



# GLOBE

**EDDIE  
STOBART  
40th  
ANNIVERSARY**

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Land Rover Fire Engines were built on 80-inch, 86-inch and 88-inch chassis. These small and easily manoeuvrable fire tenders, were capable of operating in restricted spaces that larger appliances could not reach. Many were sold to works fire services or small airfields where they filled the role of first-response vehicles.

Although Land Rover sub-contracted the construction of later Fire Engines to specialist manufacturers through their Special Projects Department, the Series I models were actually built at the Rover factory. The vehicles were all petrol engined



<b>Land Rover 88' Fire Appliance</b>			<b>NEW</b>
CODE LAN188012	SCALE 1:43	EDITION	PRICE £10.95

The Land Rover was designed in 1947 as a post-war temporary stopgap measure for the export-hungry Rover Company. The enthusiasm of Rover's top management was so great that it axed plans for its new 'mini' car in favour of the 4x4 newcomer. The 4x4 from Solihull, West Midlands, exceeded all expectations and created a world-wide niche. The creators of the Land Rover were Spencer Wilks, then managing director of

Rover, and his brother, Maurice, then engineering director. They designed the Land Rover as a civilian replacement for the US Jeep, manufactured by Willys-Overland and Ford. They chose 'Birmabright' aluminium-alloy for the body panels, as steel was still strictly rationed after the war, and all Land Rovers since have had aluminium alloy panels. The Land Rover was to be Rover's flagship export model, as at the time there were large financial incentives for companies to produce products for export. Rover thought that a 4x4 would appeal to many people, including those living in the developing colonial outposts. The first Land Rover prototype was built in the summer of 1947, and all the early prototypes had a tractor-like centrally-mounted steering wheel. This was done to save money building separate left- and right-hand drive models for export. However, by the time the production Land Rover appeared in 1948, the centre-steer idea had been scrapped. We have produced more of these to satisfy demands from new members.



<b>Land Rover HUE 166</b>			
CODE LAN180001E	SCALE 1:43	EDITION	PRICE £10.95

The J2 was a very popular vehicle and here we show an Austin J2 in an authentic RAF livery. There were so many companies that carried out conversions to the J2 that's it's difficult to keep track of them all. Some of the more popular were Woodham Brothers, Central Garage (Paralanian), Cotswold, Bluebird, Martin Walters, Autosleeper, Calthorpe and Pitt and Car-Camper. Many of the ambulances had diesel engines which was their downfall as most were auctioned and broken down for their engines which were ideal for boats. Below are some of the various conversions that we have produced, within our commercials range this really does have one of the more complicated set of tooling configurations.



<b>RAF MORRIS J2</b>				<b>NEW</b>
CODE <b>JM020</b>	SCALE <b>1:43</b>	EDITION	PRICE <b>£10.95</b>	



**1:43rd Scale £10.95**

JM016 Bartons



**1:43rd Scale £10.95**

JA003 Austin J2 Camper



**1:43rd Scale £10.95**

JM003 Bristol City & Marine Ambulance Corp



**1:43rd Scale £10.95**

JM004 Morris J2 LCC Ambulance



**1:43rd Scale £10.95**

JM005 Post Office Morris J2



**1:43rd Scale £10.95**

JA006 John and Heathers High Top Austin J2

# Eddie Stobart 40th Anniversary - Special Wrap



<b>Eddie Stobart 40th Anniversary</b>				<b>NEW</b>
CODE	SCALE	EDITION	PRICE	
<b>VOL04CS</b>	<b>1:76</b>		<b>£19.95</b>	

Eddie Stobart Ltd celebrates the company's 40<sup>th</sup> Anniversary this year. Edward Stobart, son of the founder Eddie Stobart, took over the helm from his father who had founded the company in the 1950s, dealing mainly in agricultural products in Cumbria. In the 1970s, the company was incorporated as Eddie Stobart Ltd, when the business passed to Eddie's son Edward Stobart. Edward developed the road haulage side, steering the operation towards the international logistics haulage company it is today. Edward stepped down in 2003 and after a series of complex takeovers, the business is now represented by his brother William, along with Chief Executive Officer, Andrew Tinkler and has developed into an intermodal logistics company. Together they control the Eddie Stobart empire, still centred in Carlisle in Cumbria, but operating around 6 million square feet of state-of-the-art storage facilities throughout the UK and Europe. They employ over 5000 staff between their 40 sites, with a fleet of around 1850 trucks and 3000 trailers, as well as rail freight services and a port.

