

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

All new items featured in this catalogue are due between January and December 2019. For more information on product availability we recommend that you visit [www.corgi.co.uk](http://www.corgi.co.uk)

The trademarks depicted herein are used by Hornby Hobbies Limited under license or by permission from the respective proprietary owners.

Hornby®, Corgi®, The Aviation Archive, The Original Omnibus, Vanguards, Super Haulers and Showcase are all registered trademarks of Hornby Hobbies Limited.

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](https://facebook.com/corgidiecast)

[twitter.com/corgi](https://twitter.com/corgi)

[youtube.com/officialcorgi](https://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.

### Manufactured by:

Hornby Hobbies Ltd  
Westwood, Margate, Kent, CT9 4JX, UK  
T: +44 (0)1843 233525  
E: [customerservices.uk@hornby.com](mailto:customerservices.uk@hornby.com)



**HORNBY HOBBIES**

Design, Art Direction,  
Photography and  
Production by  
Hornby Hobbies Ltd.

Printed in the UK

CO200830



5 055286 648960 >

Apollo 11 50 <sup>th</sup> Anniversary	3
Harry Potter	4-7
TV & Film	8-19
Vanguards	20-37
Military Legends	38-41
Aviation Archive	42-75
Rail Legends	76-77
Vintage Glory	78
Original Omnibus	80-85
Hauliers of Renown	86-91
Best of British	92-93
Commemorative	94-97
Smaller Scale Die-cast	98-103
For the Younger Collector	104-105
Corgi Club	106

## WELCOME TO THE CORGI RANGE FOR 2019!

Listen up Muggles, of all ages, everywhere, (non-magic folk to you and I), The Wizarding World of Harry Potter has truly reignited a spark in the hearts of a new generation. Corgi is delighted to release three vehicles from the Harry Potter series promising to enchant and delight collectors of all ages...

As they say, variety is the spice of life, and that ethos has been the inspiration behind devising the 2019 Corgi range, alongside our magical themed releases, within this year's catalogue you shall see that we have revitalised some classic Corgi ranges which we hope will ignite some nostalgia within the hearts of our collectors and bring a new dimension to die-cast collections everywhere.

New tooling is also always welcomed within the Corgi community and this year promises to delight. Not only do we have big new tooling news within Aviation Archive but within Vanguards and Corgi Showcase as well!

Of course, we couldn't let 2019 pass without recognising an hugely important anniversary. 75 years have passed since the biggest invasion in history took place, the Allied forces landing on the beaches of Normandy with one goal – to overthrow Nazi Germany. Our 2019 ranges play tribute to some of the iconic aircraft that played vital roles in the D Day landings, as well as this we are re-introducing some amazingly detailed die-cast tanks to the range, many of which played their own vital roles in D Day.



**NEW Range**

## "ONE SMALL STEP FOR A MAN, ONE GIANT LEAP FOR MANKIND"

Words spoken by Neil Armstrong, the first human to walk on the moon. Those moments of the 21<sup>st</sup> July 1969 will resonate, entertain and inspire generations to come.

2019 celebrates the 50<sup>th</sup> anniversary of the Apollo 11 landing, which is responsible for the first foot prints on the moon, which still remain there to this day.

Corgi are proud to reintroduce two Apollo 11 products to the range in celebration of this scientific feat.

**NEW Range**

### CS90646 Apollo Lunar Module

Known as LM, the Lunar Excursion Model, LEM, Eagle and even Haystack in internal and external communications during early mission planning. The Lunar Module landed on the Moon's surface at 20:47 UTC (Coordinated Universal Time) on the 20<sup>th</sup> July 1969, with the crew stepping onto the surface around six hours later on the 21<sup>st</sup>. The module stood at 7.04m high and was 9.4m wide.

FTB

(Fit The Box)

Length 52mm

LIMITED EDITION

The LM was incapable of flying through the Earth's atmosphere and was discarded in space after use, quite remarkable at a cost of 21.3 billion dollars! However, it still holds the record for being the first and only crewed vehicle to land anywhere other than Earth.

Amazingly, a humble biro pen came to the aid of Buzz Aldrin and Neil Armstrong when a circuit breaker was damaged by the team. By jamming a biro in the circuit breakers hole the module managed to complete the Lunar Ascent!

**NEW Range**

### CS90647 Apollo Command Module

Responsible for carrying all three astronauts and the Lunar Module into lunar orbit the Apollo Command module played a vital role in the Apollo 11 landings. The Command Module was 11m high and 3.9m wide and having taken off from Kennedy Space Center, Florida, on July 16<sup>th</sup> delivered it's passengers to their destination in just four days.

FTB

(Fit The Box)

Length 70mm

LIMITED EDITION

On their return to Earth the three astronauts had to spend 21 days in quarantine to ensure they hadn't contracted a 'moon disease'. Once finally released a parade and state dinner was hosted on the 13<sup>th</sup> of August to celebrate the mission's success.

In 1961 President John F. Kennedy had committed to seeing a man land safely on the moon within a decade, and thus his promise to the world had been achieved.



# Harry Potter

WIZARDING  
WORLD™

NEW

CC99725 Harry Potter Flying Ford Anglia

1:43

Length 90mm



NEW

CC99724 Harry Potter Hogwarts Express

1:100

Length 190mm



NEW

CC99726 Harry Potter Knight Bus

1:76

Length 106mm



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



# Harry Potter

WARNER BROS  
STUDIO  
SHUTTLE BUS

Available  
**NOW**

1:76

Length 150mm

### CC89203 Paddington™ New Routemaster

The adventures of everyone's favourite Peruvian bear have been an enduring classic since the first Paddington Bear™ books were launched in 1958. The books were followed by the 1970s animated series for children's television, culminating in a resurgence of bear mania when the first 'Paddington' feature film was released in 2014. The film's sequel 'Paddington 2' hit the screens in November 2017. This New Routemaster features a Paddington livery and route 1 Paddington destination board.

\*Marmalade sandwiches not included



NEW

1:36

Length 128mm

### CC85925 Paddington™ Taxi and Figurine

Everyone's favourite bear is back again, and this time he's had his paws all over this iconic black taxi! With another feature film scheduled for 2020 this little bear is proving just how timeless he is having made his debut in 1958. This Taxi is the perfect accompaniment to our Paddington Routemaster, and even includes a resin figure of the bear himself.



60mm tall

Image is for demonstration purposes of TBC Paddington figurine.



NEW

**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 pop up and down as they did in the 1968 adventure.

# The Beatles Yellow Submarine



NEW

**CC42418 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 and will appeal to both die-cast and Beatles collectors alike.

1:76

Length 145mm

# THE BEATLES



NEW

### 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.

1:45

Length 128mm

We're extremely proud to re-introduce the iconic 1:45 scale car back into the Corgi range. 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"



Model and packaging are prototypes and may not be representative of final product.

Available NOW

### CC82110 Mr Bean's Mini

Rowan Atkinson has a face that is recognisable to millions of people worldwide due to his brilliant portrayal of the character Mr Bean. The lack of speech within his comedy meant that the character Mr Bean was relatable to the masses. These days Mr Bean even stars in his own animated series allowing for a whole new generation to grow up with the lovable character.

1:36

Length 85mm

Mr Bean is certainly loyal to the 1976 British Leyland Mini 1000. Even when his car comes to an untimely demise in some wacky way or another, it is always replaced by another Leyland Mini, donning a new number plate.

The Leyland Mini has helped Mr Bean through some crazy adventures. Everything from transporting a new television home (strapped to the roof!), accidentally towing a pram on an unplanned journey and even an accomplice in him transporting the city's Christmas tree to his humble abode! His beloved car is sadly crushed in the episode *Back to School*, *Mr. Bean* in an accident with an army tank... The only silver lining being that the iconic padlock, seen on the Corgi model below, was salvaged!



Available  
NOW

### 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 Mystron 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.

FTB  
(Fit The Box)  
Length 120mm



# GERRY ANDERSON'S CAPTAIN SCARLET AND THE MYSTERONS



Available  
NOW

### CC00604 Thunderbirds FAB 1

Gerry and Sylvia Anderson's famous television series, *Thunderbirds*, was first broadcast over fifty years ago. The original show, which used a combination of marionette puppetry and scale-model special effects sequences has been loved by generations.

FAB 1 is the customised six-wheel pink Rolls Royce owned by International Rescue agent Lady Penelope Creighton-Ward, and driven by her trusty chauffeur, Parker. Lady Penelope's glamorous transport allows her to travel in style but also can pack a dangerous punch should the need arise, as it features hidden front and rear firing rocket launchers!

FTB  
(Fit The Box)  
Length 148mm



# A GERRY ANDERSON PRODUCTION THUNDERBIRDS™

Available  
NOW

### CC00901 Thunderbirds 1 & 3

Thunderbird 1 is International Rescue's fast-action response vehicle, usually the first to arrive at an incident. Normally piloted by Scott Tracy, it can also be flown by his younger brother Alan.

Thunderbird 3 is International Rescue's vehicle designed for space rescue and maintaining the systems and crew of Thunderbird 5. It is normally piloted by Alan Tracy, with his brother, Scott as co-pilot.

FTB  
(Fit The Box)  
TB1: Length 94mm  
TB3: Length 105mm



# 007<sup>TM</sup>

## JAMES BOND AND CORGI

Corgi's association with James Bond goes back to 1965, when the company won the 'Toy of the Year' award for the iconic model of the 'Goldfinger' Aston Martin DB5. Since then Corgi has regularly released models that have featured in 007's adventures, with the current range featuring iconic vehicles in exclusive collector packaging. In 2019, we are excited to release a new gadget-packed 'Goldfinger' edition of the legendary Aston Martin DB5 in the scale it was originally released in.

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

1:36

Length  
125mm / 122mm



NEW

### CC04312 James Bond Aston Martin DB5

'Goldfinger' Edition

Aston Martin Lagonda and EON Productions have announced a unique collaboration that will see the manufacturer produce 25 brand new Aston Martin DB5 'Goldfinger' continuation cars for sale, featuring functioning gadgets. Corgi is proud to present a brand new release of the die-cast 1:43 scale Aston Martin DB5 that features deployable battering rams, machine guns, and a rear bullet shield, along with a working passenger ejector seat.

1:43

Length 97mm



A new  
version of the  
most famous car  
ever produced by

CORGI

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

Available NOW

**CC03803 James Bond Aston Martin DBS**

*'Casino Royale'*

Casino Royale marked a new beginning for the Bond franchise, but tradition held firm with James Bond (Daniel Craig) driving a silver grey DBS, registration TT 378 20. The film is notable for its spectacular stunt, as Bond swerves to avoid Vesper Lynd and barrel-rolls seven times, a stunt that broke the record for a cannon-assisted barrel roll.

1:36

Length 129mm



Available NOW

**CC08001 James Bond Aston Martin DB10 'Spectre'**

In Spectre a cryptic message from the past sends James Bond (Daniel Craig) on a rogue mission to Mexico City and eventually on to Rome, where his new Aston Martin DB10 is involved in a high speed chase with a Jaguar C-X75 through the city's streets and along the banks of the Tiber. As Bond ventures towards the heart of the sinister organisation known as SPECTRE, he learns of a chilling connection between himself and the enemy he seeks.

1:36

Length 122mm



Available NOW

**CC04804 James Bond Aston Martin V8**

*Vantage Volante 'The Living Daylights'*

During 1987's *The Living Daylights*, this Aston Martin V8 Vantage Volante proved its worth to James Bond (Timothy Dalton) during a chase across a frozen lake through the deployment of a pair of outrigger skis which can also be deployed on this model!

1:36

Length 131mm



Available NOW

**CC04311 James Bond Aston Martin DB5**

*'GoldenEye'*

*GoldenEye* began in a dramatic fashion, with James Bond (Pierce Brosnan) in his Aston Martin DB5 BMT 214A, engaged in a scintillating, mountain road race with Xenia Onatopp's Ferrari F355, en-route to Monaco.

1:36

Length 125mm



Available NOW

**CC07103 James Bond AMC Hornet**

*'The Man With The Golden Gun'*

In pursuit of the titular villain Scaramanga in 1974's *The Man With The Golden Gun*, James Bond (Roger Moore) 'appropriates' this AMC Hornet from a Bangkok car showroom, going on to perform a stunning barrel-roll over a broken bridge.

1:36

Length 131mm



Available NOW

**CC04603 James Bond Gyrocopter 'Little Nellie'**

*'You Only Live Twice'*

Q delivers the film's signature gadget to Bond (Sean Connery) where he takes it in search of Blofeld's rocket base. When four SPECTRE helicopters swoop to attack, the 'Little Nellie' Autogyro comes into its own, using a fierce array of weaponry that includes front-mounted machine guns, rear mounted flamethrowers and a battery of rockets.

1:36

Rotorspan 205mm



Available NOW

**CC06805 James Bond Rolls Royce Phantom III**

*'Goldfinger'*

Auric Goldfinger (Gert Frobe), 'the man with the Midas touch', melts down gold and recasts it into parts for his Rolls-Royce - driven by Oddjob, his deadly Korean manservant - in order to smuggle the bullion around the world without detection.

1:36

Length 130mm



## CLASSIC MOTOR VEHICLES

Corgi presents Vanguards, a series of die-cast metal 1:43 scale model automobiles spanning half a century of motoring in Britain. Each model carries a detailed, authentic livery and comes complete with a limited edition certificate detailing the history of the vehicle. This collectable series of cars represents various areas of motoring including police cars, standard road cars and motorsport.

