

COLLECTOR

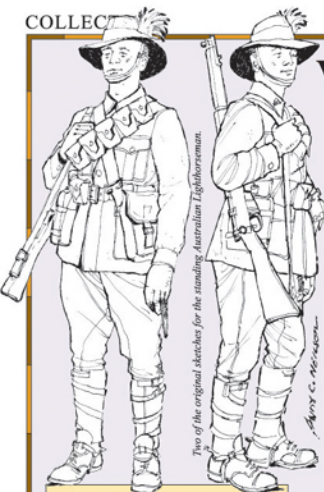
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A Quarterly Look at Our World in Miniature

DESTINATION: NORMANDY!

EAST YORKSHIRE





View From The Trenches...

TOY SOLDIERS, military miniatures or whatever you like to call them is a funny old hobby and business to be involved in...

I've been fascinated by them for more than half-a-century and actively participating as both a collector and manufacturer for at least thirty years.

During that time I've seen the hobby and the business grow and develop at an astonishing rate. I've also seen (and been involved in) the spectacular improvement in both sculpting and painting that has taken place simultaneously.

Add to that the amazing variety of choice that is now available to collectors from a still growing band of producers and you have what some (me included) consider a "Golden Age of Toy Soldiers".

To complement all of this we also now have the internet which affords collectors in far away places the opportunity to discover and see the products of our imaginations for themselves.

This in turn has led to the formation of internet forums (such as the *Treefrog Forum*) where collectors, dealers and manufacturers of every kind of toy soldier, fighting vehicle and/or diorama accessory regularly meet and discuss the merits (or demerits) of any particular piece or producer or anything else that is remotely connected to the hobby or business.

Here, at this point, I must own up... I am an addict of one such forum... the previously mentioned *Treefrog* one. First thing every morning... at least once during the day... and last thing at night I check it out.

Of course I read what's being said about K&C first. Usually it's complimentary... occasionally not so and, once-in-a-while downright nasty! But it gives me (and the rest of the K&C team) a little insight into the minds of at least some of our collectors... and opponents.

The views expressed on the Forum are often frank and funny... even when I don't agree with them but they are always of value. I've said a few times that some of K&C's best and most popular items have come from a "post" on the Forum.

"Treefroggers" in particular are never short of ideas and suggestions for what K&C should do in the future. But one small aspect of the Forum does amuse me—and that is the contradictory nature of it... Complaints usually come in batches... Either "K&C are producing too many new items!" or "Why hasn't K&C produced this, that or the next thing?" or "This K&C item is now retired and I can't get it! How could they?"

Put it all together and on a bad day you might just go a little crazy... On a good day, like today, you just read it... smile... and get on with the job.



Andy C. Neilson

ANDY C. NEILSON
Co-founder & Creative Director
King & Country

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Scottish infantry advance through the Normandy countryside somewhere near Caen, July 1944.

ALAN GOLDEN'S PERSONAL

Portfolio

RLD IN MINIATURE

I was lucky enough to meet Alan Golden in person several years ago at an international toy soldier show in Boston.

At that particular expo Alan was displaying several of his stunning dioramas which he had created using King & Country's figures. To say I was "bowed over" would be a slight understatement.

For some time now all of us at K&C have wanted to feature his work in the "Personal Portfolio" section of "Collector".

But first a few words about Alan by the man himself...

