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1:148 SCALE FORD TRANSIT CONNECT

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#### Volvo FL Emergency One Pump Ladder -West Yorkshire Fire & Rescue Service

Brand new tooling introduces one of the latest fire appliances to hit the UK's miniature emergency scene with this Volvo FL Emergency One Pump Ladder vehicle. Our new 1:76 scale model is registered YJ67 UWW and represents the real life Pump Ladder as used by West Yorkshire Fire & Rescue Services.

Emergency One (UK) Limited is based in Cumnock in Scotland, founded in 1989 by Frank Morran, the company has expanded into new premises and under new management, following a management buyout by William Burns, Mike Madsen and Robert Wells, all part of the original team. The company now boasts to be the UK's leading manufacturer of fire and rescue vehicles.

The Volvo FL is built to take a 6 person crew in the extended crew cab. The appliance features a Volvo Euro-6 compliant D8K280, 280 hp engine with maximum torque of 1700 rpm. Transmission is fully automatic with integral hydraulic retarder, an electronic braking system, ABS, Anti slip regulation (ASR), stability control, 5.8 tonne capacity front axle with a full air suspension 19.8 tonne drive axle with locking differential (diff lock). A final

safety feature to combat attack - a growing sign of the times - is anti-bandit glass to the windows.

West Yorkshire Fire & Rescue Service is the county-wide statutory emergency Fire & Rescue Service of the metropolitan county of West Yorkshire, set up in 1974. It represents the fourth biggest authority of its type in England, with 40 stations, 47 engines and a staff complement of over 950 people.

Absorbing all this information, let's look at this superb new 1:76 replica, which is decorated in red, sitting on a black chassis and with a matt grey rear roof. The side shutters are masked silver with further yellow masking to the sides and rear. The extensive roof ladders are silver, as are the ladder supports at the back, the right side lower tank cover and the side steps. The cab interior is completely black, with a black finish applied to the exterior mirrors, window frames, mudguards, sun visor and wheel centres. A fine detail on the pillar behind the crew cab window shows the West Yorkshire Fire & Rescue badge - a white Tudor rose set in a blue and gold shield, all within a silver star. Proudly worn in both miniature and real-life!



New tooling fills an important gap in Oxford's Land Rover Discovery timeline with this 1:76 scale model of the Discovery Series II, manufactured at the Solihull plant between 1998 and 2004. It had been enhanced to look less utilitarian than its predecessor, the Series I, both inside and out. The extended rear provided more cargo space and the interior seating was now all forward facing. The Discovery Series II was the last Land Rover product to use an evolution of the original 1970 Range Rover underpinnings with its extended 185" long body sitting on a short 100" wheelbase. The series came with a 4-speed automatic or 5-speed automatic transmission. Engine size options comprised the 4.0L Rover V8 (petrol), 4.6L Rover V8 (petrol or the 2.5L Td5 15 (diesel) which is the subject of our model. The Td5 in-line direct-injected straight-five engine was an electronically managed engine

**Metallic Epsom Green** 

proving smoother at lower revs than its predecessors, having been developed by Land Rover from the Rover L series car engine.

The Oxford model is registered GK54 PWZ from the very last months of production in 2004, before being superseded by the Series 3. From 2002, some 'facelift' features had been introduced including newly styled headlamps, newly designed brake lights on the rear, as well as indicators being moved higher up the vehicle from their previous bumper position. Smartly decorated in a deep metallic green, the interior and exterior trim is finished almost completely in black. Authentic silver 'alloy' wheels, the Land Rover badge on the rear door with the Land Rover Discovery Td5 designation printed in silver and black round off the vehicle.

Slot this latest addition in between the Series 1, 3, 4 and 5 models already in your Oxford Land Rover Discovery line-up.





Riley Elf MkIII -Cumberland Green/Old English White

Our smart Riley Elf MkIII makes its third appearance registered UAX 85G from 1968, the year in which Riley was merged into British Leyland Motors. It would only take another year before the Riley production ended and the name disappeared.

Decorated in a muted green body with off-white roof, the interior and seating are finished in pale grey with a tan dashboard. Exterior chrome trim is applied to bumpers, door handles, light surrounds and hub caps. The distinctive radiator grille is also chrome and carries the blue diamond shaped Riley badge in the top centre. The badge appears again in the centre of the boot above the black and silver number plate.



After the cream launch model and then a red version, our latest release appears in probably the most recognised Renault 4 colour scheme - mid blue, dating from 1967 and registered PXD 924F.