NEW

### 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.

1:43

Length 77mm

LIMITED EDITION



#### SPECIFICATIONS

**ENGINE:** 998cc 4IL OHV  
**POWER:** 38bhp@5250rpm  
**TORQUE:** 52lb.ft@2700rpm  
**PAYLOAD:** 5cwt  
**MINI VANS PRODUCED:**  
 344,249

NEW

### 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.

1:43

Length 72mm

LIMITED EDITION

#### SPECIFICATIONS

**ENGINE:** 848cc 4IL OHV  
**POWER:** 34bhp@5500rpm  
**TORQUE:** 44lb.ft@2900rpm  
**MAXIMUM SPEED:** 72mph  
**0-50mph:** 27.1secs  
**WEIGHT:** 1380Lbs



NEW

### 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.

1:43

Length 72mm

LIMITED EDITION

#### SPECIFICATIONS

**ENGINE:** 848cc 4IL OHV  
**POWER:** 34bhp@5500rpm  
**TORQUE:** 44lb.ft@2900rpm  
**MAXIMUM SPEED:** 72mph  
**0-50mph:** 27.1secs  
**WEIGHT:** 1380Lbs





## NEW VANGUARDS TOOLING

We are excited to announce a new tool for the Vanguards range that brings one of the most beautiful saloon cars of all time, the Jaguar/Daimler Series 2 XJ range, to your model cabinet. The tooling features all the care and detailing with which Corgi Vanguard models are synonymous, and captures the essence of the elegance that defines one of Jaguar's greatest designs. The Series 2 was produced in Jaguar's factory at Browns Lane, Coventry, from 1973 until 1979 and improved Sir William Lyons' final masterpiece, bringing in the higher bumper needed for a then imminent new safety regulation, whilst retaining the sense of flowing motion and sculptural form that only Lyons could imbue.



### 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.

1:43

Length 115mm



#### SPECIFICATIONS

**ENGINE:** 4235cc 6l DOHC  
**POWER:** 170bhp@4500rpm  
**TORQUE:** 231lb.ft@3500rpm  
**MAXIMUM SPEED:** 125mph  
**0-60mph:** 8.9secs  
**WEIGHT:** 3808kgs



### 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

1:43

Length 115mm



#### SPECIFICATIONS

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

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.



### 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 3<sup>rd</sup>, 1973, and registered by dealers Drabble and Allen, Manchester, on March 11<sup>th</sup>, 1974, to first owner Grangewood Allan Co Ltd, London. Both the exterior and the exquisite hand-made Chamois coloured leather interior

1:43

Length 115mm



#### SPECIFICATIONS

**ENGINE:** 5343cc V12 SOHC  
**POWER:** 285bhp@5750rpm  
**TORQUE:** 294lb.ft@3500rpm  
**MAXIMUM SPEED:** 147mph  
**0-60mph:** 7.8secs  
**PRICE:** £6068  
inc. taxes

(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.



**NEW****1:43**

Length 100mm

LIMITED EDITION

**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.

**SPECIFICATIONS**

**ENGINE:** 2144cc Turbo 51L SOHC  
**POWER:** 200PS@5,500rpm  
**TORQUE:** 210lb.ft@3500rpm  
**MAXIMUM SPEED:** 138mph  
**0-60mph:** 6.5secs  
**WEIGHT:** 1,290kgs

**NEW****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.

**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 118mm

LIMITED EDITION

**VA09013 Rover SD1 Vitesse Grampian Police**

With supercar looks and V8 muscle the SD1 is many people's favourite police car, the livery suited the profile and it typified a new breed of high-visibility, high-speed, police traffic 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 10<sup>th</sup>, 2015. The following day its main police driver, Ian Slorach, came down to see it and enjoyed some high-speed laps of the museum's track in his favourite patrol car.

**SPECIFICATIONS**

**ENGINE:** 3528cc OHV V8  
**POWER:** 220lb.ft@4000rpm  
**TORQUE:** 190bhp@5280rpm  
**MAXIMUM SPEED:** 140mph  
**0-60mph:** 7.1secs  
**WEIGHT:** 2989lbs (unladen)

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

Length 76mm

LIMITED EDITION

**VA11117 Land Rover Series 1 80" 2-litre**

Royal Military Police Escort Vehicle

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

Length 78mm

LIMITED EDITION

**VA11116 Land Rover Series 1 80"**

RAC Road Service Vehicle



**NEW****1:43**

Length 91mm

LIMITED EDITION

**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' bodysell (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.

**SPECIFICATIONS**

**ENGINE:** 3528cc V8 OHV  
**POWER:** 137bhp@5000  
**TORQUE:** 193lb.ft@2900rpm  
**MAXIMUM SPEED:** 124mph  
**0-60mph:** 8.6secs  
**WEIGHT:** 2387lbs  
(statistics for factory)

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

Length 93mm

LIMITED EDITION

**VA10710 MGB 1966 Marathon de la Route, Outright**

Winner, Hedges & Vernaeve After the Spa-Sofia-Liege rally ended in 1964 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.

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

Length 84mm

LIMITED EDITION

**VA06713 Triumph Spitfire Mk3 Saffron**

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****1:43**

Length 104mm

LIMITED EDITION

**VA05408 Morris Oxford Series VI Deep Pink**

The British Motor Corporation was created in 1952 by the merger of long time competitors Austin and Morris. Chairman, Leonard Lord, devised the concept of 'badge-engineering' the 1959 1.5-litre Farina styled Austin A55 Mk2 Cambridge into five different versions so every dealer had a vehicle to sell to their often brand-loyal customers.

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

Length 87mm

LIMITED EDITION

**VA05809 Morris Minor**

The Lothians & Peebles Constabulary The 'Panda Car', so named because it featured white panels on a blue car. The example modelled was one of an initial batch of twenty UBPC cars, all Minors, supplied by Hall Brothers of Musselburgh.

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

Length 100mm

LIMITED EDITION

**VA06310 Morris Marina 1.8 TC 'Jubilee' Citron**

Morris Motors was founded in Cowley, Oxford, in 1913. In order to celebrate their Diamond Jubilee, Morris produced a special edition Marina 1.8 TC 4-door. 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.

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

Length 87mm

LIMITED EDITION

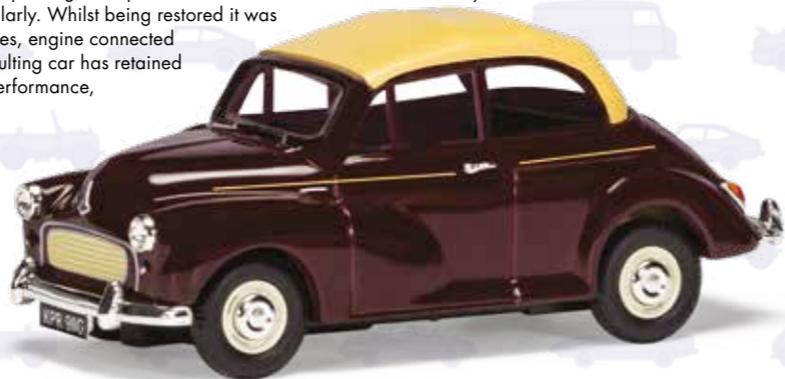
**VA05810 Morris Minor 1000 Turquoise**

The Morris Minor had a remarkably long production life from 1948 until 1971 and was 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.



**NEW****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 but with original character significantly improved performance, making it more suitable for modern traffic conditions.

**1:43**

Length 86mm

LIMITED EDITION

**SPECIFICATIONS**

**ENGINE:** 1098cc 4IL OHV  
**POWER:** 48bhp@5100rpm  
**TORQUE:** 60lb.ft@2500rpm  
**MAXIMUM SPEED:** 74mph  
**0-60mph:** 24.8secs  
**STANDING ¼ MILE:** 22.8 secs

**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 1<sup>st</sup> 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.

**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.

Length 85mm

LIMITED EDITION

**1:43****NEW****VA04118 Ford Lotus Cortina Mk2 FVA**

Group 5, Graham Hill, 1967 British Saloon Car Championship  
 The car modelled, CTC 14E, was originally a press-fleet vehicle however, once its photographic duties were done, it was returned to Lotus' new facility in Hethel, Norfolk, and, with sister press-fleet car CTC 24E, built into a racing machine for the 1967 season to the Group 5 regulations the British Saloon Car Championship (BSCC) had adopted in 1966. These allowed a greater degree of modification than previously so both were fitted with 1598cc, 210bhp, DOHC 4-valve Cosworth FVA engines homologated as a modification of the Ford 'Ken' OHV engine! They were also extensively lightened and fitted with bespoke racing suspension and brakes. A similar FVA-engined Cortina, UVX 565E, was built in Ford's Boreham workshop.

**1:43**

Length 96mm

LIMITED EDITION

**NEW****VA10313 Ford Cortina Mk3 2000E** Purple Velvet

The car modelled was first registered near Preston, Lancashire, on December 31<sup>st</sup>, 1974 and the first owner, Mr Harris, bought it on February 2<sup>nd</sup>, 1975, paying £1619 plus VAT. He retained it until he passed away in 2000. Current owner Bruce Mc Dermott bought it from Mr Harris' family in 2008 and was able to drive it home because, although the paintwork was poor, it had an MOT and was mechanically reasonably sound having covered only 41,000 miles. However, he felt the car deserved to be restored to perfection so embarked on a full restoration in 2009, which he began by stripping the car back to the bare bodyshell in his home garage.

**1:43**

Length 98mm

LIMITED EDITION

**SPECIFICATIONS**

**ENGINE:** 1993cc 4IL SOHC  
**POWER:** 98bhp@5200rpm  
**TORQUE:** 122lb.ft@3500rpm  
**MAXIMUM SPEED:** 106mph  
**0-60mph:** 10.2secs  
**WEIGHT:** 2347lbs

**NEW****1:43**

Length 112mm

LIMITED EDITION

**VA11706 Ford Sierra RS500 Cosworth** Moonstone Blue

Group A saloon car racing rules allowed 500 evolution examples of a car to be built to homologate a more extreme specification; thus between November 13<sup>th</sup> and 24<sup>th</sup> 1986 Ford made a batch of 500 Cosworths (four becoming RS 500 development prototypes) and stored them at Dagenham until the RS500's specification was finalised. They were then converted at a frantic pace by Aston Martin Tickford in Bedworth, Coventry, between June 18<sup>th</sup> and July 28<sup>th</sup> 1987. The car modelled is number 496 of the 500, one of only 52 in this colour, and was first registered by Ford dealer Bristol Street Motors, Bromley, Greater London on August 21<sup>st</sup> 1987 to first owner John Van Camp.

**SPECIFICATIONS****ENGINE:** 1993cc 4il YBD DOHC**POWER:** 224bhp@6000rpm**TORQUE:** 206lb.ft@4500rpm**MAXIMUM SPEED:** 145mph**0-60mph:** 6.2secs**PRICE (JULY 1987):**

£19,950

**NEW****1:43**

Length 113mm

LIMITED EDITION

**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 catalytic 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.

**SPECIFICATIONS****ENGINE:** 1998cc 4IL 16V Turbo**POWER:** 217bhp@6250rpm**TORQUE:** 207lb.ft@3500rpm**MAXIMUM SPEED:** 150mph**0-60mph:** 6.6 secs**WEIGHT:** 2822lbs**NEW****1:43**

Length 98mm

LIMITED EDITION

**VA11912 Ford Cortina Mk4 3.0 Savage** Strato Silver

Engineer and racer Jeff Uren came to prominence after winning the 1959 British Saloon Car Championship at the wheel of a Ford Zephyr Mk2. He remained loyal to Ford and established the 'Savage' brand, which offered well engineered conversions of Mk2 and 3 Cortinas fitted with the 3-litre 'Essex' V6 engine used in Capris and Granadas. In the late 1970s he relocated his business to Ashburton, Devon, and created at least one Mk4 Cortina Savage, modelled here, for a customer. The car was tested for the August 18<sup>th</sup>, 1979 edition of Autocar by well known engineer and race driver John Miles who had previously worked with Uren as a development engineer.

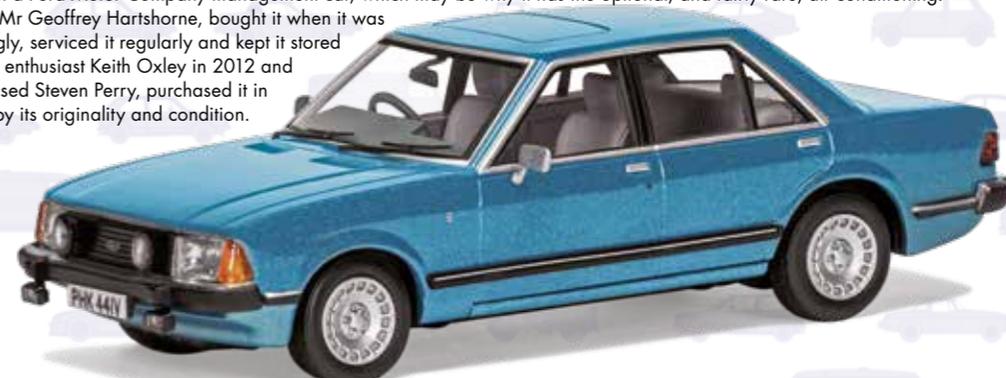
**NEW****1:43**

Length 118mm

LIMITED EDITION

**VA12413 Ford Granada 2.8i Ghia** Cosmos Blue

The Granada modelled is one of the most original in the UK having covered less than 29,000 miles from new. It was registered in Chelmsford on June 25<sup>th</sup> 1980, and is believed to have been a Ford Motor Company management car, which may be why it has the optional, and fairly rare, air conditioning. The next owner, Derbyshire-based Mr Geoffrey Hartshorne, bought it when it was still a fairly new car, used it sparingly, serviced it regularly and kept it stored in a dry garage. He sold it to local enthusiast Keith Oxley in 2012 and current custodian, Leicestershire-based Steven Perry, purchased it in early 2017 after being impressed by its originality and condition.