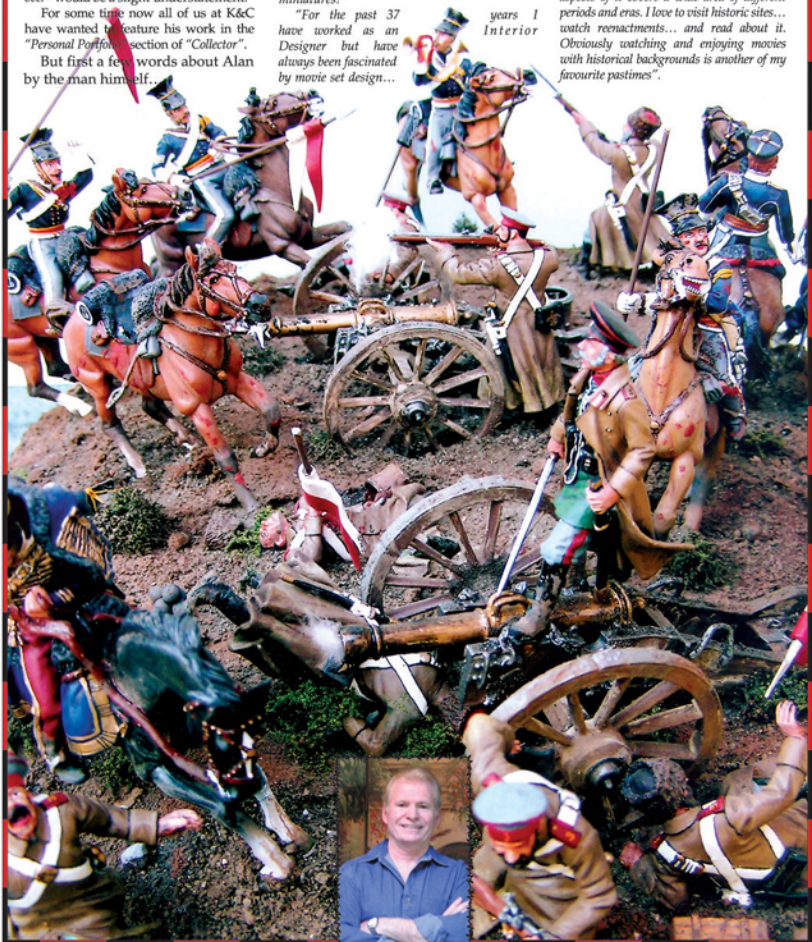
"I am 61 years young, happily married with one beautiful daughter and have a life-long passion for military history and military miniatures!"

"For the past 37 years I have worked as an Interior Designer but have always been fascinated by movie set design..."

an interest I share with K&C's own Creative Director Andy C. Neilson".

"Part of my great interest and delight in building and creating dioramas is to recreate in miniature scenes from history that you could almost imagine watching on the big screen".

"My fascination with history and all aspects of it covers a wide area of different periods and eras. I love to visit historic sites... watch reenactments... and read about it. Obviously watching and enjoying movies with historical backgrounds is another of my favourite pastimes".



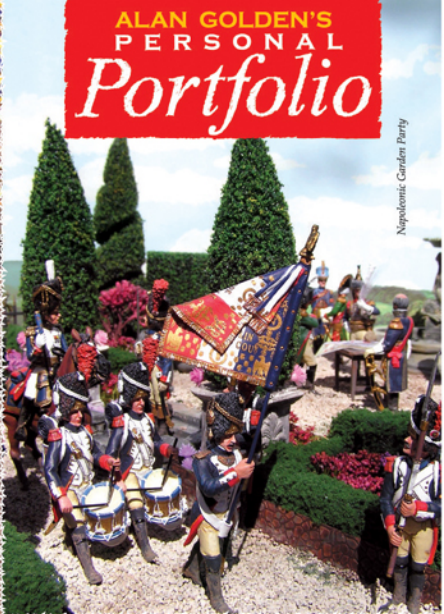
Above: K&C UK's Charge of the Light Brigade...
The British Cavalry finally reach the Russian guns!

Left: Alan Golden



ALAN GOLDEN'S
PERSONAL
Portfolio

Napoleonic Garden Party



Churchill during The Blitz of London



"If I have any "wish-list" for King & Country it is that they, sometime, jump into a few of my other favourite time periods. I would love to see K&C produce such things as the "300 Spartans... A Roman Camp Scenario... The Trojan War... Spanish Conquistadors and The Aztecs... or even the North West Frontier of India in colonial times."

"If they did any of these campaigns or battles I am sure I would be able to come up with plenty of diorama adaptations!"

"In the meantime I'm just enjoying myself."

7th Green Howards, 69th Brigade as they exit their LCA landing craft on GOLD BEACH, June 6th, 1944 at around 3:00 pm.



