpm
MAXIMUM SPEED: 74mph
0-60mph: 24.8secs
PRODUCED:
 1,303,331



VA05809 Morris Minor The Lothians & Peebles Constabulary

Extensive government research into policing procedures led to 'Unit Beat Policing' (UBP) being rolled out across the UK during the late 1960s. Conceptually this was a big change as police officers, who had previously walked a 'beat' over a given time period, now drove between different areas walking for a while before driving to the next. This led to the introduction of the 'Panda Car' so named because it featured white panels on a blue car. These were usually small, economical cars such as the Minor. The example modelled was one of The Lothians and Peebles Constabulary's (L&PC) initial batch of twenty UBPC cars, all Minors, supplied by Hall Brothers of Musselburgh.

Available
NOW

1:43

Length 87mm

LIMITED
EDITION

VA05810 Morris Minor 1000 Turquoise

The Morris Minor had a remarkably long production life from 1948 until 1971 and was a great step forward in handling and comfort. It was the first complete car designed by the legendary Alec Issigonis (knighted in 1969) to enter production. Over the years it was available in at least 38 different colours, but this car's 'Turquoise BU6' is rare because it was only offered between 1956 and 1959. This car was purchased by Mr Marchbank in 1985. He started a restoration that included replacing rusty panels and reconditioning the engine but the car remained dismantled in his garage until January 2009 when a new owner took on the project and completed the rebuild in August 2010. The car was sold by South Western Vehicle Auctions in June 2017 to Morris Minor specialist Steve Loder who's done further restoration work on it.

Available
NOW

1:43

Length 100mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1798cc 41L OHV
POWER: 95bhp@5500rpm
TORQUE: 105lb.ft@2500rpm
MAXIMUM SPEED: 100mph
PRODUCED: 659,852
0-60mph: 12.1secs



VA06310 Morris Marina 1.8 TC 'Jubilee' Citron

Morris Motors was founded in Cowley, Oxford, in 1913 when bicycle manufacturer William Morris launched his first car, the Oxford 'Bullnose'. In order to celebrate their Diamond Jubilee, Morris produced a special edition Marina 1.8 TC 4-door costing £1,500, which was £362 more than a standard TC. One was supplied to every BL dealer in the UK for the M registration of 1st August 1973. All were in a new colour, 'Citron' and featured a black vinyl-roof, black door-mirrors, dual-layer black pinstripe, navy blue cloth seats, Sundym glass, front fog lights, citron-trimmed grille, side repeaters, and 'Jubilee' wing badges. The Marina Owners Club believes only 5 roadworthy examples of the 2000 produced remain.

Available
NOW

1:43

Length 118mm

LIMITED
EDITION

VA09013 Rover SD1 Vitesse Grampian Police

With supercar looks and V8 muscle the SD1 is many people's favourite police car. Probably the most famous police SD1 is C356 YST, the car restored in 2014 for the C4 TV programme 'For The Love of Cars', by Ant Anstead working with SD1 specialists Robsport International. It is now owned and exhibited by the Grampian Transport Museum and arrived there on January 10th, 2015. Early 1980s Aberdeen was rich with oil-money and local dealer, John Clark Specialist Cars, sold many rapid Audis and BMWs which owners 'tested' on the Stonehaven bypass after it opened in 1984. Grampian Police needed to deal with this and commissioned a police specification Vitesse 5-speed manual that sat slightly higher to aid pursuits over obstructions. It entered service on December 10th, 1985, immediately becoming an urban legend and object of fear among local supercar owners, and served until July 20th, 1988.

Available
NOW

1:43

Length 84mm

LIMITED
EDITION

SPECIFICATIONS

ENGINE: 1296cc 41L OHV
POWER: 75bhp@6000rpm
TORQUE: 75lb.ft@4000rpm
MAXIMUM SPEED: 95mph
0-60mph: 14.5secs
WEIGHT: 1652lbs



VA06713 Triumph Spitfire Mk3 Saffron

Having bucked the car industry's trend towards monocoque construction with their Herald in 1959, creating a small sports car based on its components was a simple and cost effective way for Standard Triumph to earn American dollars with a cheaper companion to their larger 1961 2-litre TR4. The first prototype was produced by Italian stylist, Giovanni Michelotti, at his workshop in Turin in autumn 1960, and was actually built by cutting down a Triumph Herald although the production versions used a bespoke chassis design. The Spitfire was announced at the 1962 Earls Court Motor Show and would go on, through four distinct updates, to be produced until 1980. A total of 314,332 were made.

Available
NOW

VA07006 Sunbeam Alpine

Seacrest Green, pre-production prototype, XRW302

In early 1959 when Rootes were developing the Alpine at Ryton, Coventry, they constructed only eight pre-production prototypes. The car modelled is the third of those and the only survivor, making it the oldest extant example. It survived because, rather than being thrashed to breaking point in testing, it was allocated to the company's design department to be used in the development of new styles and trim. In 1961 it was sold to Rootes' development engineer Bernard Unett, who'd worked on the Alpine programme and wanted to go racing.

He debuted the car at Silverstone in September 1961 and was deemed so dangerous that he wasn't allowed to start the second race!