**SPECIFICATIONS****ENGINE:** 2792cc V6 OHV**POWER:** 160bhp@5700rpm**TORQUE:** 162lb.ft@4300**MAXIMUM SPEED:** 117mph**0-60mph:** 8.9secs**WEIGHT:** 3009lbs

**NEW****VA12615 Ford Escort Mk2 Mexico** Signal Red

The Mexico was the entry-level Mk2 RS Escort but is amongst the rarest. All 2,290 produced in Saarlouis, West Germany, were RHD UK-market cars, and the Ford RS Owners Club (RSOC) believe that approximately 10% still exist. Most survivors have been modified but the car modelled is an exception as when current owner, Hertfordshire-based Loyd Gerken, had it comprehensively restored by Escort specialist Mark Carless in 2010 he elected to keep it largely original, save for improved brakes and, because genuine items are impossible to find, Bilstein dampers. Amazingly, because he was careful to change the oil regularly and always blow an airline through the spray bar, the car still has its original camshaft!

**1:43**

Length 92mm

**LIMITED EDITION****SPECIFICATIONS**

**ENGINE:** 1593cc 4IL SOHC  
**POWER:** 95bhp@5750  
**TORQUE:** 92lb.ft@4000rpm  
**MAXIMUM SPEED:** 107mph  
**0-60mph:** 10.5secs  
**WEIGHT:** 902kg

**Available NOW****VA13312 Ford Capri 2300GT Mk1** 1969 Tour de France

Automobile, Jean-François Piot and José Behra, overall 6<sup>th</sup>. 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 and engineers Mike Kraneffuss and Martin Braungart, the small team soon concentrated their efforts on the new Capri.

**1:43**

Length 101mm

**LIMITED EDITION****Available NOW****VA08805 Daimler Sovereign (Series 1) 4.2**

Willow Green

Jaguar's MD and founding father Sir William Lyons orchestrated the purchase of Daimler from the BSA group by Jaguar Cars in May 1960. Thereafter, following BMC's badge engineering lead, Jaguar produced a Daimler version of their world beating XJ6 which featured Daimler's classic fluted grille and different trim.

**1:43**

Length 113mm

**LIMITED EDITION****NEW****VA08102 Volkswagen Type 2 Camper**

Sea Blue and Cumulus White

The Type 2 modelled was originally registered in Arizona, USA, and owned for many years by mechanic and Bonneville record holder Steve Hobbs. It was imported into the UK in 2005 by enthusiast Will McLaughlin who nicknamed it 'Sandy' because it was still full of Arizona sand.

**1:43**

Length 100mm

**LIMITED EDITION****Available NOW****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, Dunstable.

**1:43**

Length 92mm

**LIMITED EDITION****Available NOW****VA01207 Volkswagen Beetle**

Coral Oval Rear Window Saloon

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.

**1:43**

Length 95mm

**LIMITED EDITION****Available NOW****VA01208 Volkswagen Beetle, Type 1**

Export Saloon Horizon Blue

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.

**1:43**

Length 93mm

**LIMITED EDITION**

Available  
NOW

**VA02541 Austin Mini Cooper S Mk1 1275cc**

Almond Green

The car modelled was built at BMC's Longbridge plant, Austin's original home, on March 25<sup>th</sup>, 1965 and despatched to distributors E. W. Jackson and Son Limited, Doncaster, on April 12<sup>th</sup>. They supplied it to Austin dealership McDonald's in Mexborough, Yorkshire, who initially used it as a demonstrator.

1:43

Length 72mm

LIMITED EDITION



Available  
NOW

**VA01316 Austin Se7en Deluxe**

Farina Grey, A-A2S7/108: The Fourth Oldest Surviving Mini Gladys Hobro bought XLL 27 new in 1959 and kept it until June 1986. Second owner, Chichester-based David Gallimore, offered the 30,041 mile car for sale in 2011. It was purchased, in the original but very rusty state modelled here, by three Mini enthusiasts, Richard Bremner, Bryan Smart and Robert Lancaster-Gaye.

1:43

Length 72mm

LIMITED EDITION



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, 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.

1:43

Length 72mm

LIMITED EDITION



Available  
NOW

**VA10409 Hillman Avenger 1.6DL**

'Sunseeker' Special Edition, Orange Blossom Hillman launched the 'Sunseeker' edition 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. The Sunseeker modelled is a uniquely well preserved original car that has covered less than 3,000 miles from new.

1:43

Length 95mm

LIMITED EDITION



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.

1:43

Length 72mm

LIMITED EDITION



Available  
NOW

**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.

1:43

Length 72mm

LIMITED EDITION



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.

1:43

Length 90mm

LIMITED EDITION



Available  
NOW

**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 although areas underneath showed it had originally been green, it had been painted very professionally and comprehensively.

1:43

Length 92mm

LIMITED EDITION



Available NOW

**VA09809 Vauxhall Cavalier Mk2 SRi 130 Platinum**  
The 2-litre SRi 130 was introduced in 1987 and has become a cult classic today. The example modelled was originally owned by Len Balls, Service Manager at Cowies Vauxhall in Bury St Edmunds. Current owner, Cleethorpes-based Mk2cav.com member Darren Cox, bought it in 2005 and embarked on a detailed restoration to a better-than-new standard using as many original components as possible.

1:43

Length 100mm

LIMITED EDITION



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 2.6-litre form. However, although it was used on active duty by West Mercia Constabulary and at least three other forces, no replicas were purchased.

1:43

Length 104mm

LIMITED EDITION



Available NOW

**VA08506 Wolseley Six Rheingold Metallic**  
Only 25,214 Wolseley Sixes were made in a short production run of 1972-1975 and it's believed that less than 50 remain. The example modelled is owned by enthusiast Reg 'The Polisher' Cook from Southampton, who bought his low mileage manual example from a long term owner in the New Forest who had stored it for 14 years.

1:43

Length 97mm

LIMITED EDITION



Available NOW

**VA10208 Leyland Princess 2200 HL Sandglow**  
The Princess modelled can be seen on display at the National Motor Museum, Beaulieu, as it was used by *Top Gear* in an episode looking at BL cars. The team bought three cars; Rover 3500 SD1 V8 (Jeremy Clarkson), Triumph Dolomite Sprint (Richard Hammond) and the Princess (James May). James defended the Princess, quite rightly, as the most interesting and forward looking car BL ever made.

1:43

Length 100mm

LIMITED EDITION



## OWN A PIECE OF CORGI HISTORY

2016 saw the 60<sup>th</sup> anniversary of the release of the very first Corgi model. To celebrate and commemorate Corgi's fantastic history, the 60<sup>th</sup> Anniversary Collection features limited edition packaging and pin badge.

Available NOW

**GS62609 Corgi's 60<sup>th</sup> Anniversary Commemorative Pin Badge**

Length 30mm

LIMITED EDITION

Also available to buy separately.



Available NOW

**VA02538 Austin Mini Mk1 Cooper S Surf Blue**  
When launched in 1959, the 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 saw an opportunity to create a powerful competition car. The Cooper S added more power and the example modelled was a BMC press car tested by Autosport magazine in August 1963.

1:43

Length 72mm

LIMITED EDITION



Available NOW

**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.

1:43

Length 88mm

LIMITED EDITION



Available NOW

**VA06519 Rover P6 3500 VIP Brasilia**

In October 1963 Rover announced their compact 2000 model, often known colloquially by its codename P6. Its radical exterior and interior styling, and its pioneering passenger safety-cell contributed to it becoming the first ever 'European Car of The Year' in 1964.

1:43

Length 108mm

LIMITED EDITION





Although the description Military Vehicle is more commonly associated with the Tanks that became so important following their first use during the bloody Somme Offensive, a multitude of vehicles actually went to war. From the airfield support vehicles essential in keeping airmen and aircraft flying on operations, to the general transport vehicles that carried troops and supplies to and from the battlefield, the Corgi range includes military vehicles that have since been deemed legendary.

We are proud to reintroduce these highly detailed vehicles to the Corgi range, ranging from 120mm – 176mm long and made of the highest quality die-cast metal these models will make a stunning addition to your collection.

The models shown in this catalogue are only representative and the actual liveries will be as the item description. Please find updates on the website [www.corgi.co.uk](http://www.corgi.co.uk)

NEW  
Range

**CC51031 Sherman M4 A3 US Army, Luxembourg 1944**

One of the most famous military vehicles of the Second World War, the M4 Sherman was an American built medium tank used by many of the Western Allies and produced in huge quantities. With the prototype M4 only being available in September 1941, it is incredible to think that these tanks would flood the battlefields of Western Europe, North Africa and the Pacific in the months to come, with almost 50,000 examples being built by the end of July 1945. The Sherman was first used in combat by the British Army at the Second Battle of El Alamein, where it would face German armour for the very first time. One interesting feature of the Sherman's design was that each tank manufactured in the US would have to be shipped around the world and therefore included four lifting rings, one at each corner of the tank. This also had an impact on the tanks weight, as dockside cranes around the world would have to be strong enough to lift them. Large numbers of Sherman Tanks would be used during the invasion of Normandy and in the months following the breakout from the D-Day beachheads, including a small number of tanks specially modified to be amphibious.

1:50

Length 117mm

LIMITED  
EDITION



NEW  
Range

**CC60215 Panther 4<sup>th</sup> 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.

1:50

Length 176mm

LIMITED  
EDITION



NEW  
Range

**CC60112 Churchill MkIII 6<sup>th</sup> Scots Guards Brigade 1943**

The British Churchill infantry tank may have been slightly cumbersome in appearance but was certainly one of the best Allied tanks of WWII. Championed by Winston Churchill, who insisted on the production of a new infantry support tank capable of crossing shell holes and trenches on the battlefield, the Churchill proved to be reliable and resilient, with thick frontal armour which made it impervious to all but the most powerful German guns. First used during the disastrous Dieppe Raid of 1942, the Churchill would go on to see action in North Africa, Italy and the Far East, before playing a significant role in the Normandy Invasion. A rugged and flexible design, the Churchill was used as the basis for some specialist vehicles to overcome the strong German fortifications of the Atlantic Wall, such as the AVRE (Armoured Vehicle Royal Engineers), a tank featuring a 290mm mortar, which fired a short range charge designed to obliterate concrete bunkers. In addition to this, the Churchill Crocodile was a heavy mobile flame thrower, which was probably feared more than any other Allied vehicle by defending German troops.

1:50

Length 144mm

LIMITED  
EDITION



NEW  
Range

1:50

Length 126mm

LIMITED  
EDITION

**CC60613 Cromwell IV 2<sup>nd</sup> Armoured Welsh Guards, 1944**

A late war British tank design, the Cromwell came at the end of a line of successful cruiser tanks built for speed and mobility. The Cromwell had an unusually long development period for a wartime tank and even though the project began in 1942, the first machines did not enter combat until the D-Day landings. Although the Cromwell was no match for the firepower of the German Tigers and Panthers, it was designed to support rapidly advancing infantry units, allowing them to make strategic gains through the speed of their advance. An extremely fast tank, the Cromwell could reach speeds of 40mph, although this would not have been a pleasant experience for its five man crew, so it was usually limited to speeds no greater than 32mph. Powered by the excellent 600 hp Rolls Royce Meteor engine, this was actually a development of the famous Merlin engine which powered the Spitfires and Hurricanes of the Battle of Britain. Around 4,000 of these tanks were built and they saw heavy use during the battles following the D-Day landings.



NEW  
Range

1:50

Length 170mm

LIMITED  
EDITION

**CC60513 Tiger I German Army SpzAbt 502, Russia 1942**

Even though the Panzerkampfwagen VI Tiger heavy tank was only used in relatively small numbers during WWII, its fearsome reputation and sinister appearance ensured it is regarded as the most famous tank of the Second World War. Another tank developed as a result of Wehrmacht experiences on the Eastern Front, the Tiger may not have shared the cultured appearance of the Panther, but this was a war machine pure and simple and one which was devastatingly effective on the battlefield. Heavily armoured and equipped with the powerful 88mm gun, the sighting optics on the Tiger were so effective that enemy tanks could be destroyed at great distances and well before they were in range to return fire. By the time of the D-Day landings, the reputation of the Tiger was already assured, but even though they managed to inflict heavy losses on Allied armoured units, their small numbers were swamped by an overwhelming tide of Allied armoured numerical superiority. Unable to control the battlefield, damaged and unserviceable Tigers were simply abandoned to be captured by advancing Allied troops.



NEW  
Range

1:50

Length 140mm

LIMITED  
EDITION

**CC60013 Sdkfz 7 Artillery Tractor Tunisia 1943**

This heavy half-track was one of the powerful vehicles which pulled Germany's supplies and artillery around the battlefields of the Second World War and was used throughout the war, on all fronts where German troops were engaged. The vehicle is perhaps best known as the tractor unit for the fearsome 88mm anti-tank/anti-aircraft gun, although it also served in a number of other essential roles, such as tank recovery. Providing a mobile solution to anti-aircraft defence, the Krauss-Maffei could also be equipped with a quad 2cm Flakvierling 38L artillery piece, mounted on the modified load platform of the vehicle.



NEW  
Range

1:50

Length 121mm

LIMITED  
EDITION

**CC60309 Bedford QL Military**

With well over 50,000 units produced, the Bedford QL series of 3 ton 4x4 utility trucks were some of the most heavily produced British vehicles of the Second World War and were required to fulfil a wide variety of essential communications and supply roles. The ability to move, supply and equip military forces is critical to the success of any campaign and by their nature, vehicles used to support this must be reliable, flexible and available in great numbers. The Bedford QL satisfied all of these needs and whether it was pulling a Bofors anti-aircraft gun or serving as a signals vehicle, it proved to be the backbone of the British Army.



NEW  
Range

1:50

Length 120mm

LIMITED  
EDITION

**CC60418 M3 A1 Half-Track 41<sup>st</sup> Armoured Infantry, 2<sup>nd</sup> Armoured Division, Normandy 1944 (D Day)**

Manufactured by the White Motor Company of Cleveland, Ohio, the M3 Half Track was a robust armoured personnel carrier which saw extensive service during the Second World War and into the post war years. US military planners knew that it was critical for infantry units to support their advancing tanks, both to protect them from enemy infantry attack and to secure any territorial gains made. Introduced in 1941, the reliable M3 could carry 12 fully equipped troops at speeds approaching 45mph, whilst providing protection from small arms fire. It was said that wherever American troops went, so did their trusty M3 Half Tracks.





