

Issue 25 I

UK & EIRE 2 Guineas (2.10) USA \$5.00



Ford Cortina MkII Crayford Convertible -Blue Mink, Roof Down

We launched our 1:43 scale model of the UK's best-selling car of its era in Issue 250, comprising the Ford Cortina MkII which had the additional sporty modifications, the speciality of Crayford Engineering. The model with the suffix A gave a clue that it was to be one of a pair and was introduced in a pale blue colour scheme and pale cream roof in the closed position. Now we are delighted to introduce the B version which makes a sleek, elegant entrance with its hood in the folded down position in the same colour scheme as before. It also comes with the same registration plate SOO 661D from 1966, the first year of its Ford debut. As well as the pale blue body and contrasting cream hood, the 2-door model features

black interior seating, black floor, dashboard and controls, which are all shown off to great advantage with the hood down. Note especially the highly detailed dashboard dials and the sporty three spoked steering wheel.

Externally, the car features silver trim and two extra fine details - the highly decorative wheel centre caps and the red GT badge positioned behind the rear wheel arches. Crayford Engineering was a car coachbuilder based in Kent and was formed in 1962 by engineer and designer Jeffrey Smith and sales expert David McMullan. The company specialised in taking desirable and usually prestige cars of the era and converting them from the original into estates and convertibles. The Cortina MkII

convertible but in very small numbers, so they are very

was one such car that Crayford introduced as a





collectable today.



OXFORD

I hope you all had a lovely Christmas and New Year. I am sure it was quite different for many of us, but I hope you all did your best to make the most of it, while staying safe.

January is usually a remarkably busy period after I return from a relaxing Christmas. We are usually gearing up for the Trade Shows in London and Nuremberg. We make our announcements for the first period of the year for Oxford Diecast and Oxford Rail. We then take this information and promote it along with other previously announced items to our worldwide retailers and wholesalers who visit the shows. I usually return from the shows with a buzz of excitement after having strengthened working relationships with customers and licensing agencies. It is an opportunity to discuss what we have coming and potential opportunities for the future.

Instead of dwelling on what could be, we are working behind the scenes on other projects which we are confident will improve Oxford Diecast as a company. We also continue to develop products and tooling for some exciting releases over the course of 2021.

Due to Covid-19, we, as well as many other companies are now facing the knock-on effects. There are huge delays in the ports and significant increase in costs to import goods. We made the decision before Christmas to not make any rushed decisions, but we still await better news.

This Globe will contain mainly the announcements for Release I 2021. We have some limited items available for release as well as lots of information on some exciting new tooling.



OXFORD 1:76 SCALE



Thornycroft Nubian - Glasgow

Oxford's 1:76 scale Thornycroft Nubian Major in real life had a regular presence at many regional airports from the mid 1960s onwards.

For its sixth deployment, our Thornycroft Nubian Major is stationed at Glasgow Airport in a red and yellow colour scheme, registered PUS 270M from 1973/74.

The bodywork is red with a red cab, yellow cab door and yellow masked side panel, red cab roof and two tone grey rear roof. The interior seating and steering wheel are black while the dashboard is moulded in dark grey. The external and intricately detailed apparatus includes silver ladders and water cannon, red water cannon covers and white hose reels. In addition, two blue beacons and

an orange beacon are positioned on the front of the roof above the windscreen. Note the red roll up shutter doors to the sides and rear of the vehicle and the two rear ladders giving access to the roof, which are also painted red.

Transport Equipment Ltd's Thornycroft Nubian Major was first introduced in 1966 as a high performance crash tender chassis carrying increased loads of foam and water supplies delivered by the roof mounted monitor and separate hand lines. Powered by a Cummings V-8 diesel engine the 18 ton vehicle could exceed a speed of 60 m.p.h. Carmichael's 'Jetranger' was quickly adapted by many airport and military authorities worldwide with several fire engineering firms producing airport fire engines on the chassis.

76F8003 1:76



OXFORD 1:76 SCALE



The enduring Ford Transit has been coming off productions lines all over the world since 1965. Statistically it is the third best selling light commercial van of all time, clocking over 8 million vehicles across four Mks and several upgrades and makeovers. Overall production of the Ford Transit Mk1 lasted for 20 years, until it was replaced by the second generation all-new VE6 platform in 1986.

The Ford Transit MkI which makes its latest appearance in Oxford's 1:76 scale is a utility van as used by the RAC, registered EED 464L from 1972-1973. Featuring two cab doors, a sliding side door and two rear doors, it is

decorated in the muted azure blue and white which became the roadside rescue organisation's signature colour scheme for many years. The sides feature a white band along the waist and a white panel highlighting the RAC Service role. The rear door, also masked in white, carry the same blue and red RAC Service lettering, complete with Crown, denoting its Royal Automobile Club status.

Additional trim is finished in black and chrome; the interior is black; and a final detail is the addition of an orange roof beacon with RAC lettering in the centre of the roof. It's a great little model to add to your Road Rescue timeline.