Our latest Oxford release follows on from the very successful MAN06CS (sold out) which we released a few months ago. The VOL04CS comes in a special anniversary wrap whilst the Scania fridge SCA06FR is in the standard packaging. Both model are in high demand from the trade and we don't anticipate featuring them again in the Globe - both limited to 2,000 pieces.



<b>Eddie Stobart Scania Fridge</b>				<b>NEW</b>
CODE	SCALE	EDITION	PRICE	
<b>SCA06FR</b>	<b>1:76</b>		<b>£19.95</b>	

## Standard Flying Twelve

More releases to satisfy those who wanted some cars from the the 1930's, the Standard Flying 12 made its debut at the 1935 Motor Show. Authentic colour variations add to the appeal of this popular 'between the wars' family saloon car.



Riley Kestrel Maroon/Ivory 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76RK002	1:76	-----	£3.75	



Riley Kestrel Green/Black 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76RK003	1:76	-----	£3.75	



Alvis Speed 20 Regency Red 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76ALV002	1:76	-----	£3.75	

# 1:76 CARS

## Riley Kestrel 12/4

The Kestrel evoking the image of a 1930s owner behind the wheel of his treasured piece of British engineering, exuding a certain air of opulence!



Standard Flying 12 Maroon 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76SFT002	1:76	-----	£3.75	



Standard Flying 12 Blue 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76SFT003	1:76	-----	£3.75	

## Alvis Speed 20 – Cross and Ellis

Just a sobering reminder – if you wanted to buy one of these very rare beasts today – if you could find one in restored condition, it would knock you back at least £30K! So definitely not something that will appear on the front of my drive - not yet anyway. TAFF !



Alvis Speed 20 Cream 1930-1950's **NEW**

CODE	SCALE	EDITION	PRICE	
76ALV003	1:76	-----	£3.75	

## MGZB

This dual colour paint scheme on the ZB Magnette was known as Varitone. In modelling the Ivory/Black version, which appeared in real life in 1957, we have chosen a colour scheme that complements perfectly the gleaming chrome work on the front, sides and rear of the vehicle. Luxuries on the 'real thing' also included a polished wood dashboard and leather seats. Launched in 1956 this model has proved to be popular in our 1:43rd range as well.



MGZB Ivory/Autumn Red 1950-1960's **NEW**

CODE	SCALE	EDITION	PRICE	
76MGZ006	1:76	-----	£3.75	



MGZB Two Tone Ivory/Black 1950-1960's **NEW**

CODE	SCALE	EDITION	PRICE	
76MGZ004	1:76	-----	£3.75	

Introduced by Vauxhall in 1961 and produced up to 1964. It featured a standard three-gear column change with the option to upgrade to a floor mounted 4 speed synchromesh gearbox. Initially, an increased engine capacity of 1508 cc gave it a power output of 49.5 bhp and in 1963, the engine was enlarged to 1594 cc. The FB saloon was available with four doors or as a five-door Estate version.



<b>Dusk Rose/Lilac FB Victor 1960-1970's</b>				
<b>NEW</b>				
CODE <b>76FB003</b>	SCALE <b>1:76</b>	EDITION -----	PRICE <b>£3.75</b>	



<b>Ford Popular Canterbury Green</b>				
CODE <b>76FP004</b>	SCALE <b>1:76</b>	EDITION -----	PRICE <b>£3.75</b>	

When production of the older Ford Anglia and Ford Prefect was stopped in 1953 the Popular was developed as a budget alternative. The Popular was based on the old, prewar-style E494A Anglia. It was powered by a Ford Sidevalve 1172 cc, 30 bhp, four cylinder engine. It had a single vacuum powered wiper, no heater, vinyl trim and very little chrome. Over 150,000 Populars were made.