DESTINATION: NORMANDY!

ON JUNE 6, 1944 Allied Forces landed on five different beaches in Normandy on the northern coast of occupied France.

The five beaches codenamed "OMAHA" and "UTAH" belonged to the Americans and "SWORD", "GOLD" and "JUNO" were the responsibility of the British and Canadians.

For this double D. Day release King & Country are focusing on "SWORD" for the British Forces and "JUNO" for their Canadian "cousins". More than 25,000 British troops were assigned to the "SWORD"



Organised by K&C's now retired D. Day Beachmaster our new British infantry charge ashore from their landing craft under heavy enemy machine gun fire.

landing while 15,000 Canadian soldiers (with another 9,000 British in support) would assault the Germans at "JUNO".

SWORD BEACH was the farthest left of the three Anglo-Canadian beaches. Leading the initial assault there were the men of the British 3rd Infantry Division. Four years earlier, in June 1940, they had been one of the last British divisions to be evacuated from the beaches of Dunkirk. Now in June



obstacles which took their own deadly toll (almost 100 of the 306 landing craft taking part were sunk or seriously damaged).

As on SWORD the main objective after taking the small coastal towns was

As the British troops start to overcome the enemy so our Canadians do likewise against some very stiff opposition. JUNO BEACH saw the greatest level of fighting and dying after bloody "OMAHA" on June 6.

Official figures show how 1 in 19 men of the first wave became casualties. Almost as many as the 1 in 18 figures of OMAHA.

Among our Canadian releases are a "Command Set", a "Casualty

Taken on June 8th vehicles belong to 7th Armoured Division advance up from the landing beach.



1944 they were going to be one of the first Allied units to return to France.

Their mission on this particular morning was to move rapidly inland and join up with British paratrooper and glider troops holding the vital bridges over the Caen Canal and Orne River. After completing this task they were expected to carry on, move forward and capture the important road and rail network of CAEN... all within 24 hours!

MEANWHILE AT JUNO...

TO THE RIGHT of SWORD BEACH was "JUNO" the Canadians' responsibility. Here the Canadian 3rd Infantry Division was the first to be put ashore. The landing here proved almost as deadly as the one at "OMAHA". A strong German defence ensured a high casualty rate. A major cause of this was the enfilading fire from both sides of the beach and the many undersea

to move on inland to CAEN!

THE EARLY MORNING SCENE

K&C's double release paints an accurate and realistic picture of the almost chaotic scenes on both of these beaches.

Four sets of British Tommies fight their way off their LCA's (Landing Craft Assault) and onto the beach. Eleven dramatic figures battle their way forward taking casualties but making sure the enemy also pay a price.

The superb new polystone and metal LCA makes a welcome addition to any D. Day collection.

In addition to serving with the Royal Navy these same craft, with R.N. crews, helped transport some American Forces into battle on June 6.

Our model comes with a 2-man crew of a cox'n and a sitting Bren Gunner.

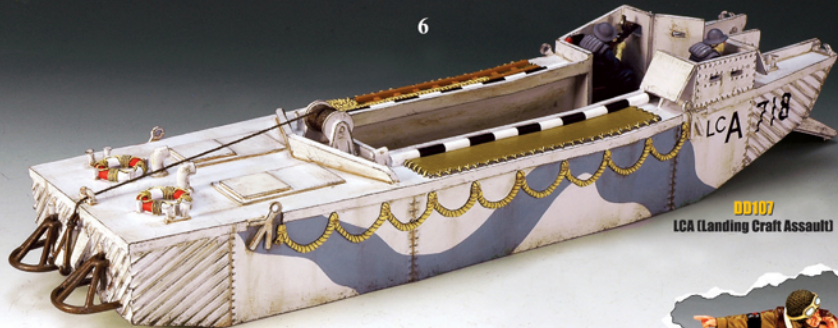
of War" figure plus a single grenadier, a lone bagpiper and an exciting little "attack" duo.

ARMOUR SUPPORT

In addition to our fighting infantry sets and figures we're also providing some much-needed "heavy metal" backup in the form of the new CROMWELL Mk IV tank.