## MILITARY AIRCRAFT

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.



## MARKING THE 75<sup>TH</sup> ANNIVERSARY OF D-DAY

In an address to his forces on the eve of the invasion, Dwight D. Eisenhower, the Supreme Commander of Allied Expeditionary Forces said, "Soldiers, Sailors and Airmen of the Allied Expeditionary Force. You are about to embark upon the Great Crusade, towards which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty-loving people everywhere march with you." As tens of thousands of men climbed into landing craft off the coast of Normandy, they knew that what lay ahead of them was the most heavily defended coastline in the world, manned by battle hardened troops who had been training for months to repel an invasion force. At their side was the largest combined land, sea and air operation the world had ever seen, with over 150,000 troops standing ready to launch the long anticipated Allied invasion of Northern France and the liberation of occupied Europe. The scene was set for the most crucial battle of the Second World War and a day which would be fought by heroes.

All D-Day Aircraft will be presented in commemorative Aviation Archive packaging.

### Key to feature icons

- Movable Sweeping Wings
- Rotatable Propeller(s)/Rotor(s)
- Photo-etched Aerial(s)
- Optional Undercarriage Down
- Fixed Undercarriage
- Moving Part(s)
- Opening Canopy
- Armament/Weapons
- Visible Gun Bay
- Fuel Tanks
- Detailed Crew Figure(s)
- Removable Engine Covers
- Wood Grain Effect Propeller
- Fine Rigging Detail
- Opening Radio Hatch
- Sliding Door
- Folding Wings
- Opening Bomb Bay Doors
- Rotatable Turret(s)
- Moving Rear/Ventral Gun(s)
- Open/Closed Airbrake Option
- Stationary Drooping Rotor Blades

**NEW**

**AA36512 Hawker Typhoon Mk.IB MN625/ MR-B, RAF No.245 (Northern Rhodesian) Squadron, Honesley South Airfield, Hampshire, June 1944**

**1:72**

Wingspan 174mm

LIMITED EDITION

If the Douglas C-47 Skytrain is considered the most famous multi engine aircraft of D-Day aerial operations, then the single engine equivalent must be the fearsome Hawker Typhoon. Agile and extremely heavily armed, the Typhoon was to see plenty of action during the summer of 1944, either attacking strategic targets in the weeks prior to invasion, such as German radar sites or providing invaluable close air support to ground units breaking out from the landing beachheads. With forward air controllers installed with ground units throughout Normandy, RAF Typhoons were ready to respond to any request for aerial support, with aircraft not already engaged in strike missions holding off the coast of Northern France, ready to be called into action. These missions proved to be incredibly hazardous for Typhoon crews, not so much down to the attention of Luftwaffe fighters, but from the murderous anti-aircraft fire hurled in their direction from seemingly every German gun in the Normandy region. Indeed, in the weeks following the D-Day landings, more than 500 Hawker Typhoons had been lost, less than 10% of which were attributed to enemy fighter attack. Flying at high speed and at extremely low level, the opinion shared by Typhoon crews was that you had not experienced real combat flying until you had spent time on a Typhoon squadron.



NEW

**AA38210 Douglas C-47A Skytrain** 42-92847 'That's All Brother', 5<sup>th</sup>/6<sup>th</sup> June 1944 – Lead D-Day aircraft

In order to ensure the defeat of Germany and the end of the Second World War, the Allied powers knew that they would have to launch a full scale assault against continental Europe, an undertaking fraught with potential dangers. In support of this plan, Allied aircraft began a concerted bombing campaign, targeting aircraft and munitions manufacturing plants, as well as attacking strategic targets in the intended landing areas, all designed to diminish Germany's fighting capabilities. These attacks were always carefully masked by strong diversion raids, so as not to alert the Germans to where the anticipated Allied amphibious assault would take place, making D-Day as much about deception, as it was about preparation. Finally, after months of planning, the order was given to 'Go' and the invasion was on. At RAF Greenham Common in the late evening of 5<sup>th</sup> June 1944, paratroopers of the US 101<sup>st</sup> and 82<sup>nd</sup> Airborne Divisions climbed aboard hundreds of Douglas C-47 Skytrains, as they prepared to drop behind German lines in advance of the main seaborne invasion force, the spearhead of Operation Overlord. At the head of this mighty air armada and the aircraft which effectively launched D-Day, Douglas C-47A 'That's All Brother' would lead a force of over 800 Skytrains over the next few hours, as she navigated through thick cloud and German defensive fire to deliver her precious cargo of brave paratroopers onto their designated drop zones in Normandy and the opening combat operations of D-Day.

1:72

Wingspan  
408mm

LIMITED EDITION



Douglas™

NEW

**AA27108 Messerschmitt Bf109G-6/U2** 'White 16', Lt. Horst Prenzel, 1./JG301, Manston, July 1944

The opportunity to capture and evaluate the latest versions of your enemy's aircraft was of great interest to both Allied and Axis military planners throughout WWII, not only in order to assess the technology itself, but also to develop tactics which would be useful to squadron pilots when meeting the aircraft in combat. Most of these aircraft would come into the possession of their new owners following combat and usually after suffering varying degrees of damage, however, there were rare occasions when Luftwaffe aircraft were unwittingly delivered in tact to a grateful Royal Air Force. Such an occurrence took place on 21<sup>st</sup> July 1944, when a pair of bomber hunting Messerschmitt Bf109G-6/U2 fighter pilots became disorientated and landed at Manston airfield in Kent. One of the pilots appeared to be distracted whilst approaching the unfamiliar airfield and fearing he was running out of runway, retracted his undercarriage and made a belly landing. The other machine, 'White 16' flown by Horst Prenzel made a perfect landing and therefore presented the RAF with a pristine example of this latest variant of the Luftwaffe fighter. Later evaluated by famous test pilot Captain Eric Brown, it was destroyed only a few months later in a take off accident whilst serving with the Air Fighting Development Unit at RAF Wittering.

1:72

Wingspan  
137mm

LIMITED EDITION



NEW

**AA38707 Supermarine Spitfire XIV**  
RM740/ 3W-W1, RAF No.322 (Dutch) Squadron,  
Deanland, August 1944

1:72

Wingspan  
156mm

LIMITED EDITION

The aviation pedigree of the Supermarine Spitfire is second to none. Produced in greater numbers than any other British aircraft, the Spitfire was in constant production throughout the Second World War, with the basic airframe capable of readily accepting upgrades and improvements which maintained the aircraft's position as one of the most capable single engine fighting aeroplanes of WWII. The combination of the classic Spitfire airframe and the new powerful Rolls Royce Griffon engine produced a 'Super Spitfire' and what was regarded by many aviation historians as the finest low altitude interceptor available to Allied air forces during WWII. Having contributed to offensive operations in support of the D-Day landings, the speedy Spitfire Mk. XIVs of RAF No.322 Squadron were given a dangerous new task in the weeks which followed, intercepting the indiscriminate V1 'Doodlebug' flying bombs which were hurled against Southern Britain from their launch sites in France, in the weeks following the successful Allied landings in Normandy. The squadron proved extremely proficient in these 'Anti-diver' sorties, with no fewer than 108.5 Doodlebugs falling to the guns of their mighty Griffon powered Spitfires, before advancing Allied ground units could overrun the launch sites, thus taking these terrifying weapons out of range of their intended target areas. Released from their Doodlebug duties, the Griffon Spitfires of No.322 squadron were sent to operate from recently liberated bases in Europe, as Allied air forces continued to take a heavy toll of German forces, both on the ground and in the air.



NEW

**AA36614 F-5E-2 Lightning** 43-28619 'Rita/Ruth', USAAF 27<sup>th</sup> Photographic Reconnaissance Squadron, 7<sup>th</sup> Photographic Group, Eighth Air Force, Mount Farm Airfield, August 1944

1:72

Wingspan  
218mm

LIMITED EDITION

One of the most crucial elements of the D-Day air campaign was the gathering of detailed reconnaissance photographs of the entire intended invasion area. In lessons learned during the disastrous Dieppe raid of 1942, military planners knew they had to have the very latest intelligence information in order to prepare for invasion, disrupting enemy communications and destroying defensive strongholds overlooking the invasion beaches. One of the most effective aircraft in securing this information was the Lockheed F-5E-2 Lightning, the photographic reconnaissance version of the distinctive twin boom P-38J variant. These aircraft featured enlarged camera windows which featured a teardrop fairing to minimise the impact of the additional drag. Lightning 43-28619 made a feature of this enlarged eye in the sky by the artistic addition of sharks teeth, with the camera windows serving as eyes for the flying beast. Wearing its overall PRU blue colour scheme, nose artwork and D-Day identification markings, this must have been one of the most distinctive aircraft in the skies above the Normandy beaches, even though its mission profile was for the Lightning to remain undetected. On 26<sup>th</sup> November 1944, this aircraft was intercepted and shot down by a Messerschmitt Me 262 jet fighter flown by Luftwaffe ace Hermann Buchner, with its unfortunate pilot becoming a prisoner of war.





# WWI AVIATION COLLECTION

Three new aircraft, all with striking liveries, enter Corgi's WWI collection this year. Regarded as the first true fighter aircraft the Fokker Eindecker has been newly tooled to join 2019's collection.

Often referred to as 'The Great War', World War One was a global war that involved more than 70 million military personnel from countries and alliances from all around the globe. The war began on 28<sup>th</sup> July 1914 and lasted for over four years, finally ending on 11<sup>th</sup> November 1918 when the armistice between the allies and Germany was signed.

*Aircraft will be presented in commemorative Aviation Archive packaging.*



**NEW TOOL**

## AA28701 Fokker E.II Eindecker 69/15, flown by Kurt von Crailsheim, FFA 53, Monthois, France, October 1915

Few aeroplanes have had such a dramatic impact on the history of aerial warfare as the Fokker Eindecker series of monoplanes, aircraft which are regarded as the first true fighter aircraft in the history of aviation. It was not that these single-wing aircraft were such advanced aeronautical designs, as many of the world's successful early aircraft were monoplanes (such as the Bleriot XI which crossed the English Channel in 1909), however, they did make use of a particularly sinister innovation. The introduction of interrupter gear synchronised the aircraft's machine-gun to fire through the arc of the propeller, only allowing it to operate once the blade was clear and crucially, in the pilot's direct line of sight. For the first time, an aeroplane had been specifically introduced to hunt and destroy other aircraft – the day of the fighter aeroplane had arrived. Despite having a dramatic impact on the Western Front, the Eindecker was still a relatively primitive aircraft and required an immense amount of skill in order to be flown well. This was illustrated by eager young Luftstreitkräfte pilot Baron Kurt von Crailsheim, who on being posted to FFA 53 in the summer of 1915, had his and the unit's first aerial victory by 22<sup>nd</sup> September. Just a few days later, he crashed the twitchy Eindecker whilst attempting a landing at Monthois airfield, which resulted in his fighter being written off. He later received a new replacement aircraft, which he once again painted in his personal colours, but was to be the machine which claimed his life. Suffering a similar landing accident on 30<sup>th</sup> December 1915, his injuries would prove so severe that he died in hospital five days later.

1:48

Wingspan  
209mm

LIMITED EDITION



**NEW**

## AA37809 Albatros DV

2059/17, Manfred von Richthofen, Jagdgeschwader 1, Marckebeke airfield, Belgium, Late August 1917

As the most famous fighter pilot in the history of military aviation, the name Manfred von Richthofen is familiar to many people and despite the Great War claiming his life more than 100 years ago, the exploits of the Bloody Red Baron continue to be a source of fascination to this day. Originally joining the Luftstreitkräfte as an aerial observer, his fighting ambitions would lead von Richthofen to be selected for fighter training, where he would later become a legend of the air, being credited with more aerial victories than any other pilot of the Great War. He is inextricably linked with the red Fokker Triplane fighter in which he scored his final victories and indeed met his death, however, it would be the famous Albatros series of fighters which would bring him the majority of his victories. During April 1917, in a period referred to by Allied airmen as 'Bloody April', von Richthofen and his fellow Luftstreitkräfte pilots would take a heavy toll of British aircraft, with his personal tally standing at an impressive 21 victories. Von Richthofen sustained a significant head wound which almost cost his life whilst engaged in combat with the RFC on 6<sup>th</sup> July 1917 and although it is reported he was never quite the same person following recuperation and his return to duty, he would go on to score a further 23 victories. One of the aircraft used after his return to combat and before converting to the Fokker Triplane was Albatros DV 2059/17, which he used to claim his 58<sup>th</sup> and 59<sup>th</sup> victories. As his unit were converting to the new Triplane and this Albatros was damaged at around this same time, it is thought that this particular machine was repaired and sent for museum display in Germany, the prized aircraft of the world's greatest fighter pilot.

1:48

Wingspan  
186mm

LIMITED EDITION



NEW

1:48

Wingspan  
168mm

LIMITED  
EDITION

**AA37908 SPAD XIII** S7000, Rene Fonck, Escadrille 103, Autumn 1918. Allied 'Ace of Aces' Although history has dictated that the aerial combat prowess of Manfred von Richthofen ensured he became one of the world's most famous aviation personalities, the same cannot be said of the leading Allied 'Ace of Aces' from the Great War, who has remained largely anonymous to all but the most committed of enthusiasts. Rene Fonck originally shunned the opportunity to become a pilot, preferring instead to share the trenches with his countrymen, as they fought against the Germans. The horrors of war soon changed his mind and led him to the cockpit of an aeroplane, where he was to display a real aptitude for flying and would eventually see him posted to a French Air Force reconnaissance squadron. His impressive airmanship and determination to fight brought about a transfer to the elite Escadrille 103 and the beginning of a long association with the SPAD fighter, an aircraft in which he would quickly begin to score victories. The consummate tactician, Fonck would study the actions of his enemy during combat, watching from a safe distance before decisively launching his attack. Using as little ammunition as possible and perfecting the art of deflection shooting, Fonck would boast that he could direct his bullets so precisely into an enemy aircraft that it was as if he had placed them there by hand. By the end of the war, Fonck had been credited with 75 aerial victories, although his actual total is thought to have been much higher, possibly as many as 100 and even eclipsing the great Red Baron. As it was, his official score made him second only to von Richthofen, the Allied 'ace of aces' and the highest scoring fighter ace to survive the war.