SPECIFICATIONS

ENGINE: 1494cc 4-IL OHV
POWER: 92bhp@5600rpm
TORQUE: 98lb.ft@4000rpm
MAXIMUM SPEED: 112mph
0-60mph: 10.5secs
WEIGHT: 2,238lbs



1:43

Length 90mm

LIMITED
EDITION

VA07007 Sunbeam Alpine Series 2

Quartz Blue Metallic

This Series 2 model was painted in a slightly later Series 3 colour, quartz blue. It was owned from 1972-1975 by Edinburgh-based Kenneth Scott and he remembers that, although areas underneath showed it had originally been green, it had been painted very professionally and comprehensively. This has led Alpine enthusiasts to speculate it was done by the Rootes development department in order to see what an Alpine would look like in their new colour. Alternatively it could have been sprayed by the Edinburgh dealership it was dispatched to as a special order for a favoured customer. This would explain why the hardtop, usually in a contrasting shade, was the same colour.

SPECIFICATIONS

ENGINE: 1592cc 4-IL OHV
POWER: 80bhp@5000rpm
TORQUE: 94lb.ft@3800rpm
MAXIMUM SPEED: 97mph
0-60mph: 14.8secs
WEIGHT: 2,135lbs



Available
NOW

VA10710 MGB 1966 Marathon de la Route, Outright Winner, Hedges & Vernaev

After the Spa-Sofia-Liege rally ended in 1964 due to safety concerns about racing on public roads the event moved to the Nürburgring. The resulting non-stop 84-hour regularity rally was perfect for the robust reliable MGB; meticulously prepared by BMC's Abingdon-based Competitions Department. Two MGBs entered and both crashed badly on the same corner in the opening laps, their drivers caught out by loose-chippings. However, both were nursed to the pits where the ingenuity of Den Green's team of mechanics got them back on track. The more exotic cars gradually failed leaving the metronomic MGs first and second at 72 hours. The Poole/Enever car broke a halfshaft in hour-79 but GRX 307D continued to victory.

1:43

Length 93mm

LIMITED
EDITION



Available
NOW

VA13005 MGB V8 "Don Hayter's Car", Brooklands Green

Don Hayter is often described as the father of the MGB and was closely involved with its styling and development after joining the MG design office in February 1956 following a similar role at Aston Martin. He rose to become MG's Chief Engineer, and kept the MGB one step ahead of the ever-changing safety legislation in the seventies, while making a profit for BMC/BL at a time when many other divisions didn't. When MG's Abingdon factory closed in 1980 he sold himself an unused 'development' bodyshell (for £939.55) and 3.5-litre V8 engine, then built himself the only factory-made MGB V8 roadster (factory V8s were all GTs), the last MGB to leave Abingdon.

1:43

Length 91mm

LIMITED
EDITION



Available
NOW

VA10409 Hillman Avenger 1.6DL

'Sunseeker' Special Edition, Orange Blossom

Hillman launched the Deluxe 2 and 4-door Sunseeker editions using the phrase, 'The Special Avengers for '74'. It was only offered in two shades of orange, the lighter 'Orange Blossom' on the 4-door and a darker shade called 'Apricot' on the 2-door. Both featured three quarter white vinyl roofs, sports wheels, uniquely patterned black upholstery on reclining seats, coachline, reversing lights, side repeater flashers, push-button radio, fascia vents, and what was referred to in the brochure as 'lush carpeting'. Even the water temperature gauge was trumpeted as an extra feature... The 4-door was equipped with 4-speed Borg Warner automatic transmission as standard while the 2-door was a manual. Both had disc front brakes.

SPECIFICATIONS

ENGINE: 1599cc 4-IL OHV
POWER: 69bhp@5000rpm
TORQUE: 87lb.ft@2900rpm
MAXIMUM SPEED: 96mph
0-60mph: 13.2secs
WEIGHT: 1,895lbs



Available
NOW

VA12906 Audi quattro Sable Brown Metallic

The quattro modelled was first registered in August, 1984, is one of only fourteen right-hand-drive examples in this colour and was specified, unusually, with tan leather upholstery. During its UK life it covered around 130,000 miles and had fifteen owners but was looked after carefully by each one and had an extensive service history; quattro owners tend to be enthusiasts who care for their car. The last UK owner, Gary West, an engineer who works restoring vehicles at the Haynes International Museum in Sparkford, Somerset, bought it from a classic car dealer in Bristol. After his tenure, because of its unusual and desirable colour, it was bought by a private collector in Malaysia. The first owner drove over an obstruction when the car was relatively new and ripped off an oil pipe, damaging the engine, which was rebuilt by Audi Sport.

1:43

Length 100mm

LIMITED
EDITION



NEW

1:43

Length 100mm

LIMITED EDITION

VA13404 BMW (E30) 323i Platanen Grün

The 323i modelled was purchased new from main dealer Cronk BMW, Redhill, Surrey in August 1985 by a lady who specified the unusual colour combination of BMW Plane Tree Green with green fabric 'comfort-seats' and carpet. She also specified a Pioneer radio/cassette, four electric windows, an electric sunroof, an automatic gearbox and a boot spoiler, but didn't order alloy wheels. She covered around 44,000 miles in just over three years and it was then taken over by her nephew who drove it approximately 5,000 miles before standing it up, initially in a garage. Sadly, by 2008 it was being stored outside behind his business premises near Gatwick Airport, where it remained for two years.