Launched in 1961 the 948 cc engine was replaced in the autumn of 1962 by a larger 1098 cc version with an output of 48 bhp. The car now shared its engine with the recently introduced Morris 1100. Over 170,000 cars were produced and at the time it would have cost you around £700. This release is in the RAC livery which would have been a familiar sight on the road. I'm not so keen on the latest orange colour today. TAFF



<b>RAC Austin A40 MK II</b>				
				<b>NEW</b>
CODE <b>76AA004</b>	SCALE <b>1:76</b>	EDITION -----	PRICE <b>£3.75</b>	

Undoubtedly the most famous British combat aircraft of World War II. The Supermarine Spitfire was much more than just a highly successful fighter aircraft, it was to many people the symbol of victory against overwhelming odds and is probably the only fighter to achieve a truly legendary status. The first Spitfires to reach the RAF were painted in a camouflage scheme of brown and dark green, and the undersides were painted duck-egg, blue this colour scheme saw the RAF through the Battle of Britain and into 1941. With Spitfires now taking the fight to the enemy, and having to cross the Channel or North Sea to do it, the brown part of the camouflage stood out against the sea, so it was changed to dark grey being equally good over land or sea. In the Middle east Spitfires were painted with "sand and stone" upper surfaces for operation over the desert. The undersurfaces were a much darker blue to suit the more intense blue of the sky in that theatre of war. The Spitfires are around 3 inches in length.

### Triple Spitfire Set



**Only £11.95**

Austin has been synonymous with taxis since the end of the 1920's, when dealers Mann and Overton sponsored a new Austin cab for London. The new model LL or Low Loader first appeared in 1934 and became an instant success, due mainly to a very attractive price, as well as being very reliable. Taxi fleets often had their own paint scheme, so the Austin LL taxi-cab appeared in several colours. For our second release, we've chosen the blue version, incorporating an extremely high level of detail, even down to the four-colour interior - from dashboard to seating!



<b>Austin Low Loader Blue</b>			<b>NEW</b>
<b>AT002</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49



<b>SS Jaguar Cream</b>			<b>AVAILABLE AGAIN</b>
<b>JSS001</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49



<b>SS Jaguar Black</b>			<b>AVAILABLE AGAIN</b>
<b>JSS002</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49



<b>Claret/Mist Grey - MK 8 Jag</b>			
<b>JAG8002</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49



<b>Maroon/Old English White</b>			<b>Austin Princess (Late)</b>
<b>AP005</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49

The second release on the newly tooled 1:43 scale car is a replica of the vehicle owned and the beautifully restored by Mr Richard Ashby from Northamptonshire, who made it available to our Oxford design team in the initial development of the model. The PADX Cresta Friary Estate was built between 1960 and 1962 and the majority of the cars produced were two-tone.

<b>Cresta Friary Estate</b>			
<b>Silver/Grey Black</b>			
<b>CODE</b> <b>VFE002</b>	<b>SCALE</b> 1:43	<b>EDITION</b> -----	<b>PRICE</b> £20.49



# N SCALE

The Leyland PD3 was introduced in the late 1950s to fulfil an industry need for longer buses with less frequency. Based on the PD2, the new PD3 version was increased to the new legal length of 30 feet, with a width of 8 feet. This extra length over its predecessor earned it the familiar name 'Queen Mary', which stuck! Southdown Motor Services, who worked chiefly along the south coast, were the first to take an allocation of the new double deckers, delivered to Portsmouth. The Leyland PD3 was produced between 1957 and 1967 and during that time Southdown took 285 Northern Counties bodied versions featuring full fronts and a front entrance. This led the way for other UK operators to follow suit and many were exported to British colonies – including Hong Kong.



