



THE OXFORD DIECAST COLLECTORS CLUB

GLOBE

PRODUCED FOR THE OXFORD DIE-CAST COLLECTORS CLUB

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FREE MGB'S
THIS MONTH
SEE BELOW

Issue 69

UK & EIRE Guineas (£2.10) USA \$5.00



New Release - CS034

At the beginning of the 19th Century, nearly 150 years after Thomas Garway first brought tea to Britain, brothers Joseph and Edward Tetley began to "peddle" salt from the back of a pack horse on the Yorkshire Moors. In time they added tea to their supplies and with the proceeds of these ventures, plus profits from investment in the railways, the brothers established themselves as tea merchants. In 1856, having earlier established Tetley Brothers in Huddersfield, the brothers moved to 25 Cullum Street, London, yards from Mincing Lane, then the centre of the world tea trade. But the brothers disagreed and they parted. Joseph went into partnership with Joseph Ackland, and "Joseph Tetley & Company, Wholesale Tea Dealers" was formed.

Over the next 20 years the business continued to grow, taking on Joseph Junior and Samuel Furniss, and the company extended its services to blending and packing, for which it began to build up a considerable following in the United States. In 1888 Robert G Cather, a company partner, persuaded Joseph Tetley & Company that America held opportunities, and established a distribution agreement with Wright & Graham, American agents for Tetley's Teas. These efforts were also to become one of the largest packet tea distributing organisations in the world. It was not until 1953, nearly 33 years after introduction onto the American market, that Tetley introduced the tea bag to the UK.

The last three decades have seen considerable changes of ownership for Tetley. In 1974 J Lyons acquired the Tetley Tea Company and merged it with their Lyons Tea business to form Lyons Tetley Ltd. In 1978 Allied Breweries acquired all the J Lyons' businesses and then in the mid 1990s, as Allied Domecq, sold them. As part of this process The Tetley Group was formed, and in 2000 the Group was bought by Tata Tea Ltd, one of the world's largest integrated tea companies. We show Tetley on the Chevrolet LQ Truck that was built in Britain in the early 1930's

WELCOME

A big welcome to our many new members who have recently joined us. This month sees our release of the Oxford Mini car on page 4 and we have other new sets of Oxford tooling scheduled over the next six - twelve months. So your in for some exciting times!!!!



FREE MODEL

Last months Minis went down a storm so this month we're giving away some 1:72 scale MGB's - open top and closed tops in a variety of colours. When you spend over £10.00 this month we will send you one absolutely FREE (colour/vehicle chosen at random). If you like these little vehicles take a look on page 3 we're showing a range this month.

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FROM OUR SPECIAL CORRESPONDENT



DISCOVER

EVEN BETTER NEW TRIPLE MINI PACKS SEE PAGE 4

GO TO TOWN WITH *Crown* WALLPAPERS

As explained recently our buses have had a little rest - mainly due to the large quantities of variants that we have released over the last few years. The tools have had a little refurbishment. The London Transport variations are the most popular and this bus is shown on the South Croydon route 109 from the 1960's. During this period Crown Wallpapers were found advertising on a whole variety of mediums and buses were no exception. The history of wallpaper is quite interesting and back in 1899 Wall Paper Manufacturers Ltd. was incorporated to merge the manufacturing interests of 31 wallpaper undertakings. The newly formed company included practically the whole of the United Kingdom wallpaper manufacturing industry, and at that time its share of the trade was about 98 per cent, so that competition was virtually eliminated. We'd be interested if any of our members can let us know exactly when the crown brand appeared and its origins.



New Release - RM082

Limited Edition

OXFORD DIE-CAST

LONDON TRANSPORT
CROWN WALLPAPERS

Model RM082 N^o of 2,000



New Release - DR015

Jameson Irish Whiskey has been produced in Ireland since 1780 with pure Irish water and a combination of malted and unmalted Irish barley. The malts are dried in closed kilns, retaining the natural flavour of the grain, setting it apart from smokey taste associated with Scotch whiskey which is dried over open peat fires. Jameson Irish Whiskey is distilled in large copper pot stills and aged in bourbon-seasoned American oak and sherry-seasoned Spanish oak casks. The original root of this Irish whiskey is unclear, but most historians agree that around the 6th century missionary monks brought the secret of distillation to Ireland. The world's oldest distillery was founded in Ireland in 1608 AD, according to Jameson. In 1780 John Jameson founded the distillery in Dublin during the Golden Age of Irish whiskey. Jameson Irish Whiskey is made from pure Irish water and a mixture of choice native malted and unmalted Irish barley.