ROYAL AIR FORCE

The Corgi Aviation Archive range has earned a proud reputation in producing a great many RAF related model releases since it was first launched in 1998.

Formed in April 1918, we could not let the Royal Airforce centenary pass without making our own unique die-cast aviation tribute.

Available NOW

**AA36409 Eurofighter Typhoon T.3** ZK380, No.2 (AC) Squadron, RAF Lossiemouth, Moray, Scotland



1:72

Wingspan  
152mm

LIMITED  
EDITION



Available NOW

**AA33618 Panavia Tornado GR.4** ZA459/F, 'MacRoberts Reply', RAF No.15 Squadron, 90<sup>th</sup> Anniversary Scheme, Operation Ellamy, 2011



1:72

Wingspan  
181mm

LIMITED  
EDITION



Available NOW

**AA27304 Hawker Fury Mk.I** K2065 RAF No.1 Squadron, 'C' Flight Leader's Aircraft, Tangmere Aerodrome, circa 1932



1:72

Wingspan  
157mm

LIMITED  
EDITION



Available NOW

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



1:72

Wingspan  
118mm

LIMITED  
EDITION



NEW

**AA36909 Junkers Ju52/3m D-2600 'Immelmann II', Adolf Hitler's personal transport aircraft, Berlin Tempelhof Airport, circa 1936**

Undoubtedly one of the most distinctive aircraft of the Second World War, the tri-motor Junkers Ju52 can trace its origins back to a first flight in October 1930 and even though it was obsolete at the start of the conflict, it would go on to see extensive use and be produced throughout the war. From the early days of his political career, Adolf Hitler was one of the first major world figures to use aircraft as his preferred mode of transport and on becoming Chancellor of Germany, he began to establish his own private air fleet, which was based at Berlin Tempelhof Airport. Preferring to use the roomy and reliable Junkers Ju52, his aircraft were named after famous German airmen of the Great War, such as Immelmann, Richthofen and Boelcke, with his personal pilot Hans Baur overseeing the internal fittings of the aircraft to ensure Hitler's comfort. Ju52 3/m D-2600 'Immelmann II' was one of the famous aircraft operated as a Fuhrermaschine, usually serving as the lead aircraft (and Hitler's preferred aircraft) but backed up by several other Ju52s to ensure constant availability. The aircraft were also available for use by other high ranking officials and in order to ensure Hitler's safety, a number of aircraft were often operated at the same time, to minimise the risk of attack. At the insistence of Hans Baur, Hitler upgraded his main transport aircraft to the new four engine Focke Wulf Fw 200 Condor in 1939, however, he retained links to his trusty Junkers by naming the new aircraft 'Immelmann III' and transferring the registration D-2600 – it appears Hitler was rather superstitious.

1:72

Wingspan  
402mm

LIMITED EDITION



NEW

**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./KG51s 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.

1:72

Wingspan  
275mm

LIMITED EDITION



NEW

**AA32518 Junkers Ju87B-2 Stuka**

J9+BL, Luftwaffe 9./StG.1, St. Pol, France, November 1940

1:72

Wingspan 190mm

LIMITED EDITION

Describing the Junkers Ju87 Stuka as one of the most famous aircraft of WWII would certainly be accurate, although it could be argued that the word infamous would be more appropriate - the Stuka was without doubt, one of the most terrifying weapons from the early years of the Second World War. Taking a huge toll on Allied shipping, armoured vehicles and general military and civilian infrastructure, the Stuka was a close air support and strike attack aircraft, capable of providing precision bombing support to advancing Wehrmacht ground units. Destroying strategically important targets before they could become a problem, these aircraft were feared more than any other weapon during the opening months of the Second World War, with the sight (and sound) of approaching Stukas usually signifying that devastation was heading your way. During the Battle of Britain, the RAF exposed the deficiencies of the Stuka in combat and they took a heavy toll of these much vaunted dive bombers. Losses became so severe that Stuka operations over England were restricted to night raids against coastal targets in the South East during the winter of 1940, with these aircraft being specially prepared for nocturnal operations. With the light blue under-surfaces completely overpainted with a black wash, all national insignia and most unit markings were also blacked out, in an attempt to make the aircraft less vulnerable to night detection by Britain's defences.



NEW

**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.

1:72

Wingspan 230mm

LIMITED EDITION



NEW

**AA38508 Messerschmitt Bf110E**

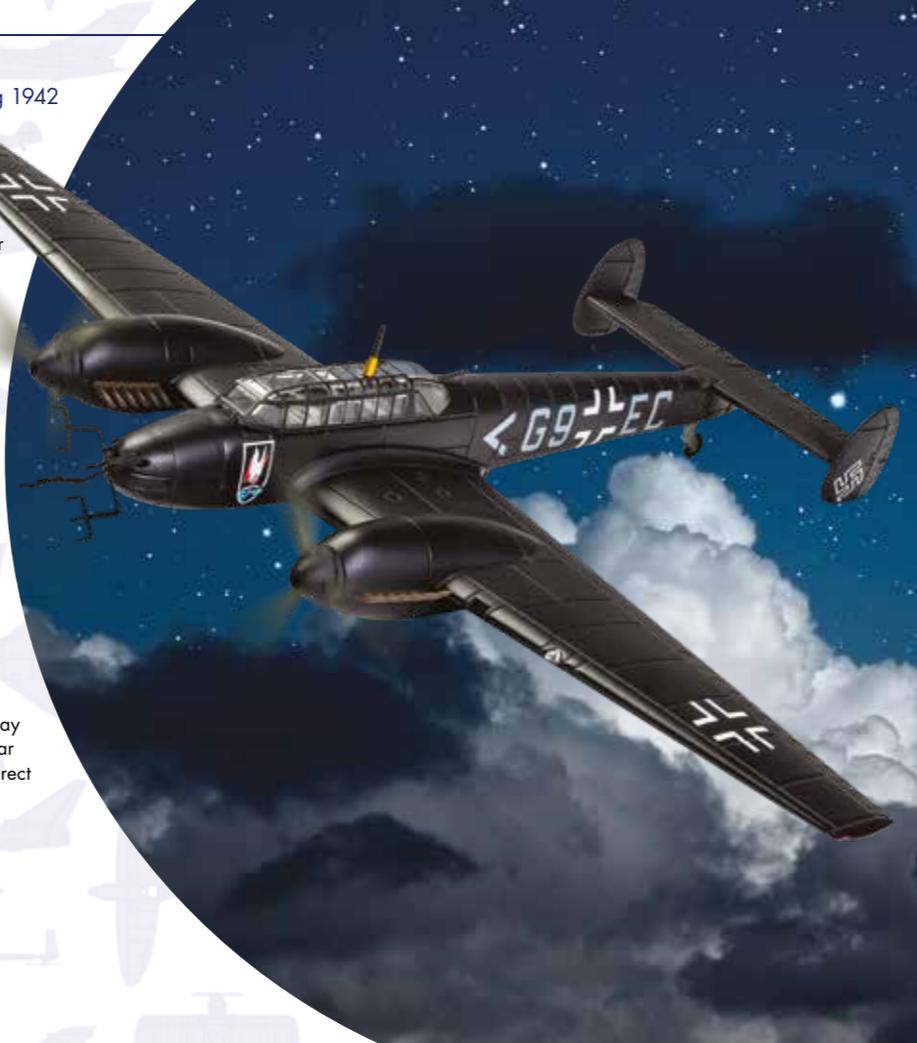
G9+EC, Stab II./NJG 1, Deelen, Holland, Spring 1942

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. Seeing extensive service on the Eastern Front, North Africa and the Mediterranean, the extra range and firepower possessed by the Bf110 helped it to live up to its pre-war reputation, especially when not facing effective fighter opposition. 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.

1:72

Wingspan  
224mm

LIMITED EDITION



NEW

**AA33716 Heinkel He-111H-16 A1+HK, 2./KG53, Air Launch V-1 Flying Bomb unit, Ahlhorn, Germany, Late 1944**

Just one week after the D-Day landings and the successful Allied invasion of enemy occupied Europe, the Germans were determined to show that the war was far from over and launched the first of their V-1 Flying Bombs against Southern England. Described as their first 'Vengeance Weapon', these pulse jet powered unmanned flying bombs emitted a distinctive sound from the intermittently firing engine and quickly became known as 'Doodlebugs', with the indiscriminate nature of their targeting spreading panic amongst the British population. At its peak, more than 100 V-1s were hurled against England from their launch sites on the French and Dutch coasts, however, although they spread panic amongst the population, the range of these attacks was restricted to southern English counties. In an attempt to extend the range of these attacks, a specialist bombing unit was formed and equipped with modified versions of Heinkel He-111H bombers, which could carry a Doodlebug slung beneath the starboard wing, between the wing root and the engine. With an electric connection running from the bomber to the V-1's engine, the optimum delivery method was for the Heinkel to reach a height of approximately 2,000 feet, before entering a shallow dive to reach a launch speed of 150mph. This was the speed needed for the V-1 to fly and once reached, the pulse jet engine was remotely fired, allowed to run for a few seconds, then released, with the parent aircraft diving away for a low level return to base. Many factors would then come into play and dictate where the V-1 fell, such as heading, wind direction and performance of the rather basic jet engine.

1:72

Wingspan  
310mm

LIMITED EDITION



NEW

**AA33318 Boeing B-17G-40-DL Flying Fortress**

44-6009/WF-J 'Flak Eater', 364<sup>th</sup> BS, 305<sup>th</sup> BG, US Eighth Air Force, Chelveston, August 1944

From the perspective of a Luftwaffe fighter pilot, the sight of hundreds of American Flying Fortresses in formation and heading towards them must have been magnificent and terrifying in equal measure. As the Allies pressed home their increasing aerial supremacy throughout 1944, not only would the Luftwaffe have to contend with a wall of defensive fire from the tightly packed bomber formations, they also knew that their protective fighter cover would be on them both before and after they made their attack run. The latest and definitive 'G' variant of the B-17 introduced the electrically operated Bendix chin turret, which had been developed to combat the frontal attacks preferred by Luftwaffe fighter pilots against earlier models. Chelveston based B-17G 'Flak Eater' of the USAAF 364<sup>th</sup> Bombardment Squadron certainly wanted any attacking fighter to know that she was equipped with the new nose armament and sported distinctive 'shark mouth' artwork to act as a visual deterrent to any enemy pilot looking for a potential target. Despite the frantic nature of the European air war around the time of D-Day, the decision to apply the turret teeth was vindicated, as they helped 'Flak Eater' through at least 28 combat missions and to survive the war relatively unscathed. The bomber returned to the US in June 1945, where she was later scrapped, a fate which awaited the majority of aircraft which had fought so valiantly during WWII.

1:72

Wingspan  
437mm

LIMITED EDITION



Boeing™ B-17 Flying Fortress™

NEW TOOL

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

As one of the most capable twin engine 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 9<sup>th</sup> 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

**AA37209 Handley Page Halifax B.III LV937/MH-E 'Expensive Babe', RAF No.51 Squadron, Snaith, March 1945 – Halifax Centurian**

One of the most significant factors in reducing the effectiveness of Luftwaffe bombing operations during the Second World War was the lack of a capable heavy bomber which could be deployed in large numbers. By comparison, the Allies were almost spoilt for choice and following the introduction of the four engined Short Stirling, Bomber Command's operations took on a new dimension of offensive capability. The second four engined 'Heavy' to enter squadron service was the Handley Page Halifax, of which more than 6,000 aircraft were produced. Underlining the incredibly dangerous missions these mighty aircraft were designed to undertake, out of this number, only five Halifax's would manage to set the impressive mark of completing 100 or more operational sorties. Handley Page Halifax B.III LV937 'Expensive Babe' was one of those five aircraft – entering RAF service with No.578 Squadron in March 1944, she only served one month with this unit, before being transferred to No.51 Squadron at Snaith the following month. She would see extensive service with this squadron over the next few months, recording her landmark 100<sup>th</sup> operation on 25<sup>th</sup> March 1945, on a raid to Osnabrück. Highlighting the international contribution to Bomber Command during WWII, the crew on this significant date was made up of Australian, New Zealand and British airmen. As well as the nose artwork and impressive mission tally, this Halifax also features a single white swastika on the port front fuselage and represents a Luftwaffe Ju88 claimed as destroyed.

1:72

Wingspan  
440mm

LIMITED EDITION



NEW

**AA36809 Westland Lysander Mk.IIIA(SD)**

V9822, RAF No.161 Squadron,  
Special Operations

With its famed short field landing and take-off performance, the distinctive Westland Lysander was in widespread service at the beginning of the Second World War, performing such duties as Army cooperation, artillery spotting, reconnaissance and light bombing missions. The Battle of France was disastrous for Lysander units, proving the vulnerability of the aircraft and its inability to defend itself against fighter attack, however, despite this, large numbers of Lysanders would have been sent against landing German forces, had their planned invasion of Britain taken place the following year. Significantly, the performance of the Lysander made it the ideal aircraft to undertake clandestine nocturnal operations into enemy occupied France and a number of aircraft were specially modified to transport and recover agents and people of interest, working with the Special Operations Executive and the French resistance. Unarmed and using nothing more than maps, compass and the moonlight for navigation, these dangerous missions were flown at low level to avoid detection and landing in fields which were marked by the French resistance. Knowing that the Germans would show them no mercy if they were captured during one of these missions, they helped to provide essential intelligence to Allied military planners in advance of the D-Day landings and required levels of flying skill, bravery and tenacity which were only found in a small number of special airmen.