Cromwells were the most numerous British-produced tank on D. Day (and up to the end of WW2). The K&C model though is from the Welsh Guards Regiment of





DD107
LCA (Landing Craft Assault)

the famous *Guards Armoured Division*. This division did not land in Normandy until *D. Day +11* but thereafter took part in some of the fiercest fighting in the dreaded "bocage" countryside of Normandy. K&C's Cromwell comes with 2 crew figures and a "removable" backpack of assorted supplies.

"SUPERB SINGLES"

Two single figures and one little road sign put the finishing touches to this special two-part *D. Day* release.

Among them is a Canadian Military Policeman frantically trying to show the way off the beach to our advancing infantry.

The other "single" is an individual "personality" piece... General (later Field Marshal) Bernard Law Montgomery better known as "Monty". Our miniature character study shows the *D. Day* ground forces commander as he appeared most often during the Normandy campaign and for long afterwards... Wearing his trade mark, double-badged beret, an old RAF leather flying jacket and very casual trousers "Monty" strikes a typical pose as he assess the tactical situation.

Finally there is a small accessory piece... a simple French road sign bearing the name "CAEN"... a destination and a place that would haunt British and Canadian soldiers for days and weeks to come...

THE STORY OF THE LCA THE FIRST LCA's (Landing Craft Assault) were already in service at the beginning of the Second World War.



British Tommies get directions from a friendly local near Gold Beach.

Among their first active service duties however was the evacuation of British troops at Dunkirk (*Operation Dynamo*).

LCA's saw action in every landing in Europe and with Commonwealth navies in the Far East (notably the RN, RAN and RNZN). Following the invasions of Normandy and southern France production ceased in Europe. Some production however, continued in the Far East, right up

until the end of the war there.

Sixteen LCA's would be carried on British Landing Ships Infantry (LCI's)

and could be swung out and lowered from davits on both sides these large, 7000-ton, landing vessels.

In Royal Navy service LCA's were normally manned by a crew of 2 from the Royal Navy Volunteer Reserve. Some were also crewed by Royal Marines.

U.S. USE

Although never operated directly by the US Navy or Coastguard there were many occasions in Europe where Royal Navy LCA's were used to transport U.S. Forces... most notably on *D. Day*.

On June 6, 1944 U.S. Army Rangers were transported on LCA's into *Pointe du Hoc*. Other

LCA's landed regular army and ranger

DD116 Dismounted Military Policeman



DD119



DD115



DD116 Cromwell Mk.IV Tank

battalions on both UTAH and OMAHA beaches.

DESIGN & CONSTRUCTION

The LCA was built of plywood and steel armour bolted on to protect vital areas and crew and occupants. Each LCA had a long central passenger section with seating for troops on both sides. This seated area was separated from the landing ramp by a pair of vertically-hinged steel doors.

Immediately behind the bulkhead were a steering position for the cox'n and a light machine gun position (usually a Lewis gun or a Bren gun). The wheel on the starboard side... the LMG on the port.

The LCA was designed originally for assault use by Commando units resting low in the water and capable of approaching a



beach almost silently.

Total production reached just over two thousand craft.

ON A PERSONAL NOTE...

During World War Two, Andy and Gordon Neilson's Dad was a young

Billy Neilson, age 18 just before he was called up for the Royal Navy, 1943

apprentice boat builder learning his craft in a small shipyard on the banks of the River Clyde near Glasgow.

"Most of the boats, Dad helped build", Andy remembers his father telling him, "were motor torpedo boats (MTB's) and Air Sea Rescue launches". In 1943 the yard received a large (for them) order for 50 of the new landing craft. Exactly the same kind of LCA's (Landing Craft Assault) that K&C has now produced.

Andy & Gordon's Dad, Billy Neilson, then just 17 years old, was one of the young apprentices put to work on this new order.

"Throughout Dad's apprenticeship", Andy continues, "his carpentry and wood working skills were always being inspected and



British and Canadian forces storm ashore at Normandy. Seen above a collection of K&C's fighting vehicles and landing craft. Look carefully and you can see the occasional Del Prado figure and an old King & Country prototype sample.

assessed by master boat builders... If they were satisfied with the quality of your work you could then move onto the next stage of your training". Andy & Gordon's Dad had been working for several weeks on one particular LCA which was to be inspected and his work quality assessed the morning after he had completed his task.