It was rescued in 2010 by Warwickshire-based enthusiast James Coleman. Charmed by its low mileage and unusual specification he recommissioned the car, rebuilding the brakes, suspension and cylinder head, as the head gasket appeared to be leaking. Once all the mechanical work was done he did the small amount of welding it needed for an MOT and had the bottom half resprayed in the original colour. However, once he started to use the car the automatic gearbox, which he had only serviced, failed and was rebuilt by local company Topp Gear Transmissions. The car was then exhibited at the NEC Classic Car Show and was much admired as unmodified 'chrome bumper' Series 1 E30s, which were only made between 1982 and 1987, are rare.

SPECIFICATIONS

ENGINE: 2315cc 61L OHC
POWER: 139bhp@5300rpm
TORQUE: 151lb.ft@4000rpm
MAXIMUM SPEED: 124mph
0-60mph: 8.1secs
WEIGHT: 2,381kgs



Available NOW

1:43

Length 92mm

LIMITED EDITION

VA13605 Volkswagen Golf Mk2 GTI Alpine White

Early 8-valve MK2 GTIs are now very rare, especially in excellent unrestored condition like the example modelled. It has been owned by Yorkshire-based Michael Burke since he bought it from dealers Cheshire Sport Classics in late 2012 when it had covered just 33,000 miles.

Remarkably he is only the car's third owner. It was originally purchased in August 1984 by Mr P Handy from his local VW dealers, Kensworth Garage Ltd, which was based in a building called 'The Foreign Office' in Dunstable. Second owner, London-based Sevan Alticosalian, acquired the car in September 2008 and continued to service it regularly whilst doing a modest mileage. As a result the car is remarkably original.



Available NOW

1:43

Length 88mm

LIMITED EDITION

VA05808 Morris Minor 1000 Highway Yellow

The Morris Minor was launched at the 1948 London Motor Show, Britain's first since the cessation of hostilities, alongside another legend the Jaguar XK120. In its original form it used a 918cc sidevalve engine and its headlights were mounted low in the grille. Foreign market legislation forced the lights up into pods on the wings in 1951 and then, when Morris Motors merged with Austin in 1952 to create BMC, the Minor received the Austin-designed 803cc A-Series engine. This was updated to create the 'single screen' Minor 1000 in 1956. The Minor was Alec Issigonis' first complete car design and possessed extremely surefooted handling which was many years ahead of its competitors.

SPECIFICATIONS

ENGINE: 948cc 41L OHV
POWER: 37bhp@4750rpm
TORQUE: 50lb.ft@2500rpm
MAXIMUM SPEED: 73mph
PRODUCED: 1,303,331
0-60mph: 25.9secs



Available NOW

1:43

Length 72mm

LIMITED EDITION

VA02538 Austin Mini Mk1 Cooper S Surf Blue

When launched in 1959, designer Alec Issigonis' Mini revolutionised the automotive industry by pioneering the mass production of front-wheel-drive transverse-engine cars. Then Formula 1 World Champion team owner John Cooper, a friend of Issigonis, immediately saw its nimble handling as an opportunity to create a powerful competition car and, after building a prototype, persuaded BMC's bosses to produce it. It was launched in 1961, started winning races and rallies immediately, and became the cool must have car of the 1960s, selling in much larger numbers than initially envisaged. The Cooper S added more power and the example modelled here was a BMC press car tested, with enthusiasm, by Autosport magazine in August 1963.

SPECIFICATIONS

ENGINE: 1071cc 41L OHV
POWER: 70bhp@6000rpm
TORQUE: 62lb.ft@4500rpm
MAXIMUM SPEED: 95mph
PRODUCED: 45,629
0-60mph: 12.9secs



Available NOW

1:43

Length 108mm

LIMITED EDITION

VA06519 Rover P6 3500 VIP Brasilia

In October 1963 Rover announced their compact 2000 model, often known colloquially by its codename P6. It was an all-new design featuring a unit-construction base skeleton covered by bolt-on body panels, independent front suspension using horizontal coil springs, de Dion rear suspension and four-wheel disc brakes, giving it class-leading dynamics. Its radical exterior and interior styling was by David Bache and its pioneering passenger safety-cell contributed to it becoming the first ever 'European Car of The Year' in 1964. Rover's General-Motors derived all-aluminium V8 was offered as a more powerful option in April 1968, finally giving the P6 the power its chassis had always warranted. Production of the P6 ceased in 1977.

SPECIFICATIONS

ENGINE: 3528cc V8 OHV
POWER: 150bhp@5000rpm
TORQUE: 204lb.ft@2700rpm
MAXIMUM SPEED: 122mph
PRODUCED: 292,947
0-60mph: 9.1secs





Bright and beautiful liveries galore, the 2020 Original Omnibus range really is something to behold. Scaled at 1:76, the collection is perfect for bus enthusiasts, '00' gauge model railway collectors and equally anyone with an interest in the liveries the buses carry.

Each high quality, die-cast model is secured to a removable presentation plinth and comes in a high quality perspex display case.

Every livery and route are meticulously researched to ensure the most accurate replica possible is produced

Every Original Omnibus model is part of a strictly limited production run and the vast majority come with a choice of two route numbers. All models are provided with a bespoke, individually numbered limited edition certificate detailing the history of the vehicle.