1:72

Wingspan  
212mm

LIMITED EDITION



NEW

**AA33422 Sikorsky SH-3A**

'White 63', Bu.No. 152134, HS-3 'Tridents' US Navy, USS Guadalcanal, July 21<sup>st</sup> 1965, Gemini X Spacecraft recovery

If the intrepid pioneers of flight inspired the world with their determination to achieve manned, powered flight in the years before the First World War, then a similar fascination was surely held for the men engaged in the US Space Programme during the 1960s and 1970s. Millions of people would be glued to their televisions as mighty rockets blasted men into space, with everyone holding their breath until the astronauts safely returned a few days later and the sight of their protective space capsule splashing down in the ocean. Quickly rescued by specially trained US Navy helicopter crews, it would not be before pictures were broadcast of the returning astronauts waving at the gathered crowds that people would finally relax, knowing that another giant step had been taken towards putting a man on the moon. Assigned as the lead recovery helicopter for the Gemini X mission, handsome Sikorsky SH-3A 'White 63' from US Navy HS-3 'Tridents' was on the scene seconds after the capsule splashed down, with its specialist diver ensuring the safe extraction of the returning astronauts. With the world's attention fixed on this latest mission, for a few short moments, the live broadcast of the recovery made this aircraft the most famous helicopter in the world, before it returned to USS Guadalcanal as America's latest spaceman transporter. After its time in the limelight, the aircraft would return to its usual anti-submarine patrol duties.

1:72

Rotor Span  
262mm

LIMITED EDITION



NEW

**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.

1:72

Rotor Span  
226mm

LIMITED EDITION



NEW TOOL

**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.

1:48

Wingspan  
244mm

LIMITED EDITION



McDonnell Douglas™



NEW

**AA36015 British Aerospace Hawk T1** XX245, Royal Air Force Aerobatic Team 'The Red Arrows' RAF Scampton, 2018 – RAF 100

As the Royal Air Force prepared to mark their centenary year in some style, there was no doubt that the world famous Red Arrows would have a significant role to play throughout 2018. Coming at the end of an intensive period of winter training, where approximately 150 practice sorties would need to be flown before the team's display authorisation could be granted, every Airshow event and ceremonial flypast would hope to boast an appearance from the Red Arrows during the RAF's centenary year. This would see the team undertake a punishing schedule of more than 60 displays, performing to millions of enthralled spectators all over Europe. The honour of leading the team during this historic year fell to Squadron Leader Martin Pert, his first year as 'Red 1' and arguably the most prestigious role within the entire Royal Air Force. 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



ROYAL AIR FORCE **RED ARROWS**

Available NOW

**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.

1:72

Wingspan  
408mm

LIMITED EDITION



20th Anniversary  
The AVIATION ARCHIVE  
Authorised Die-cast Replicas



Douglas™

Available NOW

**AA34018 B-24 Liberator 'Male Call' 453<sup>rd</sup> BG, US Eighth Air Force, 1944 - Jimmy Stewart**

Often unfairly overshadowed by both the Boeing B-17 Flying Fortress and later B-29 Superfortress, the distinctive Consolidated B-24 Liberator was the third of America's heavy bombers used during WWII and has the distinction of being the most heavily produced four-engine bomber in aviation history. Serving in every theatre of operation during the Second World War, the Liberator formed the backbone of the Allied daylight bombing offensive against Germany and with its shoulder mounted, highly efficient wing, deep fuselage and H-shaped tail unit, the Liberator's impressive range also helped to close the 'Atlantic gap' in the vital sea battle against German U-boats, which threatened Britain's critical supply lines. Like so many other of the 18,500 B-24s produced during WWII, Liberator 42-52154 'Male Call' was an extremely hard working machine, surviving the war having completed an impressive 95 bombing missions – she is thought to have been the only survivor of the original 61 aircraft assigned to the 453<sup>rd</sup> Bombardment Group, which arrived at RAF Old Buckenham airfield on 21<sup>st</sup> January 1944. The aircraft was one of the Liberators flown by celebrated Hollywood actor James 'Jimmy' Stewart during his time as Group Operations Officer with the 453<sup>rd</sup> Bombardment Group at the Norfolk airfield.

1:72

Wingspan 460mm

LIMITED EDITION



Available NOW

**AA28402 English Electric Lightning F.6 XS927/N 7RAF 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 15<sup>th</sup> 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.

1:48

Wingspan 220mm

LIMITED EDITION



Available NOW

**AA39105 Westland Whirlwind HAR.1**

XA868, Royal Navy, HMS Protector, 1963

1:72

Rotor Span  
224mm

LIMITED EDITION



Available NOW

**AA27005 Westland Puma HC.1**

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

1:72

Rotorspan  
208mm

LIMITED EDITION



Available NOW

**AA28005 Messerschmitt Bf109E-4**

Wilhelm Balthasar, 1./JG.1, France 1940

1:72

Wingspan  
137mm

LIMITED EDITION



Available NOW

**AA27606 Hawker Hurricane Mk.1**

N2359/YBJ, 'Winged Popeye', P.O Leonard Walter Stevens,  
RAF No.17 Squadron, Debden 1940

1:72

Wingspan  
172mm

LIMITED EDITION



Available NOW

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

XZ238/434 assigned to HMS Endurance, 2002

1:72

Rotorspan  
178mm

LIMITED EDITION



Available NOW

**AA36211 Gloster Sea Gladiator N5519/G6A,**

No.802 Naval Air Squadron, HMS Glorious, June 1939

1:72

Wingspan  
135mm

LIMITED EDITION



Available NOW

**AA28004 Messerschmitt Bf109E-4**

'Yellow 1' Oblt. Gerhard Schopfel, Staffelkapitan 9/JG26,  
Caffiers, France, August 1940

1:72

Wingspan  
137mm

LIMITED EDITION



Available NOW

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

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

1:72

Wingspan  
157mm

LIMITED EDITION



Available  
NOW

**AA28103 Curtiss Tomahawk Mk.IIB**

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

1:72

Wingspan  
157mm



LIMITED  
EDITION



Available  
NOW

**AA27604 Hawker Hurricane Mk.I**

V7795, Plt. Off W Vale, RAF No.80 Squadron,  
Maleme, Crete 1941

1:72

Wingspan  
172mm



LIMITED  
EDITION



Available  
NOW

**AA35313 North American B-25B Mitchell™**

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

1:72

Wingspan  
285mm



LIMITED  
EDITION



Available  
NOW

**AA27705 North American P-51D Mustang**

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

1:72

Wingspan  
155mm



LIMITED  
EDITION



P-51 Mustang™

Available  
NOW

**AA28101 Curtiss P-40B Warhawk**

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

1:72

Wingspan  
157mm



LIMITED  
EDITION



Available  
NOW

**AA27503 Short Sunderland Mk.III**

W3999/RB-Y No.10 Squadron RAAF, RAF Mount Batten,  
Plymouth Sound, Devon, Early 1942

1:72

Wingspan  
470mm



LIMITED  
EDITION



Available  
NOW

**AA27403 Gloster Meteor F.1**

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

1:72

Wingspan  
180mm



LIMITED  
EDITION



Available  
NOW

**AA27703 North American Mustang Mk.IV**

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

1:72

Wingspan  
155mm



LIMITED  
EDITION



P-51 Mustang™

Available NOW

**AA27704 North American P-51D Mustang**  
44-14733/CS-L 'Daddy's Girl' Capt. Ray Wetmore,  
370<sup>th</sup> Fighter Squadron, 359<sup>th</sup> Fighter Group,  
East Wretham, Norfolk 1945

1:72

Wingspan  
153mm

LIMITED EDITION



**P-51 Mustang™**

Available NOW

**AA27502 Short Sunderland Mk.III**  
ML788/2-S, No.422 Squadron RCAF, Pembroke Dock

1:72

Wingspan  
470mm

LIMITED EDITION



**AA27702 North American F-51D Mustang**  
44-12943/FF-943 'Was that too fast?' 18<sup>th</sup> Fighter Bomber  
Group, USAF, Chinhae Airfield, South Korea, 1951

Available NOW

1:72

Rolspan  
178mm

LIMITED EDITION



**P-51 Mustang™**

Available NOW

**AA36510 Hawker Typhoon Mk.IB** RB389/18-P  
'Pulverizer IV', No.440 Squadron RCAF 'City of Ottawa'

1:72

Wingspan  
174mm

LIMITED EDITION



## OWN A PIECE OF CORGI HISTORY

2016 saw the 60<sup>th</sup> anniversary of the release of the very first Corgi model. To celebrate and commemorate Corgi's fantastic history, the 60<sup>th</sup> Anniversary Collection features limited edition packaging and pin badge.

Available NOW

**GS62609 Corgi's 60<sup>th</sup> Anniversary Commemorative Pin Badge**

Length 30mm

LIMITED EDITION

Also available to buy separately.



Available NOW

**AA27603 Hawker Hurricane Mk.I** V7357/SD-F Sgt. J.H 'Ginger' Lacey, RAF No.501 Squadron, Gravesend, September 1940

1:72

Wingspan  
170mm

LIMITED EDITION

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

**AA39211 Supermarine Spitfire Mk.I** R6800/LZ-N Sqn. Ldr. Rupert 'Lucky' Leigh, RAF No.66 Squadron, Gravesend, September 1940

1:72

Wingspan  
166mm

LIMITED EDITION

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!





# CLASSIC BRITISH STEAM LOCOMOTIVES

Corgi presents Rail Legends, a superbly detailed collection of static die-cast metal locomotives marking the golden age of British steam. Each model comes with a rail track effect plinth and clear plastic presentation case from which the locomotive can be detached.

Available NOW

## ST97507 BR 4-6-2 A4 Class

'Union of South Africa' 60009, The Great Goodbye, 2014

1:120

Length 180mm

LIMITED EDITION



Available NOW

## ST97803B BR 4-6-0 Castle Class

'Bristol Castle'

1:120

Length 230mm

LIMITED EDITION



Available NOW

## ST97804 GWR 4079 Castle Class

'Pendennis Castle' 4079

1:120

Length 170mm

LIMITED EDITION



The model here is represented by way of a digital rendering of the Corgi design.

Available NOW

## ST97901 BR 4-6-2 Peppercorn Class

'Tornado' 60163

1:120

Length 180mm

LIMITED EDITION



Available NOW

## ST97902 BR 4-6-2 Peppercorn A1 Class

'Tornado' 60163 Circa 2012 BR Green (BR Late)

1:120

Length 180mm

LIMITED EDITION



# VINTAGE GLORY

## THE GOLDEN AGE OF STEAM ROAD VEHICLES

The Vintage Glory collection is proudly reintroduced to the Corgi range for 2019. Celebrating the golden age of steam road vehicles these models really are something to behold.

Each of these 1:50 scale, die-cast, precision detailed models come complete with an individually numbered certificate of authenticity, detailing the vehicles history.

The images here is representative of the models by way of photography of the actual vehicles.

**NEW**  
Range

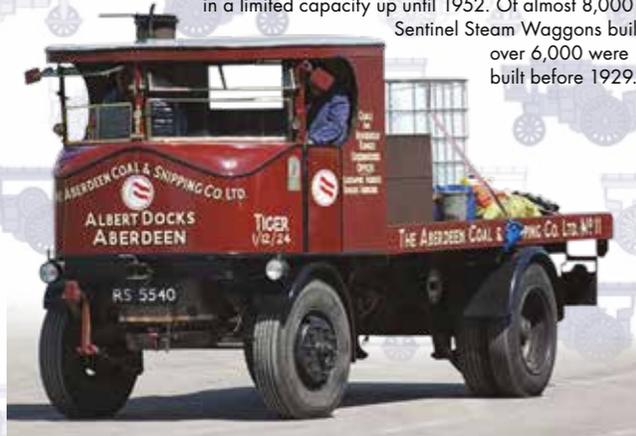
### CC20008 1924 Super Sentinel Steam Waggon

RS 5540, Tiger Engine No.5260, The Aberdeen Coal & Shipping Co. Ltd  
The 'Super Sentinel' was offered in two basic sizes that offered four/five ton and six/seven ton load capacities and was available in up to twenty four different body styles, including flat tray, tipper tray, enclosed vans, tanker waggons and even a six-wheeled articulated 'semi-trailer' version. Production of the 'Super Sentinel' continued until 1932, although an advanced 'S-Type Sentinel' design was introduced during 1927, production of which continued in a limited capacity up until 1952. Of almost 8,000 Sentinel Steam Waggons built, over 6,000 were built before 1929.

1:50

Length 145mm

LIMITED EDITION



**NEW**  
Range

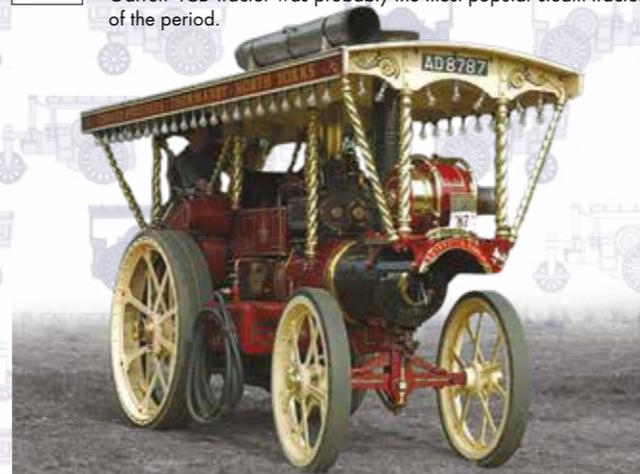
### CC20311 1919 Garrett Showmans 4CD Tractor

AD 8787, Works No.33486, 'Queen of Great Britain', Turner Brothers of Thormanby  
Engine No. 33486 'Queen of Great Britain' is a 4 nhp, five ton Showmans 4CD Tractor built in 1919 at Leiston Works and was supplied new to the Showmans firm, John Cole of Bristol, powering a chairplane, before subsequently being sold Browning Brothers. Weighing less than five tons and ideal for light road haulage, the Garrett 4CD tractor was probably the most popular steam tractor of the period.