An iconic car from the 1960s era, the Renault 4 was very versatile, being produced in a variety of formats. With a top speed of 65 mph, you could choose from either a 3-speed or 4-speed gearbox. It was popular not only as

a small family car with four doors but also as a van, an estate and a pick-up.

Against the exterior body colour of our model, the pale grey interior and seating is an effective contrast, as is the silver trim to the exterior headlights, wheel hubs, door handles and bumpers.

In real life, the indomitable Renault 4 went on in production right into the 1990s and still running around today! Quite a car.



#### BMC Mobile Unit - Coca Cola

The Oxford series of Coca Cola models takes a new direction this time, in the shape of the BMC Mobile Unit. Registered 001 OLA, the 1:76 scale model is brightly decorated in Coke's signature red and white colour scheme with bright yellow wheels. The roof is masked white while the interior features red seating to the rear and black towards the front. Coca Cola graphics appear in red along the sides of the vehicle as well as an invitation to 'Enjoy that Refreshing New Feeling' along the skirt. Lots of chrome to window surrounds, radiator

grille and windscreen wipers accentuate the bold livery. In real life, BMC's Mobile Unit was a transporter commissioned by Nuffield Exports in 1958 when Marshall Motor Bodies in Cambridge built six of them, all built on Nuffield 5-ton FFK 140 coach chassis. The vehicles were constructed essentially for internal use - from mobile classrooms for training purposes to a support vehicle for their racing/rallying stable. The interior could be fitted out according to the role. Collectors have been treated to a number of these already in this series.



#### Scooter & Sidecar - Orange

Epitomising the 1960s, the scooter was the favoured nippy alternative to the car for the young moderns of the day. With a high backed pillion seat behind the driver, it was quite a comfortable ride and cheaper to buy - until the price of cars came within the reach of the younger or less-well off motorist.

Now additional tooling introduces the sidecar version, making room for a second passenger alongside the main body. The sidecar, with a supporting axle and extra wheel complete with mudguard and indicator, has its own headlight fixed to the front of the body.

Registered 525 UXE, the model is decorated in bright orange, the front guard is also orange, the wheels are silver with white surrounds and the whole scooter is rounded off with chrome detailing. The pillion and

sidecar passenger seats are moulded in black. The handle bars and brakes are also finished in chrome.

Morris J Ice Cream Van -Walls Ice Cream



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Morris J Ice Cream Van - Walls Ice Cream

If it's Spring, it must be time for an ice cream although I have yet to hear the chimes round my street! And this superb little Morris J Van is a reminder of the excitement of the arrival of that familiar pale yellow and pale blue van where we could line up with our pennies for a delicious Wall's Ice Cream. And yet, Mr Richard Wall did not start with ice cream. He opened a butcher's stall in St James' Market in London in 1786. The ice cream business was started by his grandson Thomas Wall II who found an opening just before the First World War when demand for their meat, pies and sausages was declining. Wall's was taken over in 1922 by Lever Brothers, subsequently Unilever who still own the business today, having added several ice cream brands to their portfolio.

The Morris J Van was a favourite vehicle for ice cream vendors because of its versatility and style. Launched in 1949 as a 10 cwt van, it was made by Morris Commercial at their Oxford plant. It featured forward control with sliding doors on each side and appeared in both right and left hand drive options. The chassis was passed to many bodybuilders who adapted it for varied uses. The J van stayed in production until 1961. Here, our Wall's Ice Cream Van is registered VME 585 and features the original Wall's graphics printed in dark blue on the pale yellow bodywork. The wings, front, mudguards and bumpers are masked pale blue, while the chrome wheels have yellow surrounds matching the body. Note too, the sliding side window effect, the split windscreen and the pear shaped radiator grille.



#### Scania Pump Ladder CP28 -South Wales Fire & Rescue

The 1:76 scale Scania Pump Ladder CP28 makes its latest regional appearance as used by the South Wales Fire & Rescue Service, registered CN61 AVY. The CP28 was built in conjunction with John Dennis Coachbuilders, to accommodate a 6-person crew and comes with right hand drive.