At that time, in 1943, the worst of the German Blitz on Britain was already over. Only the occasional "hit and run" raid by enemy bombers still posed any kind of threat... more of a nuisance really.

That night before the inspection one lone German Heinkel III (it was shot down later) dropped a stick of bombs across a small area next to the River Clyde. Most of the "stick" exploded harmlessly on

nearby empty fields and the river. One however landed fair and square on the small boat yard where young Billy Neilson worked.

"That one bomb", Andy was told by his Dad, "went through the roof of the fitting-out shed and demolished the LCA inside".

When Billy arrived for work early the next morning he was saddened to discover that his LCA had been smashed to smithereens by the German bomb... there was nothing

left to inspect or assess only what now looked like firewood!

"I was sick as a pig", Andy's father recalled later, "I had worked so bloody hard on that boat to get a good mark!"

Two days later, still angry, he volunteered for the Royal Navy...



Billy and some shipmates, 1945.



General J. E. B. Stuart
The Confederate Cavalier and
Robert E. Lee's most famous
Cavalry commander.



SINCE CONFLICT BEGAN the value of mounted warriors has never seriously been in doubt...

When Caesar's Legions marched through Gaul and conquered Britain his auxiliary cavalry ranged far and wide raiding enemy camps... reporting valuable intelligence... and harassing retreating enemies.

At the *Battle of Hastings*, in 1066, it was Duke William's Norman Knights who finally delivered the fatal blow to Harold's exhausted Saxons.

During the *English Civil War*, in the early stages, *Prince Rupert's Cavaliers* frequently routed the Parliamentary armies in encounter after encounter until... Cromwell's "*Ironsides*" appeared on the scene... disciplined... professional... and supremely well-led.

By the Napoleonic era cavalrymen of all shapes and sizes

WHAT PRICE GLORY?

realities of "real war" and hard campaigning soon brought many of the fantasists rapidly down to earth. Life in the cavalry was definitely "no bed of roses"...

Riding for many miles across vast stretches of the country... sleeping rough under the stars (in all weathers) and living on "hard tack and biscuit" was certainly no picnic!

On the march, most cavalry could cover some thirty-five miles in an eight-hour day without undue strain on either man or horse. On some great

major advantage...

Compared to the more industrialized Northern states the secessionist South was a much more agrarian society.

Many of the young volunteers who flocked to the rebel colours in 1861 were farm boys or "sons of the soil" to whom the horse was a useful and necessary part of their everyday working life.

In addition the South also possessed a considerable class of "landed gentry" who could provide both the funds and the officers to form new Cavalry regiments and squadrons.

Coupled with this large reservoir of fledgling cavalrymen there was a definite "bias" for the cavalry in the higher echelons of the Confederate leadership. Almost from the earliest stages of the great struggle the Southern Cavalry was handled and led with great dash and daring.

CAVALIER DREAMS...

CAVALRY REALITY!

From the thousands of young men who flocked to join these new volunteer cavalry regiments many had the notion... to become bold cavaliers!

Drawn perhaps by their imaginations of galloping horses, flashing sabres and... a smart uniform these same young men were soon to be sadly disillusioned.

The harsh and brutal

raids however, much longer marches were made. During the *Chambersburg Raid* of 1862, J.E.B. Stuart's command rode eighty miles in just twenty-seven hours and fought a battle at the end of it!

Confederate Cavalry especially liked to travel light and live off the land. Pack animals and a wagon train would only slow them down. This meant that each officer and trooper would take only what he

—Dragoons, Cuirassiers, Lancers and Hussars in all their colourful finery were among the elite of the army.

In Napoleon's time they were his "eyes and ears"... they were his "shock-troops" and they provided a fast-moving, mobile force that he could wield almost anywhere on the battlefield.

By the outbreak of the *American Civil War* in 1861 Cavalry was seen as an essential part of any military forces raised to fight in the ensuing conflict.