Once again it is time to update you with our development plans

	New additions to our re	ease programme include:
1:87	Oxford Automobile	
87CN57007	1957 Chevrolet Nomad - Colonial Cream/Onyx Black Q2/2021	
87CP65007	1965 Chevrolet Stepside Pick Up - Ye Q3/2021	low
87DC68004	1968 Dodge Charger - Yellow/Black Q2/2021	E CONTROL
87DD69004	1969 Dodge Charger Daytona - Brigh	t Blue
87DP57004	1957 Dodge D100 Sweptside Pick Up Omaha Orange/Jewel Black 03/2021	
87DS46004	1946-1948 DeSoto Suburban - Butterfly Blue/Crystal Gray Q2/2021	
87LC41006	1941 Lincoln Continental - Black/Tan Q2/2021	
87ME49009	1949 Mercury Coupe Hot Rod Q2/2021	
1:76	Oxford Haulage	Wm. ARMSTRONG Congtown, LTI Refrigerated Transport
76\$143005	Scania 143 40ft Fridge Trailer - William Armstrong Q2/2021	TEL: 01228 791242 FAX: 01228 7
1:76	Oxford Commercials	Stol Stol
76SET73	Stobart Group 5 Piece Van Set Q2/2021	000000
76MSV003	Mercedes Sprinter Van - Royal Mail Q2/2021	M.MANZE EEL & PIE HOUSE ~ PIECKHAM
76TR018	Mobile Trailer - M. Manze Jellied Eels Q2/2021	June of Selb Hot or sellied to take home



1:76	Oxford Showtime
76APROO3	Aveling & Porter Road Roller 11496 Cumbria Lady Q2/2021
76EC004	Gerry Cottles Circus ERF EC Box Trailer Q2/2021 GERRY GERRY
1:76	Coca Cola
76AK018CC	Austin K8 Threeway Van Coca Cola Q2/2021 CCCCTA CCC
76BMC005CC	BMC Mobile Unit Coca Cola Q2/2021 There's no thing like a contact of the contac
1:76	Oxford Construction
76ACD002	Scammell LD55 Dumper Truck NCB 04/2021
76ACM002	Yellow/Black AEC 690 Concrete Mixer Q4/2021
76LTM001	Liebherr LTMI350 Crane Q4/2021
1:76	Oxford Agriculture
76FCR003	Fowler B5 Crane 8920 The Great North 12/2021
1:76	Oxford Emergency
76CUS003	Ford Transit Custom RAC 02/2021
76MV034	Mini Van - West Mercia Police (Panda) Q2/2021
)FO	
1:76	Oxford Omnibus
76AMT001	Alexander M Type Scottish Q4/2021
76IR6006	Irizar i6 City Link Air 02/2021
Oxford Die TEL: 0	ecast, PO Box 636, Southampton SOI4 0TJ 12380 248850 www.oxforddiecast.co.uk



OXFORD NEW TOOLING



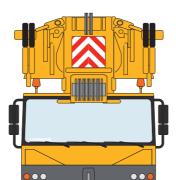
Liebherr LTM1350 Crane

Brand new tooling in 2021 introduces a real heavyweight into the Oxford series of Construction vehicles in the shape of the Liebherr 1350 6.1 mobile crane. Our 1:76 scale crane is a replica of the 6-axle behemoth that can carry a maximum load of 350 tonnes, has a telescopic

boom that stretches from 14.9 metres to 70 metres, with a maximum hoist height of 134 metres and a maximum radius of 96 metres.

From its base in Ehingen in Germany, the family-owned company boasts the most modern crane producing plant in the world with around 25 Liebherr cranes to choose from, depending on the task in hand. The LTM mobile cranes are ideal for travelling on public roads as well as for off-road use due to their all-terrain chassis. The powerful long telescopic booms can reach great working heights with no effort and with maximum flexibility due to functional lattice extensions and fixed or folding lattice jibs.

Powerwise, the drive engine is an 8-cylinder diesel made by Liebherr, with power of 450 kW. The crane engine is 4-cylinder diesel with engine power of 180kW. The vehicle has a driving speed of 85 km/hour. The electric-hydraulic active rear wheel steering makes even tight corners easy to negotiate and a wide range of boom extensions means any hoisting task can be tackled with no problem. The success story of the Liebherr Group goes back to Hans Liebherr, born in 1915 in Southern Germany. He worked in his father's building business becoming a master builder in





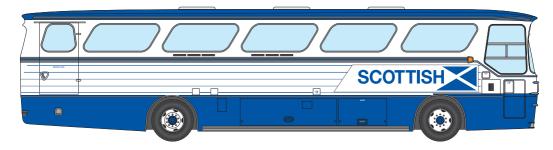
the late 1930s but always with an eye on inventions. After World War II, Hans saw the need for advanced building equipment and patented his mobile tower crane in 1949. This laid the foundation for the success of the Liebherr Group which is still going from strength to

strength to this day with long term investments, organic growth and strategic additions to the product portfolio. In 2018, the Group achieved a turnover of over 10 billion Euros for the first time in their history. Hans Liebherr died in 1993 in Switzerland but the 100% family-owned company continues to follow his ideals that determine their corporate culture and remain the recipe for the company's success, which today sees the vast range of Liebherr products being used worldwide.