Limited Edition

OXFORD DIE-CAST

JAMESON

Model DR015 N^o of 1,500

CODE VJ PLATE



If you already have the VE day plate why not make the set complete with the VJ plate - the other half of this two part collection. Plates are available on a first come first serve basis. They are 8 inch Porcelain plates and retail for £9.95 each. When you buy this now we'll also send you a VJ commemorative medal absolutely FREE.

CODE VE PLATE



GIRL'S OWN



The first weekly number of the 'GIRLS OWN PAPER' appeared on January 3rd. 1880, price One Penny. The GOP formula, a mix of stories and educational and improving articles, with 'Answers to



New Release - CC033

Correspondents' and occasional coloured plates, poetry and music, was a great success. Quarto sized weekly magazines continued, but the magazine was also made available bound into monthly parts; each monthly contained the weekly magazines from the previous month. However 50 years later much had changed and all sorts of names appeared on the cover 'GIRL'S OWN PAPER AND WOMAN'S MAGAZINE', 'WOMAN'S MAGAZINE AND GIRL'S OWN PAPER', 'WOMAN'S MAGAZINE' By October 1930, the two papers had gone their separate ways with the 'Girls Own Annual' continuing publication under its original title. By 1939, the contents had again become more serious, though not more adult, as the GOP played its part in preparing young girls for the horror of war. In December 1947 the name was changed again to 'GIRL'S OWN PAPER AND HEIRESS': by 1951 it was called 'HEIRESS', incorporating the GIRL'S OWN PAPER', and in 1956, after 76 years of continuous publication, 'HEIRESS' closed down, and the name 'GIRL'S OWN PAPER' was finally laid to rest. We show a front cover from the early 50's on our Model T.



A word from Michael

Well we've had a very busy time of it, but thankfully we've got a little break in our activities so we can catch up. Apologies for the delays in despatches of late, but we are now more or less back on track. We are releasing this month our Mini car which can be seen in a lovely three piece set and no doubt will be appearing in various guises over the coming months. We also have other new tooling appearing between now and Christmas, so it's quite exciting for us all. Not one vehicle but two!!!

Until next time
Take care

Michael

Birmingham City Police



Birmingham City Police took charge of the streets on November 20, 1839, with 260 men. They were paid 17 shillings a week and supplied with a uniform.

The strength of the force grew in relation to the city. In 1891 Saltley, Little Bromwich, Balsall Heath and Harborne were added to the city boundaries. Quinton followed in 1909 and two years later

almost 44,000 acres were added with the inclusion of Aston, Erdington, Yardley, Acocks Green, Hall Green, Sparkhill, Moseley, Kings Heath, Kings Norton, Northfield and Handsworth. Perry Barr was added in 1928 followed by Castle Bromwich and Sheldon in 1931. The final additions were made in 1966 when part of Hollywood was included. In 1974, following the reorganisation of the local authority boundaries, Birmingham City Police was incorporated into the newly formed West Midlands Police.



New Release - P007



Many of you have asked about the 1:72 Scale models which are available at £1.50 each. here we show some of the variations available. If you'd like any when ordering over £10.00 (anything in the GLOBE) postage is FREE. If your order is for less than £10.00 then please add 50p postage for one to three models, £1.00 for four to seven models and £1.45 for eight to nine models. If you want 10 or more postage is FREE.