And it was in the *Volunteer Cavalry* regiments then being raised that initially gave the South the



could carry in his saddle bags or rolled up in his blanket and bedroll.

BOOTS & SADDLES

King & Country's American Civil War release focuses on a small group of Confederate cavalry as they prepare to take part in a "light cavalry skirmish". Like most soldiers of the Confederacy their uniform is a mix of regulation and non-regulation items. In fact these eight cavalry figures are more "regulation" than most rebel horsemen... at least all wear the confederate gray "shell-jackets". Their headgear however displays a lot more variety and personal preference. Although they are all well-armed... usually with a sabre, pistol and carbine.

CW049
Battlefield Surgeon



In this release some Federal mounted troops have appeared unexpectedly... As our officer musters his men, the bugler sounds "Mount-Up!"

Nearby the troop sergeant bellows orders as two of his men open fire on the enemy... from the saddle. The company flag-bearer also watches the action as two of his comrades prepare to mount their horses. The skirmish is about to begin...

CASUALTIES OF WAR

BATTLES, whether big or small, usually come at a cost... And this

CW048
Helping A Friend



CW057
Jackson & Longstreet



CW051
Lee & Stuart

light cavalry skirmish is no different.

In addition to the previous eight Confederate mounted figures K&C has an additional three other cavalry-related sets...

Each of these three little vignettes illustrates a different "after-the-battle" scenario. The first shows a Confederate Medical Officer tending a

and Longstreet look on Stuart salutes General Lee and makes his report.

Providing the perfect backdrop to this scene are two other new K&C releases... a large officer's tent and a three-piece set of camp furniture suitable for Lee himself. A table holding the General's hat, pistol and binoculars is accompanied by his

CW050
Lee's Belongings



wounded trooper who is propped up against his dead horse.

Another portrays a dismounted trooper leaning down to check whether his sergeant is alive or dead. The sergeant's horse stands forlornly next to him.

Our final vignette has a seriously wounded officer being carried from the field to the nearest aid station by two of his men.

COMMAND DECISION

Completing this special batch of K&C Confederates is a superb set of four senior officers... Robert E. Lee, General James Longstreet, General Thomas "Stonewall" Jackson and appropriately, Cavalry General, J.E.B. Stuart.

As Jackson

campaign chest and bed complete with an extra uniform jacket laid out upon it.

CW050
Carried Off



Three King & Country prototypes...
The Bedford OYD 3-ton 4 X 2 General Service
truck, the Humber F.W.D. 4 X 4 Heavy Utility
and the Austin 10 hp 4 X 2 light utility vehicle.
At this time only the Bedford has gone into
full production.



Lost In The Desert

It's well-known that K&C's co-founder and creative director Andy C. Neilson has a special "soft spot" for the war that raged in the Western Desert between 1940-1943.

Here, for the first time, is a "behind-the-scenes" look at a few of the prototype ideas and designs that K&C's Head Office Design Studio in Hong Kong produced for evaluation but never put in to full production for the "Desert War" ranges featuring Rommel's Afrika Korps and Montgomery's Eighth Army.

DESERT TRANSPORT

Half-buried in the shifting sands of K&C's Head Office are these three great looking British vehicles.

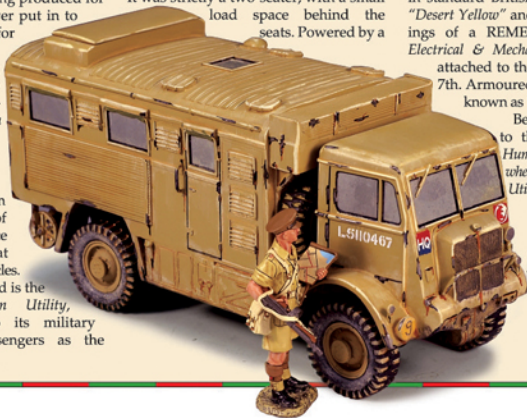
In the foreground is the ubiquitous Austin Utility, better known to its military drivers and passengers as the

"Tilly". Based on the popular 1939 Austin Eight this little vehicle, with a few military changes provided valuable wartime service between 1939 and 1945. It was strictly a two-seater, with a small load space behind the seats. Powered by a

a 10 Horse Power engine this light utility was widely used by the British Army and the R.A.F. Smaller numbers could also be found distributed to the Royal Navy.