Against this history, our model LTM 1350 6.1 incorporates the extensive physical features of the real thing. The body, crane jib and cab are all decorated in bright yellow with dark grey chassis, bumpers and wheels. The wide cab windows ensuring maximum visibility are lined in black with the interior also moulded in black. The LTM1350 - 6-1 lettering is highlighted in black along the boom and there are red and white hazard warnings printed on several sections of the vehicle. Ladders and steps are painted silver and two orange tinted roof beacon feature on the roof. Due in O2/2021, this is an exciting

Due in Q2/2021, this is an exciting new release to look forward to over the coming months.

OXFORD NEW TOOLING



Alexander M-Type Coach - Scottish

A brand new single deck coach is arriving in 2021 in the shape of the newly tooled 1:76 scale Alexander M-Type.

The M-Type was a motorway coach built for the Scottish Bus Group Anglo-Scottish services and here at Oxford we launch the fleet with an example of the coach travelling from Scotland to London as the No. 5. Registered MSP 750P from 1975/76. it is decorated in the bright blue and silver Scottish livery incorporating a stylised Saltire flag printed along the sides, white wheels with blue centres, clear roof skylights set into the bright blue roof and masses of silver trim. An interesting feature sees the right hand side rear window painted white from the inside, echoing a feature on many long distance coaches where passenger privacy is required!

The coach interior is also very colourful. Whilst the dashboard, steering wheel and driver's seat are black, further back the passenger seating is red. In addition, the side panelling, toilet panelling and the luggage racks are all bright yellow. Note too, another tooling detail on our Alexander M-Type. These coaches were on different chassis - this one is an Alexander M Type Seddon; others were on Volvo or Leyland chassis. And - our model is based on a coach that has been fully restored and is housed at the Scottish Vintage Bus

Museum at Lathalmond Well worth a trip when our lives return to normal!

The Alexander history goes right back to 1913 when Walter Alexander founded Alexander's Motor Services to extend existing public transport services in the area.

Just over 10 years later, he founded W Alexander & Sons Limited to run buses and also to build bodywork for both the company's own fleet and for sale to other operators.

Selling the company to Scottish Motor Traction in 1929 gave Walter more time and scope to expand his coachbuilding business which grew so much he had to move from his Camelon main bus works to seek larger premises in Stirling. In 1947, anticipating the Government's nationalisation of the bus services, Walter Alexander formed yet another company Walter Alexander & Company (Coachbuilders) Ltd, securing their business independence and at the same time enabling the coachbuilding activities to continue when their bus service operation was nationalised. Once again success meant another move, this time to a purpose-built factory back in Camelon. The coachbuilding business expanded rapidly, Walter Alexander acquiring other bodybuilders and by the mid 1970s was selling coach and bus bodes across the world.

Walter Alexander remained a private family run firm until 1987 when it became a public listed company. Following years saw the business change hands several times but the name is still at the forefront of the industry today under the auspices of Alexander Dennis.

The addition of the Alexander M-Type coach in Oxford's new 2021 1:76 scale series is a celebration of one of the most famous names in the coach building industry and should please our Scottish bus and coach collectors particularly when it is launched this year.





AR165 Bus & Coach Album: 1: The Auto Review series includes many titles relating to builders of buses; AEC, Bedford, Leyland and more. In this publication we look at firms whose principal work was to fit bus or coach bodies to chassis made by other firms. There have been many dozens, probably hundreds, of such UK companies, so we do not claim that this is a complete survey of all British coachbuilders. This is such a large subject that we have divided it over two volumes; in these pages we cover coachbuilders based in England.

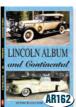
In Auto Review 175 Bus & Coach Album: 2 we will cover Scottish, Irish and Welsh coachbuilders, plus bus bodies produced by operators themselves, along with the major railway undertakings, and finally some coverage of those firms whose main purpose in life was to convert delivery vans or lorry chassis into minibuses or midibuses.

AR166 Made in Switzerland: Few Swiss-made vehicles are known to enthusiasts in other countries, perhaps with the exception of the Swiss PTT post buses. Switzerland was fiercely independent, however, and often cut off from international markets due to its policy of neutrality in two world wars. This meant that there was demand for Swiss-made vehicles, which was served by many companies. In these pages we have the stories of the major Swiss bus and truck makers, Saurer, Berna and FBW, and car manufacturers which include Martini, Monteverdi and Sauber. Smaller firms produced exotica, such as Sbarro and Rinspeed, and there have been many top-class coachbuilders; Langenthal, Gangloff, Graber and others. In all, more than 75 Swiss marques are described in this publication.

































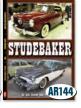




























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