MINI CARS - NEW RELEASE OXFORD



NEW OXFORD TOOLING

1:43rd Scale

CODE SET15 -£7.95



CODE AWBUSTAXI -£6.95



CODE AWTAXI -£4.95



FIG 1

PRIDE OF LONDON -£9.95



CODE AWBUS -£4.95



CODE LDBUSTAXI -£6.95

Take a long look at some of the items you see in various gift outlets up and down the country. You may be surprised at the name you see on the box - of course it's us. Occasionally we get requests for information from members who have spotted these items and wonder why they are not featured. Well it's partly because they carry no edition, also many of these are destined for overseas markets as they are purchased as gifts. We've got a few more packs on the way and we'll keep you updated as they become available (Triple Bus Set is nice !!). If there is any reference to Swansea the probability is it's produced by Oxford - look for names like LCD or Wenden as well. The products shown are all available this month. If we send you the figurines set we will send the product flat as they will be better protected, it's quite fun to erect yourself - it only takes a few minutes.

NEW RELEASES

WITH ADDED PILOT FIGURE DETAIL



SPITFIRE MKIX CODE 740064

CODE: SPIT2

The world became aware of the Messerschmitt Bf. 109 during the Battle of Britain, and it is to this day Germany's best known aircraft. Its success lay in its manoeuvrability and its accurate and stable handling. Throughout World War II, new models were developed the Bf. 109g-6 "Gustav" was among the best. The first G-6s were delivered to fighter units in 1942 and saw extensive service on the Eastern Front.

The German Focke-Wulf single seat fighter appeared suddenly and in large numbers in the skies over Northern France during the summer of 1941. Britain scrambled to create an airplane equal to this powerful, agile, high altitude adversary. The MkVIII, a much refined version of the MkV, was only in the early stages of production, and it was put on hold. Instead, as a temporary stopgap measure beginning in 1942, Vickers fitted Spitfire Mk Vs with a larger Rolls-Royce Merlin engine, a two stage supercharger and intercooler, and a four bladed propeller. This stopgap Spitfire, the Mk IX, actually stayed in production through 1944, and was produced in much larger numbers than the Mk VIII.



MESSERSCHMITT BF109G

CODE: MESS2

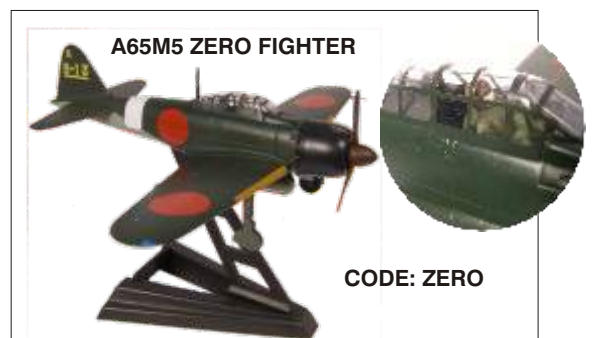


P51-D MUSTANG

CODE: MUST2

Many people consider the P-51 Mustang the best fighter of World War II. Its combination of speed, range, maneuverability, and firepower gave it great versatility. Its use in all major theatres of the war included long-range high-altitude escort, strafing, and photo reconnaissance. Originally developed by North America for the British, the Mustang was later ordered in large quantities by the U.S. Army Air Forces. This P-51 is displayed in the markings of the 351st Fighter Squadron, 353rd Fighter Group, Eighth Air Force.

in firepower and diving speed. The A6M was given the Allied code name "Zeke", but was generally called Zero Allied pilots referred to all Japanese fighters as Zeros, but the term is correctly applied only to the Mitsubishi A6M. The marking on this Zero are of the 261st Naval Air Corps, which operated in Saipan.