1:50

Length 95mm

LIMITED EDITION



Available NOW

CS90611 WWI Old Bill Bus

FTB

(Fit The Box)

Length 86mm



Often referred to as 'The Great War', World War One was a global war that involved more than 70 million military personnel from countries and alliances from all around the globe. The war began on 28<sup>th</sup> July 1914 and lasted for over four years, finally ending on 11<sup>th</sup> November 1918 when the armistice between the allies and Germany was signed.

2018 marked the 100<sup>th</sup> anniversary of the end of World War One. The Old Bill Bus was a vital mode of transport during the Great War, 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.



BRITISH PUBLIC TRANSPORT

Corgi presents The Original Omnibus Company, a range of detailed die-cast metal model buses and coaches. Each model comes complete with an individually numbered certificate of authenticity detailing the history of the particular vehicle and operator. Scaled at 1:76, this collection is ideal for both enthusiasts and '00' gauge railway modellers.

Available NOW

1:76

Length 163mm

LIMITED 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

**OM46514A/B Wright Eclipse Gemini 2 Go-Ahead East London Transit, dual destination**

With increasing demand for faster and more frequent public transport in parts of East London, as well as a need for new transport links to serve the Thames Gateway redevelopment, East London Transit was initially planned as a joint tram/bus service. The eventual delivery of the scheme was a bus only service, however the infrastructure has been planned in such a way that it is 'tram friendly' to allow for future upgrades, without further major building work. Originally conceived as two routes; EL1 and EL2, Phase 1 operations commenced on February 20, 2010, with Phase 2 following in 2011. A further route, EL3, commenced on February 18, 2017, which coincided with the introduction of 'new' Routemaster buses to the route.

OM46514A



OM46514B



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. Operating on Leatherhead based routes 406, 408, 410, 414 and 473 during 1994, as well as the Surrey Hills leisure buses, at the end of 1994 183 CLT was overhauled and repainted into Lincoln green. Sold on to Nostalgiabus for use on route 306, Kingston to Epsom, it was destroyed in an arson attack during December 1997.



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 110mm

LIMITED  
EDITION

**OM43917A/B Guy Arab II**

Burton Corporation, Burgundy and Cream, dual destination  
In 1943, Burton Corporation received its first double-decker 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 51W, registration FA 7978, which was fitted with a Park Royal body. The double-decker vehicles were popular but the wartime utility buses had been built using poor quality timber and were prone to premature deterioration. Some were rebuilt by the Corporation themselves, whilst others went to Merthyr Tydfil bodybuilder D. J. Davies, including FA 7978 which was rebuilt in 1951.



OM43917A



OM43917B



Available  
NOW

1:76

Length 148mm

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

### OM41418B AEC Regent V

Ipswich Corporation, 3 Rushmere Heath  
Built by the Associated Equipment Company between 1954 and 1969, when the last of them entered serviced, the Regent V was a front-engined double decker bus used extensively by bus companies around Britain including Ipswich Corporation.

1:76

Length 107mm

LIMITED EDITION



OM41418B



Available NOW

### OM41417B Daimler ROE

Glasgow Corporation, 48A Priesthill  
In 1924 the first Glasgow Corporation Tramways (GCT) motorbuses were ordered to cover services in Coatbridge and Airdrie with the first double decker buses being ordered in 1928. The livery was the same as the single deckers but with the addition of apple green for the panels between the upper and lower deck windows, however in 1959 it was simplified to aid spray painting. The model features the updated yellow and green livery and the well known adverts for Bell's Scotch Whisky and Swan Matches.

1:76

Length 107mm

LIMITED EDITION



OM41417B



Available NOW

### OM41913B Leyland PD3 'Queen Mary' Open Top

Southdown Motor Services, Top of Beachy Head  
Seating sixty-nine on thirty feet of bus, the 'Queen Mary's' were large machines, – contrasting the familiar red and cream buses of Brighton Corporation Transport and Brighton and Hove Bus and Coach Company. The last of these buses entered service in 1967.

1:76

Length 105mm

LIMITED EDITION



OM41913B



NEW

### OM46620 Fusilier50 Wrightbus Commemorative Twin Pack

Go-Ahead Group, Royal Regiment of Fusiliers, 1968 - 2018

The current Royal Regiment of Fusiliers, formed by the amalgamation of four former Fusilier Brigade Regiments in 1968, has inherited a history and set of traditions that stretch back over 330 years, with the formation of the 5<sup>th</sup> and 6<sup>th</sup> Regiments of the Line in 1685. The character of the Regiment has been defined by traditional recruitment from the North East, Lancashire, Birmingham and London, a blend of tough personalities that have been forged into a professional combat infantry battalion in conflicts and battlefields on the Home Front, across Europe, the Mediterranean, the Balkans and the Middle East. To mark the 50<sup>th</sup> Anniversary of the formation of the Royal Regiment of Fusiliers, the Regimental Association, in conjunction with the Go-Ahead Bus Group, has produced a special commemorative livery that is carried by two of the company's Wrightbus vehicles; one based in Newcastle and one in London.

1:76

Lengths 148mm and 142mm

LIMITED EDITION

#### Wrightbus New Routemaster

Go-Ahead London, LTZ 1394, Route 15 Tower Hill

LTZ 1394, a Wrightbus New Routemaster, entered service with Stagecoach East London in March 2015 as LT394, operating over Route 15. In May 2017, Go-Ahead London announced that the company had won the tender from Stagecoach to operate the Route and operations commenced with Blue Triangle Bus Company on August 26, 2017. On June 5, 2018, the vehicle was unveiled in its new Royal Regiment of Fusiliers 50<sup>th</sup> Anniversary promotional livery at an event that took place at the Tower of London.

#### Wright Eclipse Gemini 2

Go North East, NL63 XCB, Route 309 Newcastle

NL63 XCB, a Wright Eclipse Gemini 2, entered service with Go North East at Percy Main Depot in February 2014, acting as a spare vehicle for the "Cobalt Clipper" 309/310 services. Allocated to Glasgow in July 2014 to provide transport on behalf of First Group for the Commonwealth Games that year, the vehicle returned to the North East in August, continuing in service in a plain base red livery until April 2018, when it received the Royal Regiment of Fusiliers 50<sup>th</sup> Anniversary promotional livery.



\*Livery designs are subject to approval.

1968-2018  
FUSILIER  
50

Key to feature icons

-  Low Light Bar
-  Mud Flaps
-  High Light Bar
-  Aerials
-  Rear Light Bar
-  Scania Visor Plug-in Lights
-  Air Con Unit
-  Skirt Light Bar
-  Visor Mirror
-  Side Pipes
-  Front Bumper Bar
-  Bull Bar
-  Side Light Bars
-  Visor Lights
-  Single Spot Lights
-  Beacon Roof Light
-  Chequer Plating
-  Horns



## EUROPEAN ROAD HAULAGE

Corgi presents Hauliers of Renown, a range of detailed collectable 1:50 scale die-cast metal model trucks. The Hauliers of Renown collection boasts a wide range of tractor units and trailer combinations with authentic loads spanning the history of road haulage. Each model comes with a range of accessories and is presented in a gift box with an individually numbered limited edition certificate of authenticity. This series of models includes truck and trailer combinations covering some of the largest haulage firms right down to smaller family run companies.

**Available NOW**  
**CC15808 Mercedes-Benz Actros (MP4) Super Trailer Curtainside** R.T. Keedwell Group

1:50  
 Length 374mm

LIMITED EDITION



**Available NOW**  
**CC15810 Mercedes-Benz Actros (MP4), Curtainside Trailer** Barry Proctor Services Ltd

1:50  
 Length 337mm

LIMITED EDITION



**Available NOW**  
**CC15812 Mercedes-Benz Actros (MP4), Curtainside Trailer** McGawn Transport

1:50  
 Length 337mm

LIMITED EDITION



**Available NOW**  
**CC15811 Mercedes-Benz Actros (MP4), Flatbed Trailer** Middlebrook Transport Ltd

1:50  
 Length 337mm

LIMITED EDITION



**Available NOW**  
**CC14121 DAF 105 C. & G. Hughes**

1:50  
 Length 133mm

LIMITED EDITION



**Available NOW**  
**CC14124 DAF 105 Slough International Freight & Packing Ltd**

1:50  
 Length 133mm

LIMITED EDITION



**Available NOW**  
**CC14122 DAF 105, Fridge Trailer** FreshLinc ('RAF Holbeach' by Alisha Miller)

1:50  
 Length 334mm

LIMITED EDITION



**Available NOW**  
**CC15212 MAN TGX, Fridge Trailer** McLanachan Transport Limited

1:50  
 Length 345mm

LIMITED EDITION



**Available NOW**  
**CC15211 MAN TGX Flatbed & Load** Collett

1:50  
 Length 345mm

LIMITED EDITION



Available NOW

CC16001 Volvo FH H. D. Ricketts Ltd



1:50

Length 123mm

LIMITED EDITION



Available NOW

CC16004 Volvo FH Eddie Stobart



1:50

Length 123mm

LIMITED EDITION



Available NOW

CC16003 Volvo FH, Curtainside Trailer V.G. Mathers Ltd



1:50

Length 340mm

LIMITED EDITION



Available NOW

CC16005 Volvo FH, Step-Frame Trailer Anderson



1:50

Length 327mm (398mm when fully extended)

LIMITED EDITION



Available NOW

CC16007 Volvo FH Maxwell Freight 'Liberator'



1:50

Length 123mm

LIMITED EDITION



Available NOW

CC13779 Scania R H.E. Payne



1:50

Length 127mm

LIMITED EDITION



Available NOW

CC13780 Scania R Topline John Hulston Haulage



1:50

Length 127mm

LIMITED EDITION



Available NOW

CC13769 Scania R Highline, Feldbinder Tanker Dowse Haulage Ltd



1:50

Length 272mm

LIMITED EDITION



Available NOW

CC13777 Scania R, Curtainside Trailer Lucey Transport Ltd



1:50

Length 335mm

LIMITED EDITION



Available NOW

CC13778 Scania R, Feldbinder Tanker A & R Burnett



1:50

Length 272mm

LIMITED EDITION



Available  
NOW

**CC13799 Scania R Highline, Walking Floor**

**Trailer Malcolm Logistics (Colin Prior Collection)**

Originating as a family-owned business in the 1920s, The Malcolm Group has become one of the leading providers of logistics, construction and maintenance services in the UK. Off the back of the success of their first uniquely branded walking floor trailer that depicted a magnificent scene from the bonnie banks of Loch Lomond, Malcolm Logistics has now partnered with one of the world's most respected landscape photographers, Colin Prior, to introduce more scenic-inspired trailers featuring Colin's panoramic photographs of the beautiful Scottish landscape.

These eight Scania R Highlines form a unique collection that no haulage model collector should be without. Each model will be individually boxed and each set of eight models will be supplied with matching limited edition certificate numbers.



1:50

Length 340mm

LIMITED  
EDITION

# COLIN PRIOR

EXPLORE | DISCOVER | INSPIRE

## MALCOLM LOGISTICS



# 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.



Available NOW

**GS85924 Corgi Best of British Taxi**  
Black

1:36

Length 128mm



Available NOW

**GS89202 Corgi Best of British New Routemaster**  
London Transport, Red, London Skyline

1:76

Length 150mm



Available NOW

**GS82328 Corgi Best of British Routemaster**  
London Transport, Red, London Skyline

1:64

Length 123mm



Available NOW

**GS82109 Corgi Best of British Classic Mini**  
Red, Union Jack

1:36

Length 85mm



Available NOW

**GS82298 Corgi Best of British Classic Mini**  
White, Union Jack

1:36

Length 85mm



NEW

**CC82330 Corgi Best of British Scottish Routemaster**  
Transport For Edinburgh, Blue, Edinburgh Skyline

1:64

Length 92mm

Edinburgh, the capital city of Scotland, is famous for welcoming visitors from all around the world. It is an all yearround destination with art galleries, theatres, it's famous castle, Princes Street and the world renowned Edinburgh Film Festival, Edinburgh International Festival and Fringe. A ride on one of the city's famous double-decker buses to see the sights has to be a highlight too!



# THE ROYAL COLLECTION

Corgi are proud to present the Royal collection, commemorating iconic events in the history of our Royal Family.

Born at 2:40am on 21<sup>st</sup> April 1926, 2016 marked Her Majesty Queen Elizabeth II's 90<sup>th</sup> Birthday. At her birth, Princess Elizabeth was third in line of succession to the throne. Following the death of her father in 1952 she became Queen and in 2015 became Britain's longest reigning monarch.

The 20<sup>th</sup> of November 2017 marked the 70<sup>th</sup> Anniversary of the wedding of Her Majesty and HRH Prince Philip, Duke of Edinburgh. The couple were married in front of 2,000 guests and the radio broadcast of the ceremony was heard by 200 million people worldwide.



**Available NOW** **CC82107 Classic Mini** 90<sup>th</sup> Birthday of HM QE II

**1:36**  
Length 85mm

**Available NOW** **CC82326 Classic Routemaster** 90<sup>th</sup> Birthday of HM QE II

**1:64**  
Length 123mm

**Available NOW** **CC82108 Classic Mini** 70<sup>th</sup> Anniversary of HM Queen Elizabeth II & HRH Prince Philip, Duke of Edinburgh

**1:36**  
Length 85mm

**Available NOW** **CC82327 Classic Routemaster** 70<sup>th</sup> Anniversary of HM Queen Elizabeth II & HRH Prince Philip, Duke of Edinburgh

**1:64**  
Length 123mm

**NEW**

## 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 our stations around the UK and Ireland. Find out more at [RNLI.org](http://RNLI.org)

Our RNLI gift pack combines three of the most iconic:

- The Severn Class lifeboat (1:173) – the largest lifeboat in 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

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) and Scotland (SC037736). Registered charity number 20003326 in the Republic of Ireland, of West Quay Road, Poole, Dorset BH15 1HZ



# Lifeboats

Available NOW

**TY81002 BLOODHOUND SSC UK Display Version**

The BLOODHOUND Team have designed, engineered and built the most powerful land vehicle in history. Propelled by a state-of-the-art EJ200 Eurofighter Typhoon jet engine and a cluster of Nammo hybrid rockets, developed to launch small satellites for the European Space Agency. The BLOODHOUND Supersonic Car (SSC) has the power equivalent to 135,000 thrust horse power, or over six times the entire F1 grid.