Boro'line Queen Mary				NEW
CODE	SCALE	EDITION	PRICE	
NQM005	1:148	-----	£5.45	



GWR Scammell Van Trailer				
CODE	SCALE	EDITION	PRICE	
NMH011	1:148	-----	£4.95	



Jag MK 8				
CODE	SCALE	EDITION	PRICE	
NJAG8001	1:148	-----	£2.95	



Morris Traveller Maroon					NEW
CODE	SCALE	EDITION	PRICE		
NMMT005	1:148	-----	£2.95		



Caravan				
CODE	SCALE	EDITION	PRICE	
NCV001	1:148	-----	£2.95	



Cresta Friary Estate				
CODE	SCALE	EDITION	PRICE	
NCFE001	1:148	-----	£2.95	



RAC Morris Minor Van				
CODE	SCALE	EDITION	PRICE	
NMM017	1:148	-----	£2.95	



DS420 Old English White				
CODE	SCALE	EDITION	PRICE	
NDS001	1:148	-----	£2.95	



DS420 Black Hears				
CODE	SCALE	EDITION	PRICE	
NDS002	1:148	-----	£2.95	



Routemaster RM664 Silver Lady				
CODE	SCALE	EDITION	PRICE	
NRM010	1:148	-----	£5.45	



Royal Mail Morris Minor				
CODE	SCALE	EDITION	PRICE	
NMM015	1:148	-----	£2.95	

Thomas Henry Barton used a Durham Churchill charabanc to start the company's first service, between Long Eaton and the Nottingham Goose Fair, in October 1908. Barton was a prolific rebuilder of buses, producing both coaches and double-deckers on rebuilt chassis. Many new and secondhand buses also joined the fleet, and Barton kept up its modern double-deck image with Northern Counties-bodied AEC Regents which had wrap-around windscreens on both decks.



Barton Transport RTL Bus				NEW
CODE	SCALE	EDITION	PRICE	
NRTL003	1:148	-----	£5.45	

## 76SD001 Shelvoke & Drewry Dustcart – West Lothian

For the several I confused last month, the tipping action on the dust cart is as shown. The company was founded in 1922 by Harry Shelvoke and James Drewry, the Letchworth based company also manufactured fire engines, buses and forklift trucks. During WWII, like many manufacturers, they

switched their output to the production of components for the war effort. Sadly, Shelvoke and Drewry were taken over in the 1980s by an American company –

Dempster Brothers,

which subsequently suffered financial problems. Part of the company was integrated with Dennis, who had been Shelvoke and Drewry's main rival in times gone by.

Dennis-Shelvoke continued for a while but ceased trading in 1992. The rear tips 90 degrees and also we supply an additional component which allows it to be posed tipping rubbish. TAFF



Possible - additional component found under the plinth to allow tipping position.



### Shelvoke & Drewry Dustcart

CODE	SCALE	EDITION	PRICE	
76SD001	1:76	-----	£9.95	

## 76REG001 AEC Regent III/Merryweather Fire – London Fire Brigade

You can now add another fire appliance to your emergency fleet with our great piece of new tooling on the AEC Regent III/Merryweather fire vehicle. We've chosen our capital city for the first release – the London Fire Brigade, which took 62 of the total of 139 that Merryweather built on AEC Regent chassis between 1950 and 1956. Of the total, 111 were dual-purpose fire engines, equipped to carry wheeled escape for use in fighting large fires – upon which we have based our model - or supplied with extension ladders to combat small fires. The fire brigades usually purchased the vehicles in pairs comprising both options. With this in mind, as an added



*Model comes like this*



*Model has ladder option to convert to this.*

extra, look out for the spare extension ladders that

we're enclosing in the packs, enabling you to display both alternatives.

The AEC Regent fire engine chassis were assembled at the Maudsley Motors Coventry Works and the coachwork was built at the Park Royal Coachworks in London. It was the first post war diesel fire engine and had a carrying capacity of

100 gallons of water, with the ability to pump 1000 gallons a minute from its midship pump. It could be operated with either a wheel escape ladder (pump escape) or 35 ft extension ladder (major pump).

AEC Regent III/Merryweather Fire London Fire Brigade				
CODE	SCALE	EDITION	PRICE	
76REG001	1:76	-----	£11.95	



<b>TLM London Wartime Grey</b>				<b>NEW</b>
<b>CODE</b> 76TLM004	<b>SCALE</b> 1:76	<b>EDITION</b> -----	<b>PRICE</b> £18.99	

By 1939 there were 52 Leyland/Metz turntable ladders being used by British fire brigades. However, due to the WWII hostilities, further orders were cancelled, to be replaced in due course by Merryweather appliances. However, 32 of the TLM/Metz remained in service – some lasting until the mid 1960s.