A65M5 ZERO FIGHTER

CODE: ZERO

FOOTBALL ALL VEHICLES



F001 OXFORD



F002 WREXHAM



F003 BOSTON



F004 TRANMERE



F005 BRIGHTON



F006 ROCHDALE



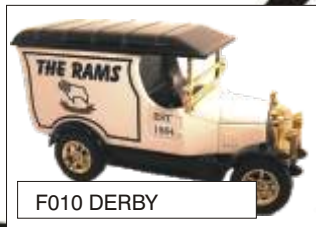
F007 RUSHDEN & DIAMONDS



F008 CHESTERFIELD



F009 OLDHAM



F010 DERBY



F011 WEST HAM



F012 YEovil



F013 STOKE



F014 NOTTS FOREST



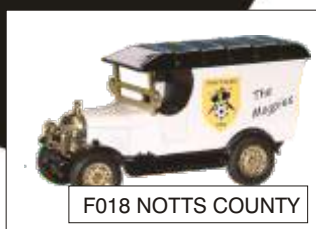
F015 ROTHERHAM



F016 HULL



F017 NORWICH



F018 NOTTS COUNTY



F019 QPR



NEW RELEASE



F020 BURY
Edition 1,100

- F002 WREXHAM
- F004 TRANMERE
- F006 ROCHDALE
- F008 CHESTERFIELD
- F010 DERBY
- F012 YEovil
- F014 NOTTINGHAM FOREST
- F016 HULL
- F018 NOTTS COUNTY
- F020 BURY



MEMORY LANE

SOME OF TAFFS FAVOURITES, THOUGHTS and RAMBLINGS

TAFF


Last months releases through the eyes of TAFF

Editor: some people actually read this.




My favourite hobby, when I was 11, was to collect brochures from car garages. In the beginning I just collected them for fun, but soon it became a bit of an obsession. A few years later I realised that they were saleable particularly to other countries e.g Italians wanted the English version brochure of the Fiat or the Alfa Romeo. Whilst everybody wanted the Rolls Royce brochures which were the hardest to get hold of. I would sell (advertise free) in the Motor and Autocar magazines. I still have about 400 which were nearly thrown away!

Model No MAG016 Edition 2,000



My grandfather always had HP sauce, but he said it was too spicy for me. It sounds crazy, but for that reason I have never used it. When we released this model I was sitting at the airport and there in front of me was a sachet of HP sauce - so I tried it and you guessed I liked it. Since then I've had it a few times, but like it best with chips. So the moral of this story is if you think you don't like something - ask yourself if you ever tried it

Model No CS033 Edition 1,500



For many of us in business VAT isn't anything to do with drink it's to do with the dreaded VAT bill we have to pay each quarter. I think people forget that for every £1 you spend (on most items) 17.5 pence goes to the VAT man. Then of course there's company tax, employment taxes etc etc. I think I'm going to drink a bottle of VAT 69 to help me get over this.

Model No RM081 Edition 2,000



I love this little Bedford - it is very popular. I like the ambulance variant a lot and I know carrying the LCC logo will make it very desirable. Recently I visited a vintage car show and was thrilled to see so many old vans and buses. My favourite was a Morris Minor Van which had a ladder on the roof - it carried the livery of a window cleaner. Next to it was a plain Morris Minor van which had a sun visor over the window and different headlights. I would dearly love to have a Morris Minor Van - so if any of you are planning Christmas presents for me - that's what I'd like.

PS - You could club together - I wouldn't mind

Model No P006 Edition 1,500




Yes QPR beat Swansea 3 -0 in August of last year. I missed the game as all my friends forgot to ask me. They went by mini bus and apparently all the seats were taken which was quite strange as there were only ten of them that went. The mini bus could seat twelve - I am very clear about this because I talked to the hire company afterwards and as it was only 10 miles away I went and checked out the seating in the bus myself. When I confronted my friends and showed them the photographs I'd taken they said it was a health and safety precaution. I think this was very sensible and they were really protecting me. They all seem so busy at the moment.

Model No F019 Edition 1,100



The Swans to me are our local football team - who are riding high at the moment and next season they have been promoted to the second Division. What's more we've built a fantastic new stadium, so the first game is really going to be something to remember. I played for Swansea when I was 11 - rugby not football unfortunately I hurt my back and I can honestly say it was never the same again. My brother however went from strength to strength and by some extraordinary luck his team won the championship. I've never been jealous of this and every time he mentions it I smile nicely. It's just seems he mentions it all the time - it was only a trophy for goodness sake!

Model No CIG067 Edition 2,000



The Guards and Regiment range is without a doubt one of the most enjoyed themes that we cover. When researching information it becomes very difficult to stop. Particularly when you read stories about events from the past that were never taught or even mentioned whilst I was at school. I think the history school curriculum should cover in more detail some of these.