K&C's sample model is in 1:30 scale and has the old solid cab-style driving compartment. It's painted in standard British camouflage of "Desert Yellow" and is in the markings of a REME vehicle (Royal Electrical & Mechanical Engineers) attached to the famous British 7th. Armoured Division better known as "The Desert Rats".

Behind our "Tilly", to the right, is the Humber FWD (four wheel drive) 4x4 Heavy Utility affectionately



The Bedford QLR 3-ton 4 X 4 Wireless truck in the markings of a Head Quarters vehicle of an Artillery regiment of the 7th Armoured Division.

Never produced...
A Pak 40 anti-tank gun
in Afrika Korps colours.



known as "The Box".

These sturdy-looking vehicles were in high demand by General Staff Officers everywhere and could be fitted with a sliding roof and even a special canvas attachment that, when extended, could form a tent... perfect for impromptu staff briefings!

The interior of the vehicle was usefully fitted-out with map-tables, roof lamps, parcel nets and even folding chairs, reading lamps and... black-out equipment.

These highly adaptable and useful wartime vehicles provided the inspiration for what was to

become the world-famous, post-war "Land-Rover" family of military-style four-wheel drives.

The third model shown in the photo is the "classic" Bedford OYD 3-ton General Service truck. Over 250,000 of these particular "3-tonners" were built and they were supplied, in addition to the British Forces, to virtually every Empire and Commonwealth army as well.

This particular prototype actually did eventually go into full production... not as a "Desert" 3 tonner but in the style and markings of an early-war Bedford OYD in the "Fields of Battle" series.

Our final British vehicle in the first part of this article is another 3-tonner... The Bedford QLR 4x4 Wireless Truck. The photo shows a typical "house-type" body behind the driver's cab. Inside here would be a regimental or battalion Signals Officer with his team of signallers in contact with Brigade



A repainted Normandy German Infantry Soldier in a very suspicious Afrika Korps colour scheme!!!

Somewhere in North Africa...

Four original K&C test vehicles, a repainted 231, 8 wheel armoured car in AK markings. Alongside a converted Michael Wittman Tiger and very early Panzer IV.

At the front, the original 222 light armoured car prototype which was later resculpted and went into full production.



*Desert Oasis, July 1942...
Some of our 8th Army soldiers and a bunch
of K&C prototype vehicles plus a few Dept. 56 palm trees
make for pleasing little desert diorama.*



and Divisional headquarters and relaying orders directly forward to company and platoon level.

Our K&C model has the very recognizable "squashed-nose" QL front and high ground-clearance. Like all of the first three British "Desert" vehicles it has the solid cab. When these were first produced, several years ago, all of us at K&C had still to discover exactly how to make a model fighting vehicle with a hollow cab... real windows and full interior detail!

Now we know how to and we're taking a closer look again at some of these great looking models.

NOT ONLY VEHICLES...

At the same time we were experimenting with vehicles we also tried out a few "Desertised" versions of some existing figures and their equipment.

More than a few years ago one of K&C's top sellers was the German Pak 40 Anti-Tank Gun. Our original model was designed for the Normandy '44 series and

came camouflaged (along with its crew) in northern European Theatre style. What, we asked ourselves one day, might this little set look like if "dressed-up" for desert warfare?

Well now you can see for yourself. All of us liked the idea but by the time we had it ready our sculptors had changed and the new guys were much better than the original ones. So, once more, we placed our samples over to one side and went onto something else...

ACHTUNG PANZER!

As you know K&C has (and still does) produced dozens of different fighting vehicles every year. A vital part of the production work is for each factory to provide several "blank castings" for their master-painters to paint up for their

own artists to copy.

Each factory normally supplies us with 3 or 4 "blank castings". One is assembled and then beautifully painted by one of our 3 master-painters. That means there's always a few extra "blanks" still floating around the painting studio.