Available NOW

1:76

Length 163mm

SPECIAL EDITION

OM46713A/B Wright Eclipse II (Single Deck) Transdev The Shuttle, dual destination

The SHUTTLE is the high-frequency, high-quality link between Keighley, Bingley, Saltaire and Bradford, operated by the Keighley Bus Company. At the end of 2015 the service was given a £400,000 makeover, undergoing a full rebrand in bright blue as 'the SHUTTLE'. Sixteen vehicles were upgraded in house by Keighley Bus Company's own engineering support unit, adding new features including USB charging points between the seats, WiFi and re-upholstered seats and have all been named after famous space craft, including Apollo, Atlantis, Explorer, Galileo and Pioneer. The SHUTTLE runs directly along the Aire Valley, between Keighley, Riddlesden, Bingley and Saltaire, along the route of the old main road before then turning south-east, to run between Saltaire, Frizinghall and Bradford and entering the City Centre along Manningham Lane and Westgate.

OM46713A

OM46713B



Available
NOW

1:76

Length 142mm

LIMITED
EDITION

OM46513 Wright Eclipse Gemini 2

Harry Potter Warner Bros. Studio Shuttle Bus

Up to 6,000 visitors a day visit the studios and a shuttle bus, operated by Mullany's Buses, runs from Watford Junction station to the Studio Tour, with a journey time of around 15 minutes. This model, BD12 TFX, with its distinctive Harry Potter Studio Tour graphic wrap, represents one of two Wright Eclipse Gemini 2 buses that were operated on the route by Mullany's.



NEW

1:72

Length 142mm

LIMITED
EDITION

OM46516A/B Wright Eclipse Gemini 2 Brighton & Hove Bus and Coach Company, BK13 OAU, 'The Snowman', dual destination

As an operator, Brighton & Hove Bus and Coach Company can trace its lineage back to the formation of the Brighton, Hove & Preston United Bus Company on 12 September 1884, but it was 1903 before the BH&PU began operating motor buses, in the process allegedly incurring the wrath of local shopkeepers as mud splattered up from the wheels onto shop fronts and they were subjected to exhaust fumes and vibrations. The takeover, in 1915, of the BH&PU by the aggressively expanding Thomas Tilling concern was to pave the way for the formation of the Brighton, Hove & District Omnibus Company Ltd on 26 November 1935 and over the next thirteen years the BH&D enjoyed a healthy period of prosperity until, in 1948, Tilling sold out to the British Transport Commission, a result of the Government's post-war transportation nationalisation programme which, in turn, became the Transport Holding Company on 1 January 1963. In 1967, British Electric Traction sold its private bus operations to the THC, creating a state monopoly controlling 90% of bus operations in England and Wales and so the Transport Act of 1968 merged the BET and THC operations into the National Bus Company on 1 January 1969. This effectively merged the Southdown and BH&D operations and with Southdown being the bigger, more dominant concern, it did not take long for the BH&D to become a dormant company, a situation that prevailed until privatisation in 1985 and the re-emergence of the BH&D as Brighton & Hove.

BK13 OAU, a Wright Eclipse Gemini 2, entered service with Brighton & Hove on 27 June 2013, named as Sir Arthur Pearson and working on Route 5. In November 2017, to mark Chestnut Tree Hospice's forthcoming tenth annual Snowman Spectacular Fundraising Ball, the bus was given a special 'Snowman' livery featuring Raymond Briggs' illustration of the Snowman and James.

OM46516A

Patcham 5

OM46516B

Hangleton 5



NEW

1:76

Length 150mm

LIMITED EDITION

OM46623 New Routemaster London United, LTZ 1148, Route 10, Kings Cross, Coca-Cola®

Derived from the former London United Tramways, operator of trams and trolleybuses in west and south west London, London United commenced operating on 1 April 1989 as one of the twelve operating subsidiaries of London Buses, prior to privatisation. In 2009 Transdev were in negotiations to merge with Veolia Transport and as part of the resulting agreement it was agreed that the RATP Group, a minority shareholder in Transdev, would take over some of Transdev's operations, resulting in London United transferring to the RATP Group. Route 10 commenced operations on August 13, 1988, just prior to the formation of London United, replacing the old Route 73 and operating between Kings Cross and Hammersmith. Between February 2003 and January 2010 Route 10 was operated by First London but then reverted to Transdev/London United operation until November 23, 2018, when as part of a programme reducing the number of bus routes traversing Oxford Street, route 10 ceased running.

LTZ 1148 carries Fleet No. LT148 in the RATP Group's London United bus company fleet, joining from first registration on February 1, 2014 and operating from Stamford Brook Garage once the Wrightbus new Routemasters were introduced to the route on April 26, 2014. LTZ 1148 operated over Route 10 until the TfL rerouting to serve Russell Square station on June 25, 2016, at which time the vehicle was switched to Route 9.