The BLOODHOUND Project recently announced plans to run BLOODHOUND SSC for the first time on the dry lake bed race track at Hakskeen Pan, Northern Cape, South Africa, in Quarter 2 2019.

FTB  
(Fit The Box)  
Length 144mm



Available NOW

**TY86663 BLOODHOUND SSC Super Hauler**

To accompany the Corgi BLOODHOUND Supersonic Car we're pleased to present this distinctive BLOODHOUND branded Super Hauler truck. The sturdy 1:64 scale truck features a detachable trailer and opening doors. Suitable for children aged 3-10/3!

1:64  
Length 245mm



The BLOODHOUND SSC can travel...  
...four and half football pitches in 1 second  
...1 mile in 3.6 seconds  
...150 metres in the blink of an eye

# ROYAL AIR FORCE RED ARROWS™

STANDS INCLUDED



**DID YOU KNOW?**

The dual control BAE Hawk T. Mk.1 is the RAF's advanced trainer and has been used by the Red Arrows since 1979. The aircraft is essentially the same as those 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.

Available NOW

**CS90628 RAF Red Arrows Hawk**

FTB  
(Fit The Box)



Available NOW

**CS90687 RAF Red Arrows Synchro Pair Twin Pack**

FTB  
(Fit The Box)



## RAF RED ARROWS AND CORGI

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.

The Red Arrows RAF Aerobatic Team was officially formed on 1<sup>st</sup> March 1965, since this time the team have completed over 4000 displays in 53 different countries. The Red Arrows' reputation is built on commitment and professionalism, combined with Royal Air Force skills, training and equipment.



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**

**CS90629 F-35 Lightning**

Our newly tooled Corgi Showcase line is destined to become an icon of aviation and is already making it's 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.

**FTB**

(Fit The Box)

Approx Wingspan  
85mm

**DID YOU KNOW?**

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

**STATISTICS**

- CREW:** 1
- LENGTH:** 15.67m
- WINGSPAN:** 10.7m
- MAXIMUM SPEED:** 1,200mph



The image here is representative of the model by way of a photograph of the actual aircraft.

**Available NOW**

**CS90617 Avro Vulcan**

**FTB**

(Fit The Box)

Wingspan 121mm



**Available NOW**

**CS90620 Hawker Hurricane**

**FTB**

(Fit The Box)

Wingspan 106mm



**Available NOW**

**CS90618 Supermarine Spitfire**

**FTB**

(Fit The Box)

Wingspan 103mm



**Available NOW**

**CS90648 Eurofighter Typhoon**

**FTB**

(Fit The Box)

Wingspan 82mm



**Available NOW**

**CS90619 Avro Lancaster**

**FTB**

(Fit The Box)

Wingspan 121mm



**Available NOW**

**CS90623 AH-64 Apache Longbow**

**FTB**

(Fit The Box)

Rotorspan 116mm



**AH-64 APACHE LONGBOW™**

Available  
NOW

CS90624 Tornado GR4



FTB

(Fit The Box)  
Wingspan 87mm

Available  
NOW

CS90626 Vickers VC10



FTB

(Fit The Box)  
Wingspan 106mm

Available  
NOW

CS90625 Westland Sea King Search and Rescue



FTB

(Fit The Box)  
Rotorspan 110mm

Available  
NOW

CS90627 P-51 Mustang™



FTB

(Fit The Box)  
Wingspan 102mm

**FLIGHT**

Corgi Flight is a series of accurately detailed die-cast metal model aircraft, ideal for anyone with an interest in aviation. The models carry authentic liveries depicting some of the world's most famous aircraft that can still be seen today at air shows and museums across the world.

Each aircraft comes with a display stand.

STAND INCLUDED



Available  
NOW

CC99304 P-51 Mustang™



1:72

Wingspan  
155mm



Corgi is extremely proud to expand the Showcase range to include a variety of iconic tanks. Every model has moving parts and an authentic, detailed livery. This new range is the perfect addition to any established collectors model display or equally the perfect way to start a new collection. For 2019 the range includes tanks that all played an integral part in D-Day.

Final decoration will be representative of product titles.

NEW  
Range

CS90637 Churchill MkIII  
6<sup>th</sup> Scots Guards Brigade 1943

FTB

(Fit The Box)  
Length 83mm



NEW  
Range

CS90639 Panther  
4<sup>th</sup> Battalion Coldstream Guards 'Cuckoo',  
Netherlands 1944/5

FTB

(Fit The Box)  
Length 100mm



NEW  
Range

CS90638 Tiger I  
German Army SpzAbt 502, Russia 1942

FTB

(Fit The Box)  
Length 96mm



**NEW**  
Range

**CS90640 M8 Greyhound**  
14<sup>th</sup> Armoured Division, N.W. Europe

**FTB**

(Fit The Box)  
Length 77mm



**NEW**  
Range

**CS90641 M3 Stuart**

**FTB**

(Fit The Box)  
Length 70mm



**NEW**  
Range

**CS90633 Willys MB Jeep® SeeBees**

**FTB**

(Fit The Box)  
Length 90mm



**NEW**  
Range

**CS90631 M3 Half-Track** 41<sup>st</sup> Armoured Infantry,  
2<sup>nd</sup> Armoured Division, Normandy 1944 (D Day)

**FTB**

(Fit The Box)  
Length 89mm



**NEW**  
Range

**CS90642 King Tiger**  
sSSPzAbt 501, France 1944

**FTB**

(Fit The Box)  
Length 115mm



**NEW**  
Range

**CS90632 Sherman M4 A3**  
US Army, Luxembourg 1944

**FTB**

(Fit The Box)  
Length 72mm



**NEW**  
Range

**CS90630 M48 Patton**

**FTB**

(Fit The Box)  
Length 82mm



**NEW**  
Range

**CS90635 Panzer IV**  
SS Panzer Division Hitlerjugend, France 1944

**FTB**

(Fit The Box)  
Length 85mm





## FOR THE YOUNGER COLLECTOR

Corgi Super Haulers is a series of quality die-cast metal and plastic 1:64 scale toy trucks suitable for children aged three and over. Each truck has a detachable trailer and carries an authentic livery.

Eddie Stobart, one of Britain's most recognisable brands started life as an agriculture company set up by Edward Pears Stobart in the 1940's. In 1976 Edward's son, also named Edward, started his haulage career using his father's delivery trucks and formed the Eddie Stobart Haulage Company. From this point, Edward was able to grow his business into Britain's most recognised haulier, employing over five thousand people.

Available  
NOW

**TY86647 Eddie Stobart Tanker Truck**

1:64

Length  
275mm



Available  
NOW

**TY86646 Eddie Stobart Curtainside Truck**

1:64

Length  
275mm



Available  
NOW

**TY86651 Eddie Stobart Drop Bar Truck**

1:64

Length  
305mm



Available  
NOW

**TY86659 Eddie Stobart Box Truck**

1:64

Length  
275mm



Available  
NOW

**TY86649 Eddie Stobart Fridge Truck**

1:64

Length  
259mm



Available  
NOW

**TY86650 Eddie Stobart Skeletal Container Truck**

1:64

Length  
239mm



Available NOW

DG017035 AEC Regal Llanfairpwllgwyngyllgo



FTB  
(Fit The Box)

Available NOW

DG050046 Bull Nose Morris Van



FTB  
(Fit The Box)

Available NOW

CC09001 Thornycroft Van



FTB  
(Fit The Box)

# CORGI CLUB RELAUNCH!

## Exciting news!

We are relaunching our Corgi Club for all of you dedicated collectors out there! We're going to bring a fresh face and new concepts to the current offering.

Whether you're a current member, a previous member or the Club concept is brand new to you we promise there will be something for everyone.

Keep your eyes peeled and ears open for news on exactly what will be featured later on in the year.



The Westland Wessex, Westland Sea King and Westland Lynx are products of Leonardo MW Limited and all rights in them, including their names, are hereby reserved.

BAE SYSTEMS is a registered trade mark of BAE Systems plc.

**ROYAL AIR FORCE RED ARROWS** The RAF Red Arrows name and logo are trademarks of the UK Secretary of State for Defence and is used under license.

**BOEING** Produced under license. Boeing, B-17 Flying Fortress, McDonnell Douglas, AH-64 Apache Longbow, P-51 Mustang, B-25 Mitchell, DC-3, their distinctive logos, product markings and trade dress are trademarks of The Boeing Company.

Aston Martin, the Aston Martin Wings logo and the model name "Vantage", "DBS", "DB5" and "DB10" are trademarks owned, licensed or used by Aston Martin Lagonda Limited. All rights reserved.

**LAND ROVER** Land Rover and the Land Rover Logo are trademarks owned and licensed by Jaguar Land Rover Limited.

**007**, and James Bond materials © 1962-2019 Danjaq and MGM. **007**, and related James Bond Trademarks are trademarks of Danjaq, LLC. All Rights Reserved.

Chitty Chitty Bang Bang (c) 1968-2019 Danal, LLC. Chitty Chitty Bang Bang related Trademarks are trademarks of Danal, LLC. All Rights Reserved.

**CHRYSLER** AMC and related logos, vehicle model names and trade dress are trademarks of FCA US LLC and used under license by Hornby Hobbies Ltd. © 2019 FCA US LLC.

**Jeep** Jeep, the Jeep grille and related logos, vehicle model names and trade dress are trademarks of FCA US LLC and used under license by Hornby Hobbies Ltd. ©2019 FCA US LLC.

**THUNDERBIRDS** Thunderbirds™ and © ITC Entertainment Group Limited 1964, 1999 and 2018. Licensed by ITV Ventures Limited. All rights reserved.

**TFL OFFICIAL LICENSED PRODUCT** London Transport and **TFL** are registered trade marks of Transport for London. New Routemaster is a Registered Design of Transport for London. Produced under licence by Corgi.

**MG** MG is the trademark of MG Motor UK Ltd, Licensed by British Motor Heritage Limited. Licensing Agent: LMI www.bmh-ltd.com

**AUSTIN AND MORRIS** Austin and Morris are the trademarks of MG Motor UK Ltd, Licensed by British Motor Heritage Limited. Licensing Agent: LMI www.bmh-ltd.com

The MINI logo and the MINI wordmark are trademarks of BMW AG and are used under license.

**FORD** Ford Motor Company Trademarks and Trade Dress used under license to Hornby Hobbies. Manufactured by Hornby Hobbies Ltd.

HARRY POTTER characters, names and related indicia are © & ™ Warner Bros. Entertainment Inc. J.K. Rowling and Warner Bros. Entertainment Inc. Publishing Rights © JKR.

Vauxhall Motors Limited trademarks used under license to Hornby Hobbies Ltd.

Adam Opel AG Trademarks used under license to Hornby Hobbies Ltd.

The Eddie Stobart name is a registered trademark and is used under licence by the owners to Hornby Hobbies Ltd. All rights reserved.

Trade marks, designs and copyright, including LONDON TAXI, The London Taxi Company logo, and vehicle shapes, are owned by, and used with the approval of London EV Company Limited.

© and TM BLOODHOUND Programme Limited. All rights reserved.

Captain Scarlet™ and © 1967, 2001 and 2018. ITC Entertainment Group Limited. Licensed by ITV Ventures Limited. All rights reserved

**PADDINGTON** P&Co Ltd/SC 2019 Licensed on behalf of Studiocanal S.A.S. by Copyrights Group

"Mercedes-Benz", **Mercedes-Benz** and the design of the enclosed product are subject to intellectual property protection owned by Daimler AG. They are used by Hornby Hobbies Ltd under license.

Trademarks, design patents and copyrights are used with the approval of the owner Volkswagen AG.

DAF TRADEMARKS LICENSED BY PACCAR INC, BELLEVUE, WASHINGTON, U.S.A.

The VOLVO trademarks (word and device), other related trademarks, if applicable, and the Volvo designs are licensed by the AB Volvo Group.

The trademark PUMA and the design of the enclosed helicopter are subject to intellectual property protection owned by AIRBUS HELICOPTERS, SAS and are used by Hornby Hobbies Ltd under license.

Mr Bean™ and © Tiger Aspect Productions Ltd 2019. All rights reserved.

© 2019 Apple Corps Ltd. All rights reserved. A Beatles™ product licensed by Apple Corps Ltd. "Beatles" is a trademark of Apple Corps Ltd. "Apple" and the Apple logo are exclusively licensed to Apple Corps Ltd.

© 2019 Subafilms Ltd. A Yellow Submarine TM Product. TM Trade Mark of Subafilms Ltd. ©1968. Authorized Beatles TM Merchandise.

RNLI name and logo are trademarks of RNLI used by Hornby Hobbies Ltd under licence from RNLI (Sales) Ltd.

**SIKORSKY** Sikorsky®, (UH-60A Black Hawk®), associated emblems and logos, and body designs of vehicles are either registered trademarks or trademarks of Sikorsky Aircraft Corporation in the USA and/or other jurisdictions, used under license by Hornby Hobbies Ltd.

Where appropriate some of the content within this publication has been submitted for approval to licensors / brand owners ahead of the products being developed. The images and content of the products may vary on production further to the licensor's / brand owners comments. Every effort is made to give a true and fair representation of our products within this publication and we thank our partners for their support.

Limited Edition quantities and prices correct at time of going to print and may be subject to alteration. Certain models photographed in this catalogue are hand finished prototypes. The final quality of factory-produced models will be superior. All measurements are approximate. Hornby Hobbies Ltd reserves the right to alter the products at any time. Colours and contents of the products may vary from those illustrated. The trademarks depicted herein are used by Hornby Hobbies Ltd. under licence or by permission from the respective proprietary owners. Corgi & Device is a Registered Trade Mark of Hornby Hobbies Ltd. Terms and conditions apply. Please see website for more information.