These "blanks" never go to waste... they provide the perfect "blank-canvas" to try out other paint schemes and "variations on a theme"... In this particular case... *The Desert War.*

In our "Oasis" picture you can see three "variations" and one prototype.

Let's begin with the SdKfz 222 Armoured Car... This little four-wheeled reconnaissance vehicle was eventually completely remodelled (and improved) by our new sculpting team and was originally launched in 2002.

If you have one of these models compare your own vehicle with this earlier unreleased version.

Can you spot the differences?

*Not made by King & County...
An all-metal 222 Armoured car
converted from a cigarette
lighter by Bill Connolly of
Pasadena,
California
USA*



*Andy bought this little
model at the West Coast show
many years ago... The figure is
old K&C one.*

4 WHEELS GOOD... 8 WHEELS BETTER

Just behind our 222 is the much bigger and heavier *Sd. Kfz.231*.

As most of you know King & Country had already released a "231" back in the late 1990's... an early-war field gray one. Let's see, we thought, what it might look like as part of Rommel's Afrika Korps.

Actually we thought, it looked pretty good... why we didn't actually produce it remains a mystery... not only lost in time but also still lost in the desert!

Opposite these two armoured cars are two of our other "Desert" prototypes that really did go into full development...

First, the *Panzer IV*—Our Afrika Korps version is a repaint of one of K&C's oldest polystone fighting vehicles. In truth, it's under scale... *seriously so*. But we did want to see what an AK one might look like. A few years later we produced a much-better, long-barrel Afrika Korps Panzer IV and, in 2008, another short-barrel version. If you have the newest Mk IV you can clearly see the huge difference... *in size and quality*.

TIGER! TIGER!

Finally we come to many K&C collector's favourite German tank... the *Pz. Kpfw. VI* better known simply as... "The TIGER".

The painted sample in the photo is actually a mid/late war production model of this famous vehicle. We utilized a spare "blank-casting" of our own "Michael Wittman's Last Tiger" (WS043). This Wittman model was itself one of K&C's most popular-ever tank releases. 2000 of the "Wittman" were sold plus another 999 of the special "Strictly Limited" winter version (complete with a new 5-man crew).

Once we painted up our "blank" and "desertised" it everyone agreed it looked great! However all of us at K&C were concerned with two major problems...

Firstly it was a mid/late war Tiger—it really should be an early war "Ausf H" one... just like those that actually fought in north Africa.

Also we had discovered that our "Wittman" Tiger was a wee bit under-scale... closer to 1:32 scale than 1:30. So, it was decided again to go

So, come along with us next time we head off into the desert... You never know what you might discover!

"A Damned Good Read..."

ANYONE even remotely interested in the War in the Desert during WWII should read "A GOOD CLEAN FIGHT"

It's about three groups of men who converge for a final battle in the Western Desert in 1942. An SAS patrol travels across the Sahara to attack a German airbase hundreds of miles behind the lines; a German intelligence officer, with a personal grudge to settle plans



A repainted diacast American Roadster bought in a Hong Kong street market... Now carrying some old K&C Afrika Korps figures.

back to the drawing boards and produce a brand-new totally accurate 1:30 scale monster.

And that is exactly what we did in December 2007 producing an exclusive, "Strictly Limited" sold-out run of 1,250 "Desert Tigers".

Here at King & Country very little, if anything, is ever discarded or wasted... Researching, developing and, sometimes, producing model/prototypes often takes us in surprising directions we never thought a particular subject, figure or vehicle would go. That's why we constantly enjoy altering and adapting our own designs and ideas... all the time.

to play the SAS at their own game.

Meanwhile an RAF squadron are in action committed to suicidal ground-attack missions so their commander can keep his job!

Superbly researched and written by Derek Robinson this novel contains a healthy mix of black humour... interesting facts and... the harsh reality of the war in the desert. Seek it out!



This hand-carved wooden Sherman Tank was originally made in Vietnam in the early 1990's.

It was a copy of an even earlier wooden Sherman that K&C had made in China.