The cab is decorated in the traditional bright red and yellow while the rear body is silver with red and yellow chequered masking below the silver extendable roof. The top edge of the rear body features the bi-lingual

De Cymru South Wales signage in black on yellow with the Fire Service badge comprising a red dragon on a silver background printed on the door pillars of the cab. Additional detail includes an orange roof beacon, a blue and white light bar with red FIRE lettering above the cab windscreen and a red and white mast lamp on the passenger side. The John Dennis Coachbuilders badge also features in blue beneath the rear number plate. With lots of authentic detail on a great model, add this to your widening geographical spread of Oxford fire service vehicles of the modern era.



Austin Champ - Royal Military Police, Berlin 1954-5 The Austin Champ was the British Army's answer to the famous US Army's Willys MB leep, and was manufactured between 1951 and 1956 as both a military vehicle and subsequently made for civilian use as well. Our Austin Champ makes its third appearance as deployed in Berlin with the RMP in 1954-5, less than a decade into the Cold War between Russia and the Western Allies. Berlin was a divided city having been carved up into areas under Russian control and the remainder patrolled and regulated by the Western Allies. Dressed completely in black, our open topped Austin Champ has the beige hood rolled down across the back, grey seating and an otherwise black interior, including the instrument panel. It is registered 47 BE 29 with right

hand drive and features a Union Flag on the front

nearside bumper below a Berlin badge printed red and

Austin Champ - Royal
Military Police, Berlin 1954-5
MEW
Add Austin
Ses the back, black on a white ground. The offside front bumper has a

black on a white ground. The offside front bumper has a number 4 black on yellow bridge plate. The Military Police identity is printed in red on a white ground on the front of the bonnet and again to the left of the spare wheel to the rear.



Our Bedford RL warhorse, which Bedford manufactured from the mid 1950s to the early 1970s, makes its third appearance as a military vehicle, deployed with the legendary Parachute Regiment. Dressed in deep green with a green-grey roof and mid green canvas sides, the vehicle sits on a black chassis with black interior and deep green wheels. The lettering on the sides is in white and includes the famous Paras badge - the Pegasus wings with a fully extended parachute in the middle.

Their slogan, 'Spearhead of the Infantry', printed in white along both sides of the RL body, encapsulates the Regiment's role perfectly. Our model carries a military registration plate 19 FG 62. Note too, for this release, the addition of a roof hatch and side boards.

The Parachute Regiment was formed in 1941 on the recommendation of Winston Churchill. It has been and continues to be at the forefront of key British Army operations, putting into practice their regimental motto 'Ready for Anything'.



Enter another great livery on the Scammell Showtrac, which has been a favourite hard-working vehicle for circus and fairground operators for generations.

John and Anna Carter founded the Carters Steam Fair in 1977 and promoted the Fair as the world's most beautiful authentic vintage funfair. All the rides were lovingly restored and maintained by the family at their Maidenhead base and comprised a wealth of fairground favourites from the 1870s right up until the 1960s. The Steam Fair was also accompanied by equally vintage fairground living quarters as well as historic heavy duty lorries, including the Scammell Showtrac. John sadly died in 2000 but a second generation of the Carter family took over the management right up until 2022 when it made its final UK tour.

Representing one of these heavy duty fairground vehicles is our highly decorated Scammell Showtrac. It appears with a bright red upper and black lower body, heavily masked in dark red with a mass of gold lettering and gold coach lines with the remaining trim finished mostly in black, including the vehicle interior. The John Carter and Sons Maidenhead lettering is also printed on both the cab doors. The distinctive Scammell radiator grille is black/red with a silver surround with the registration plate HTO 221 positioned on the bottom edge. A finishing touch sees the addition of a centrally placed orange roof beacon towards the back of the cab. Our 1:76 scale Showtrac model is a fitting tribute to the Carters Steam Fair, which gave so much pleasure to fairground lovers young and old for so many years.



### OXFORD 1:43 SCALE



Followers of Oxford's 1:76 scale Land Rover series have already been treated to this exact same livery on the Series III Land Rover with Hard Top, so we are pleased to bring it to 1:43 scale enthusiasts, who can enjoy the finite detail even more.