The Barr family has been making fizzy drinks in Scotland since 1880, but it was in 1901 they launched their mixed flavour drink called Iron-Brew. During World War 2, Iron-Brew was not recognised as a "standard drink" by the Government, so disappeared from the shelves of shops for the duration of the war.

But when the war ended, as unavailable products started to be reintroduced to shops, the Government brought in new food labelling regulations, and Iron-Brew which was not actually brewed had to change its name. It was the company Chairman that came up with the idea of using the phonetic spelling, which was duly registered as Barr's own trade name. So in 1946 Barr's Irn-Bru went on to the shelves of shops all over Scotland.



<b>IRN BRU TAXI</b>				<b>NEW</b>
<b>CODE</b> SP024	<b>SCALE</b> 1:76	<b>EDITION</b> -----	<b>PRICE</b> £3.75	

In 1959 the business started by Robert Barr was bought by his brother's company A.G.Barr & Co. Ltd. forming one large family business, which became a public company in 1965. With the acquisition of several soft drink manufacturers, and clever advertising, A.G.Barr plc. is now among the top soft drinks companies in Europe, and the world market for Irn-Bru is expanding into many new countries. This demand is met by a high tech distribution network and one of the most efficient canning lines on the world at Barr's Atherton plant near Manchester, England.

This 1:76 model is liveried up in the companies logo and has been released promotionally for a few months, however we are now making them available to club members, after this Globe any left will be released into the trade - so if you do want one I suggest you take the opportunity now. Some were also auctioned during the recent Edinburgh Festival in aid of charity.

<p>SCA09CS 1:76 Robert Addison</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>VOL01LL 1:76 Chris Bennett</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>MAN01LL_C 1:76 J B Rawcliffe Cab MAN TGX</p>  <p>Rail Era:2000 - 2010 £7.95</p>	<p>MAN01LL_T 1:76 J B Rawcliffe Trailer</p>  <p>Rail Era:2000 - 2010 £7.95</p>
<p>MAN02CS 1:76 Eric Vick Transport MAN TGX</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>MAN02CS_C 1:76 Eric Vick Cab MAN TGX</p>  <p>Rail Era:2000 - 2010 £7.95</p>	<p>MAN02CS_T 1:76 Eric Vick Trailer</p>  <p>Rail Era:2000 - 2010 £7.95</p>	<p>MAN02LL 1:76 Collett MAN TGX Low Loader</p>  <p>Rail Era:2000 - 2010 £19.99</p>
<p>MAN03CS 1:76 Downton MAN TGX</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>MAN04CS 1:76 John Mitchell MAN TGX</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>VOL01REC 1:76 Albert Road Recovery Volvo</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>SCA01CS 1:76 Fagan &amp; Whalley Scania R420</p>  <p>Rail Era:2000 - 2010 £18.99</p>
<p>SCA02LL 1:76 McIntosh Plant Hire Scania</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>SCA03FR 1:76 Scott Trailers Scania</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>SCA03LL 1:76 Donnell &amp; Ellis Low Loader</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>SCA04CS 1:76 Stan Robinson Scania</p>  <p>Rail Era:2000 - 2010 £18.99</p>