NEW

1:72

Length 150mm

LIMITED EDITION

OM46624A/B New Routemaster Arriva London, LTZ 1192, 'Release the Kraken', dual destination

First introduced in 1912 to connect Victoria with Leyton Green, Route 38 now runs between Victoria and Clapton Pond and is London's most frequent bus service, with a bus running every sixty seconds during the morning peak period. Originally operated from Leyton Garage, the 38 weathered the changes forced upon London's bus routes during the First World War and even retained its route numbering through both the introduction of The London Traffic Act in 1924 and the changes brought about by the London Passenger Transport Board in 1934. Between 1934 and 1968, the 38 went through a number of route changes, extensions and reductions, but it was the large-scale re-organisation brought about by the opening of the Victoria Line in September 1968 that changed the face of the route, along with further cutbacks in October 1969. Run by London Forest Buses from 1989, then Leaside Buses and East London Buses during privatisation, the 38 has been operated by Arriva during the TfL period and the Hackney Central to Victoria part of the route was chosen to run the eight prototype Wrightbus New Routemasters between 27 February 2012 and 10 May 2014, when full conversion took place.

LTZ 1192 (LT192) entered service with Arriva London at their Clapton Depot, operating exclusively on Route 38 from 12 June 2014 right up until the present time and has been used in several high profile advertising campaigns, notably for Adidas® (twice), Monster and the Lego® Store. One of the most striking advertising liveries ever to have been featured on a London bus, Kraken Rum's 'Release the Kraken' campaign, spread across five vehicles, was inspired by the mythical tale of a cargo ship, said to have carried one of the largest quantities of black spiced rum ever to be brought out of the Caribbean, that never reached its destination. All that was found of the vessel were a few barrels of the black spiced rum, renamed as Kraken in a tribute to the unchallengeable power and might of the mythical beast that was suspected to have attacked the ship. Legend has it that the Kraken will not rest until it has reclaimed the lost barrels, leaving a trail of destruction in its wake as it seeks to return the rum to its final resting place deep in the Kraken's watery lair.



OM46624A



OM46624B



NEW

1:76

Length 110mm

LIMITED EDITION

OM46315A/B AEC Type RM London Transport, 359 CLT, Route 88, 'Boulogne, The motorway to Europe', dual destination

By the time of the 1933 London Passenger Transport Act, Route 88 was firmly established, connecting Acton Green to Belmont, via Oxford Circus, Mitcham and Sutton and, although cut back during the Second World War, by 1950 it had become a recognised cross-London trunk route, with stops at Acton Green, Oxford Circus, Vauxhall Bridge, Stockwell, Tooting Broadway, Mitcham Cricketers (Monday to Friday only), St. Helier Rose (Monday to Friday peaks and Saturdays only), Sutton and, on a Sunday, Belmont. The main allocation of buses at this time were allocated to Merton Garage and in May 1950, RTWs were introduced on the route as part of the successful central London trials of 8' wide buses, but in November 1958 Merton lost the 88 route and the main allocation moved to Stockwell Garage, who were running RTLs. The RTM Routemasters arrived on the route from July 1966, only being superseded by RMLs in March 1975.

Operating out of Stockwell Garage on route 37 until June 1966, 359 CLT (RM1359) had entered service in December 1962. After briefly being moved to storage at Thornton Heath, RM1359 was allocated to route 88 later on in June. While allocated to Shepherds Bush Garage, on 26 April 1974 RM1359 emerged from Finchley's Woodberry Grove Garage in a very bright, 'Boulogne - The motorway to Europe' advertising scheme that promoted travel to France by Sealink and Seaspeed, being one of only four advert buses that entered service that year. Although London Transport's advert buses were limited to one per route, many MPs were lobbying Parliament to ban them, but in the meantime the bus actually ended up in Boulogne on a Chiswick Works visit that took place on 29 May 1974. The Boulogne scheme was removed from RM1359 on 26 September 1974 and the bus continued in service with London Transport until July 1987, at which point it was sold on to Brakell Omnibus Sales of Cheam, eventually being exported in May 1992 to Riparo Auto SNC in Palermo, Sicily.

OM46315A



OM46315B



NEW

1:76

Length 110mm

LIMITED EDITION

OM46316A/B AEC Type RM ALM 50B, Heritage Route 15, 'Mamma Mia!', dual destination

Heritage Route 15, along with Heritage Route 9, was created in November 2005 by Transport for London to appeal to tourists and bus enthusiasts, retaining traditional Routemaster operation in central London. Operated by Stagecoach London, the Routemaster fleet was based at the former Waterden Road bus garage near Stratford until early 2008, subsequently moving to West Ham garage from where Heritage Route 15 ran between Trafalgar Square and Tower Hill, overlapping with Heritage Route 9 along the Strand between Trafalgar Square and Aldwych. Heritage Route 9 was dropped on 25 July, 2014, but in November 2015 TfL contracted Stagecoach to continue Heritage Route 15 until 2020 and it was planned for all ten vehicles used on the route to be refurbished internally and externally into almost original 1960s condition, although only four out of the ten Routemasters, RM2060, RM1933, RM1941 and RM2089, were completed due to budgetary constraints and falling revenue on the route. From 1 March, 2019, weekday operation of the route was dropped in favour of working weekends and public holidays only between March and the end of September.

ALM 50B (RM2050), entered service with London Transport at Aldenham Depot in October 1964, working over Route 137. In 1986 the vehicle was overhauled ready for transfer to London Transport's Commercial Operations (Sightseeing) unit, having an AEC engine fitted and repainted into London Transport Red, with a cream band. Sold into preservation in 1987, RM2050 moved between owners until being completely rebuilt at Marshall (Cambridge) with a new engine, gearbox and interior improvements, after which it was allocated to Arriva London North for use on Route 38. In November 2005, RM2050 was removed from storage at Leyton and assigned to Stagecoach for use on Heritage Route 15, over which it still operates.