Registered SLA 215L and decorated in the signature Bronze Green colour scheme, the cream hard back upper section is also echoed in the cream wheel hubs. The heavy rear door hinges, fuel filler cap, window surrounds and the radiator grille are all picked out in

Land Rover introduced their Series III short wheel base vehicle in 1971 and it continued in production until 1985. It proved to be the most popular of all the Series vehicles with an incredible 440,000 coming off Land Rover's production line. The variant chosen here at Oxford is the 2-door version but there was also a 4-door off-roader or a 2-door pickup. The improved spec of the Series III included a plastic grille with the headlights now situated on the wings. The 4-speed manual gearbox had a selectable 4-wheel drive option and you could even choose whether you wanted diesel or petrol. What more



## **OXFORD N SCALE**



#### Ford Transit Connect - Royal Mail

The Ford Transit Connect is already well established in the Oxford 1:76 series of small commercials and it is the latest in a long line of the brand immortalised in miniature here at Oxford Diecast. Now it makes its debut into the 1:148 range with a wealth of liveries to look forward to, we're sure. First off is the all-time favourite Royal Mail van, which appears here in exactly the same format as it did in the larger scale.

The Ford Motor Company boasts that every Transit is built for purpose and the smaller Ford Transit Connect is no exception with a large cargo capability lending itself to all sorts of commercial van users. Shaped by Ford kinetic design, the van has improved aerodynamics for greater fuel efficiency and high-tech lights for greater visibility. Component parts have also been designed for easy

service and replacement and for these reasons, the Royal Mail has found the Connect an integral part of their delivery fleet.

NEW

Looking at the detail, our model is registered LD06 USX and painted in the signature Post Office red. The interior, chassis, window surrounds, grilles, bumpers, side trim, door handles and wheels are all black. The Royal Mail insignia appears on both sides and the cab doors of the van, as well as across the back. A modern touch sees the Royal Mail website address under the ER printing on the cab doors, also featuring across the back doors along with the 08457 telephone number. Of course, the next change in real-life Royal Mail vehicles for the future will see the King Charles III cipher. And we'll be ready!



### OXFORD AMERICAN 1:87 SCALE



#### 1949 Mercury Monarch - Florida Highway Patrol

Our Oxford replica of the Mercury 2-door coupé is another in the series of American cars from the post-war era and into the 1950s. It certainly looks solid, if a little bulbous and very much fit for purpose in its latest role as used by the Florida Highway Patrol in 1949.

The black and white dual colour scheme is offset by the contrasting wealth of chrome and silver applied to the windscreen surround, rear windows, a silver stripe along the sides of the body, as well as the Mercury badges on the front and rear of the car. The Mercury name is also printed above the rear wheel arch and an additional

tooling modification sees a red and silver spotlight fixed to the front of the roof above the split windscreen. Florida Highway Patrol is printed in red along the front edge of the roof and again in orange under the rear window. Another similar spotlight features on the front wing. The wheels themselves are silver while the interior is off white with a black steering wheel. The doors carry the Florida Highway Patrol badge in orange and black. The Police Patrol car is registered in Florida, the Sunshine State, as 8w 65.

This 1:87 scale model will be of interest to both collectors of Oxford's American series of models and also those specializing in worldwide Police cars.



#### AUTO REVIEW BOOKS £5.95

AR189 Commercial Vehicle Album: Here we tell the stories of some companies which made minor contributions to British commercial vehicle history. Some manufacturers described here have been mentioned in other Auto Review publications, but we give a fuller description in these pages. Some stories begin before 1900, but very few continue after 1939, by which time a relatively small number of larger manufacturers had survived. Early commercial vehicle chassis were offered for either goods or passenger-carrying bodywork. This publication describes lesser-known manufacturers, including Adams-Hewitt, Armstrong Whitworth, Alldays & Enfield, Burford, FWD & Hardy, CWS-Bell, Fowler, Kerr-Stuart, Garford-Gilford-HSG, Garner, Garret, Hallford, Lister, Greenbat, Milnes-Daimler, McCurd, Pagefield, Ensign, Peerless,

GV, Latil, Ryknield, Palladium, Ransomes,: Shefflex, Union, Yorkshire and Stoneleigh.

**AR190 Chrysler Album:** Here we have three Chrysler stories: the life of Walter P Chrysler, the Chrysler car brand he created and the Chrysler Corporation, which grew to become the third-largest US auto maker.

After a highly successful career in railroad engineering and at Buick, Walter P Chrysler went on to be an automotive industry troubleshooter, rescuing failing companies. More marques were added, in a structure similar to the successful General Motors grouping, where each brand targeted a different market sector. From a firm foothold in the American big three auto makers, Chrysler lost its way, and lost market share. It fell into foreign ownership, first to Daimler-Benz of Germany, then to Fiat of Italy. In 2021 Fiat Chrysler Automobiles and PSA Group Chrysler etc. In page 1 to create a new international conglomerate. Stellantis