<p>SCA08CS 1:76 Knights of Old Scania</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>DAF02LL 1:76 Cadzow</p>  <p>Rail Era:2010 - 2010 £19.99</p>	<p>DAF02FR 1:76 Kinlochberrie DAF Fridge</p>  <p>Rail Era:2010 - 2010 £19.99</p>	<p>VOL01CS 1:76 Barline Volvo FH Curtainside</p>  <p>Rail Era:2000 - 2010 £19.99</p>
<p>DAF02REC 1:76 Kardos DAF Recovery</p>  <p>Rail Era:2010 - 2010 £18.99</p>	<p>DAF03FR 1:76 McBurney DAF 105 Fridge</p>  <p>Rail Era:2010 - 2010 £19.99</p>	<p>DAF04CS 1:76 Jack Richards DAF 105</p>  <p>Rail Era:2010 - 2010 £18.99</p>	<p>DAF05CS 1:76 Ken Mallinson DAF 105</p>  <p>Rail Era:2010 - 2010 £18.99</p>
<p>DAF06CS 1:76 David Murray DAF 105</p>  <p>Rail Era:2010 - 2010 £18.99</p>	<p>DAF07CS 1:76 Longs of Leeds DAF 105</p>  <p>Rail Era:2010 - 2010 £18.99</p>	<p>DAF08CS 1:76 R A Howie DAF 105</p>  <p>Rail Era:2010 - 2010 £18.99</p>	<p>DAF09CS 1:76 Owens DAF 105</p>  <p>Rail Era:2010 - 2010 £19.99</p>
<p>MAN06CS 1:76 Eddie Stobart MAN TGX</p>  <p>Rail Era:2000 - 2010 £19.99</p>	<p>MAN01CS 1:76 Richard Read MAN TGX</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>MAN01FR 1:76 Turners of Soham MAN TGX</p>  <p>Rail Era:2000 - 2010 £18.99</p>	<p>VOL02REC 1:76 Sovereign Recovery MAN</p>  <p>Rail Era:2000 - 2010 £18.99</p>



VW Van Pastel White				<b>NEW</b>
CODE 76VW013	SCALE 1:76	EDITION -----	PRICE £3.75	

VW Pick Up Signal Orange				<b>NEW</b>
CODE 76VW014	SCALE 1:76	EDITION -----	PRICE £3.75	

# AUTO REVIEW BOOKS ALL £5.95 **NEW**

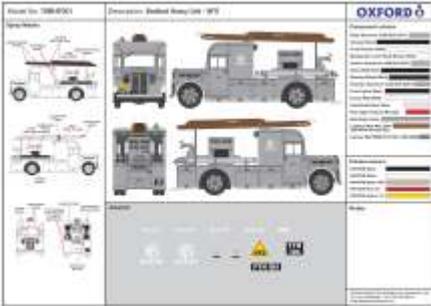
 AR53	 AR54	 AR55	 AR60	 AR56	 <b>NEW</b> AR62
 AR48	 AR49	 AR50	 AR51	 AR52	 AR58
 AR43	 AR44	 AR45	 AR46	 AR47	 AR57
 AR37	 AR39	 AR40	 AR41	 AR42	 AR63
 AR31	 AR32	 AR33	 AR34	 AR36	 AR61

# OXFORD UPDATE

Just an update on the current release programme and some information on other items appearing in the next 4/5 months

## 1:43rd

The 400E is still in development, but is likely to appear at the back end of the year. We have a further modern commercial vehicle in development. We have recently released the Austin Low Loader Taxi, a roof down version is also tooled and will appear in the New Year. The Cresta Friary Estate with the modified roof mounting for the Queens version will appear this year. The Armstrong Siddeley and Sunbeam Talbot moulds are in the final stages of mould development, all shots are approved - so it is simply a case of finalising the mould running conditions. I have also scheduled a Bentley S1 Continental Fastback, for 2011 and 4 further items have been signed off for tooling development.



## 1:76 Scale

Recent releases of the Kestrel, Standard Flying 12, Alvis Speed 20 and MGZB have been well received. The Wolseley 6/80 and 18/85 are scheduled in the next few months. The Mini's, Golf GTi's and Land Rover Defender are going through first off casting trials. We will also add the Armstrong Siddeley Hurricane, Rover P6 and Ford Consul at this scale. The modern Scania/Man fire engines and Land Rover Transporter and Series 1 Land Rover are ready, just waiting a production slot. The Bedford J1 ambulance is nearing completion, an Austin 18 ambulance was also developed at the same time, this is ready to go. The D-

TEC trailer has been a little delayed due to the need to create compatibility with the various container styles available. We are also developing a Bedford WLG Heavy Unit, Austin ATV and Coventry Climax Pump Trailer.

## 1:148 Scale

The AEC RF and Trolleybus are in final casting trials. The Dennis F12 is releasing October along with the Land Rover variants and the Scammell Scarab. Also in development is a Burlingham Sunsaloon coach.

We also have some new ranges in development and I will give more details on this in January 2011. TAFF