OM46316A



OM46316B



Available
NOW

1:76

Length 150mm

LIMITED
EDITION

OM46619A/B New Routemaster Go-Ahead London, Heritage General Livery, dual destination

The London General Heritage livery is a tribute to the designers of the LGOC, being a modern adaption of the 1929 LT1 livery, and is represented here on LTZ 1050 operating on route 88, the former 'Clapham Omnibus' route running from Camden Town to Clapham Common, via central London.

OM46619A



OM46619B



Available
NOW

1:76

Length 110mm

LIMITED
EDITION

OM46313A/B AEC Type RM London & Country, Two-Tone Green, dual destination

As a consequence of bus deregulation in 1986, many new operators outside of London, as well as several traditional operators, took to the iconic AEC Type RM as a cheap and reliable vehicle to protect, or develop, their routes and services. By 1990, London Country South West had adopted the fleet name of 'London & Country', but the name of the company was not officially changed until 1993. London & Country acquired RM1183 from Southend Transport later that year and used it on Surrey Schools' route 418 initially, whilst still in Southend livery. Graduating to Christmas shopper services on routes 406 and 408, the full London & Country two-tone green livery was applied, in probably the finest livery carried by an AEC.

OM46313A



OM46313B



Available
NOW

1:76

Length 110mm

LIMITED
EDITION

OM40821A/B Bristol Lodekka FS6B Wilts & Dorset, Cream and Maroon, dual destination

In January 1966, Bristol Lodekka 646, registration 684 AAM, was painted into a unique cream and maroon livery for operation on the Salisbury to Bournemouth limited stop service, retaining it until May 1969. The limited stop 38A route between Salisbury and Bournemouth ran via Fordingbridge, Ringwood and Ferndown (the Bournemouth Spur Road from Ashley Heath to Cooper Dean having not yet been built) and did the journey in 78 minutes.

There were two journeys in each direction on weekdays, with timings suitable for people commuting to Bournemouth, or making day visits to Salisbury.

OM40821A



OM40821B



Available
NOW

1:76

Length 107mm

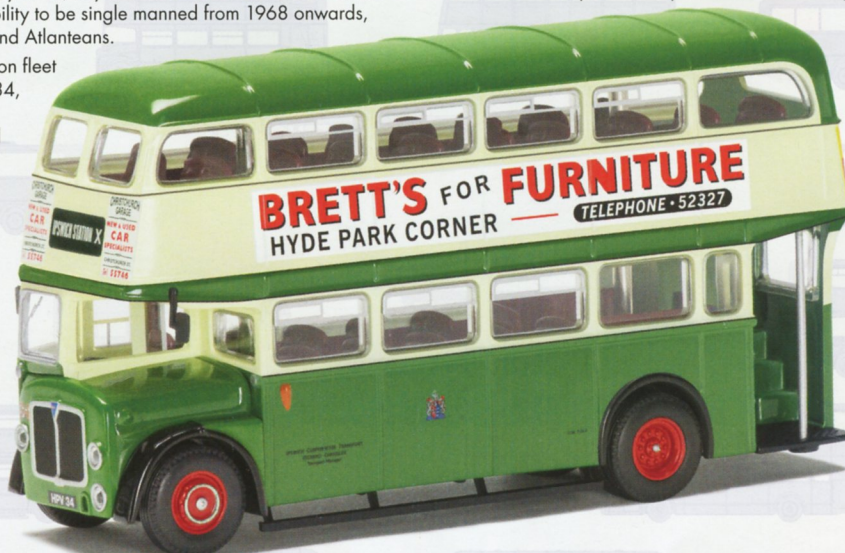
LIMITED
EDITION

OM41418B AEC Regent V Ipswich Corporation, Two-tone Green, Route 3 Rushmere Heath

Ipswich Corporation was the last major urban operator in Britain to place motorbuses into service, with six Park Royal bodied AEC Regent III buses entering service in August 1950. Initially these vehicles were used to evaluate services to the new Council housing estates, but the rising costs of trolleybus operation led to further motor buses being delivered. By 1959, fifty-four AEC double deck buses had entered service with the Ipswich Corporation, but declining patronage led to all new buses being built with the ability to be single manned from 1968 onwards, leading to the replacement of the AEC fleet with Leyland Atlanteans.

The last AEC Regent Vs entered the Ipswich Corporation fleet in 1966, these being bodied by Neepsend, but HPV 34, AEC Regent V D2RA 720/Park Royal body H37/28R B40833 was one of a batch of four vehicles delivered in 1959, the last in an unbroken line of Park Royal bodied buses and trolleybuses dating from 1945 that included Ipswich trolleybuses Nos. 91 to 126 and Motorbuses Nos. 1 to 36. HPV 34 survived until the end of 1976, when it was moved to the Corporation yard at the back of Priory Heath, awaiting disposal.

OM41418B



Available
NOW

1:76

Length 1110mm

LIMITED
EDITION

OM43917A/B Guy Arab II Burton Corporation, Burgundy and Cream, dual destination

In 1943, Burton Corporation received its first double-deck vehicles, two utility Guy Arabs with Weymann H56R bodywork, built to wartime specifications, which included wooden slatted seating. Eight more were delivered in 1944, including Burton Corporation No. 34, a Guy Arab II 5LW, registration FA 7978, and fitted with a Park Royal body.

OM43917A



OM43917B



Available
NOW

FTB

(Fit The Box)

Length 86mm

CS90611 WWI Centenary Collection Old Bill Bus

The Old Bill Bus was a vital mode of transport during World War One, often referred to as 'The Great War' as it had capacity to carry 24 infantrymen as well as their kit and also served in transporting the wounded away from the battlegrounds, at the very end of the war the buses were then used to transport troops home.





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1299 PANIGALE **S** ANNIVERSARIO

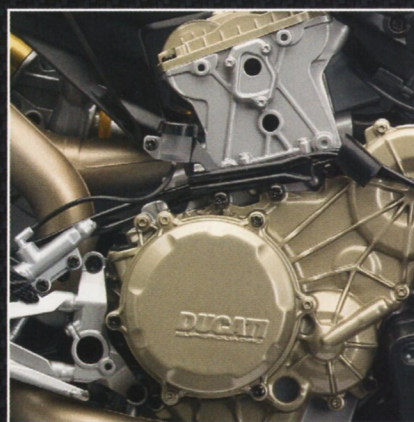
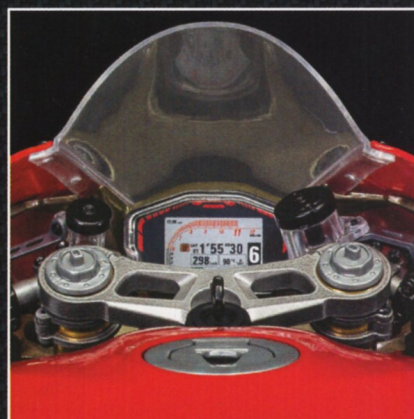
HK110 • 518.7 x 202.5 x 277.5 mm (5.5 kg) • 976 Pieces

Since 1926, Ducati's history is about authentic passion and performance. To celebrate the 90 years at the forefront of design and technology Ducati released the 1299 Panigale S Anniversario. With this new Pocher 1:4 scale model kit we replicate this stunning bike in fine detail. This kit is manufactured from premium die-cast metal and comes ready painted. The kit is easy to build and supplied with detailed instructions. The model consists of more than 976 parts manufactured from an assortment of materials including metal, rubber and plastic. Most of the parts are simply screwed together. Wheels, transmission chain, front and rear suspension, brake and clutch levers are all functional and offer an incompatible level of detail.



Pocher[®]

Model Kits



Pocher display case

HK201 • 690 x 290 x 400 mm

This premium-quality display case has been especially designed to present and protect your Pocher model kit. The case is made of highly transparent acrylic of 5 mm thickness, and is provided with a black wooden base which is fully velvet flocked. The display case also features holes and screws to fix the model to the base.



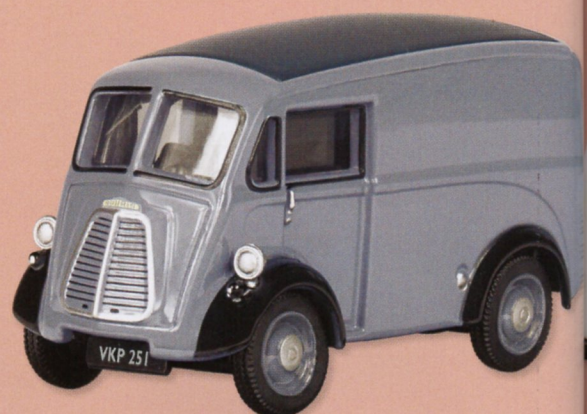


DUBLO

1:76
SCALE



R7241 MG TC,
Centenary Year Limited Edition



R7242 Morris J Van,
Centenary Year Limited Edition



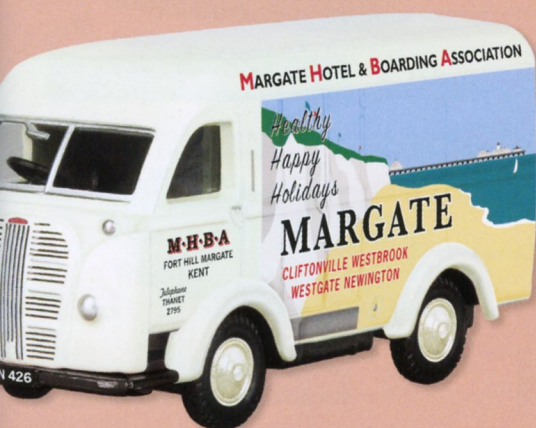
R7247 Fordson Tractor,
Centenary Year Limited Edition



R7248 VW T2 Van,
Centenary Year Limited Edition



DIECAST



R7243 Austin K8 Van,
Margate Hotel & Boarding Association,
Centenary Year Limited Edition



R7249 Scammell Mechanical Horse Van Trailer,
Centenary Year Limited Edition



There are several accounts as to where the name 'Dinky' came from but arguably the most logical explanation is when Frank Hornby apparently showed one of the new diecast vehicles to his Scottish daughter-in-law she exclaimed that they were 'dinky', which is a Scottish word meaning very cute or small and neat.

Dinky Toys were a major part of the Hornby Trains '0' gauge range intended to complement their trains, however they were also toys in their own right and equally collectable. When first introduced in 1934 the brand was named 'Meccano Dinky Toys' however this became abbreviated a year later to just 'Dinky Toys'.

Loved and collected by several generations of children and adults, Dinky Toys continued to be produced well into the Seventies even though by then the ownership of the Dinky name had changed several times. Currently, the American toy giant, Mattel owns the brand name 'Dinky Toys'.

In late 1957 the first of the Dinky Dublo diecast models were released along with an advertising campaign advising that the new range of vehicles, produced in '00' scale would be excellent models to collect or play with while at the same time the advert promoted the new range of vehicles as suitable to adorn a model railway layout.

The first vehicles released included an Austin lorry, a Bedford flatbed truck and a Morris Pick up van. In March 1958 a beige Ford Prefect appeared as well as a Singer Roadster with a Commer Van following.

All Dinky Dublo toys were initially produced without glazed windows but by June 1959 the first vehicles started to appear with windows fitted. As time progressed more vehicles were added to the range while others were removed.

In total there were fifteen base models produced for the Dublo Dinky range with the majority of the fifteen being subject to tooling modifications and other cosmetic changes. By 1963 the last of the Dublo Dinky models were removed from sale and a shortly after their withdrawal Lines Bros., the owners of Tri-ang Railways obtained Meccano Ltd. Although Dinky Toys continued to be produced, no further Dublo Dinky items were manufactured thus confining the brand to the history books.

Even though the life of the Dinky Dublo series of models was relatively short, nonetheless it can be argued that the Development and Marketing teams associated with the Hornby Dublo brand of the 1950s were decades ahead of their time when comparisons are made to the large number of accurately scaled models available to the current railway modeller of today. They of course can be forgiven for not achieving the results that they no doubt anticipated but the world of model railways in the 1950s was vastly different from what it is today. However, as a tribute to the first 'Dublo' scale models of that period and as part of the Hornby Centenary Collection a new range of carefully selected limited edition vehicles have been specially commissioned, reflecting the character of 'Dublo' diecast models of the 1950s.

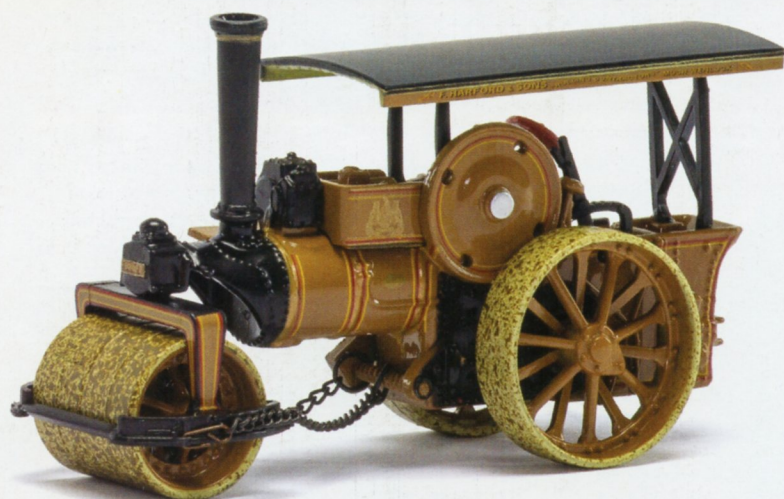
The six models chosen incorporate where possible the spirit of the 1950s and include vehicles similar to those of the original 'Dublo' range, together with one fitting model calling out the various holiday destinations around Margate, the seaside town where Hornby now resides.

There are only 2000 each of these six limited edition 'Dublo Diecast' models available, with each presented in the packaging style reminiscent of the 1950s period.

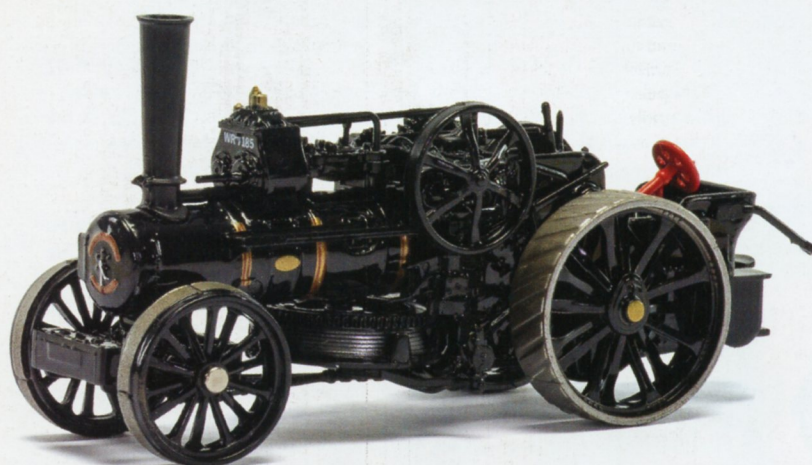
Although small in number, this 'Dublo Diecast' selection of vehicles forms an important part of the Hornby Centenary Collection.



R7152 Ford Transit



R7153 Fowler Steam Roller



R7154 Fowler Ploughing Engine



R7124 BMC Mini Saloon



R7237 Ford Anglia 105E



R7151 Land Rover 109



R7125 BMC Mini Van



R7123 FX4 Taxi



R7155 Ferguson TEA Tractor



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