Model No GR017 Edition 1,500

FOR SALE

The following models:

- RM29 FESTIVAL OF BRITAIN
- RM37 GOLDEN JUBILEE
- RM26 SILVER JUBILEE
- RM33 OMNIBUS
- B4 KINGS HEAD
- A010 SUTTON TRUST
- C023 TURTLE WAX
- CS002G DIP

Contact Mr Allen 01604 764069 MEM 164017

To place your letters here. Send comments, items wanted or items for sale - no more than 100 words. If you are selling something you must include your contact details. Available to members only.

Send letters to:
**OXFORD DIECAST
 MEMORY LANE
 PO BOX 62
 SWANSEA SA1 4YA**

Oxford Diecast cannot take any responsibility for items advertised or items bought or sold.

LAND ROVER SERIES III 109

You loved our three packs sets a few months ago. So for a treat we have some limited quantities of the Land Rover in Single Packs. For the real enthusiast we also have some more appearing here in next months Globe - first come first serve. These cost £4.95 each, but you can include them in your six for four and 4 for 3 purchasing and mix and match them with your Oxford models. The models are nicely detailed with poseable wheels.



CODE: LRPOL



CODE: LRFIRE



CODE: LRTEL



1:87 SCALE



13041 L180L £9.95



13140 L150 £9.95



13086 BL71 £9.95



13088 240B EXCAVATOR £9.95

THE HISTORY OF TAFF AND OXFORD DIECAST

There were several toolrooms in the company spread across the different sites. The ones in Swansea mainly dealt with the maintenance of tools. The toolmakers during all my times in industry were always classified differently, although they were normally paid the same as toolsetters and maintenance engineers they were always that bit more difficult to deal with and saw themselves as the elite. Arriving in the toolroom helped me to understand how they ticked and how they saw things.

In these times the factory was always busy churning out 250,000/300,000 items a day and there was always pressure on the most popular items. Typically these would run continuously and any stop in production meant a loss of sales. I spent my time in the toolroom alongside the Plastic Shop and Foundry and in total they would be running something like 70/80 moulds per day over three shifts. The Plastic Shop Manager would often run into the toolroom desperate to have a mould looked at urgently. The standard response would be - "take it out of the machine and put it in the queue". The toolroom had become very inflexible and quite militant which when I look back was quite sad. This wasn't a time when computers and hi-tech machinery did all the work, this was the time when a good skilled toolmaker could make all the difference. I could however begin to see it from their point of view. They would skillfully refurbish a mould over several weeks and then some 'clown' would put it into a moulding machine with the wrong settings and within seconds had smashed up the mould. In contrast I've experienced totally different situations around the world, for example polishing mould tools in China is an every day event carried out by a factory worker - in the UK we would use a highly skilled toolmaker. The first mould I ever touched was a mould for the cab unit of the C1113 Hyster Stacker Truck. This type of component needed slides to create the shape. It's a lot easier to look at the mould and understand, but basically when the two halves of the mould closed together four slides would be pulled in - then the injection of molten zinc would be shot in to the sealed chamber. Throughout the mould would be various channels carrying cooling water which would flow continuously. One of these channels had become blocked in one of the slides and consequentially it was not being cooled correctly resulting in overheating which was in turn causing distortion when the component was being ejected. My time in the toolroom was heading for an end and soon I was heading back to the shopfloor - I could not wait!

“The beginning of the end”



Each set comes boxed with a news report £5.95 each

May 1945



SC012 Edition 2,500

NEW RELEASE

After a month when daily victories have been reported in every part of Europe, the unconditional surrender of Germany to the Western Allies and the USSR was signed at Rheims on 6 May. It is now clear that Adolf Hitler killed himself at the end of last month. On 29 April, when the Reich Chancellery was under fire from Russian guns, he married Eva Braun, his long-term 'intimate friend'. In the early hours of the morning, Hitler gathered his staff to bid them good-bye. I have discovered that later that morning 180 litres (about 40 gallons) of benzine were brought to the Chancellery. This was to dispose of the corpses of Hitler and his mistress, both shot dead by the Nazi leader himself. Martin Bormann informed Grand-Admiral Doenitz of the situation. From his new base in Flensburg, Doenitz made a radio broadcast informing the German public that the Fuehrer had fallen in the Battle for Berlin, and that a new government under Doenitz was taking over.

It was not this 'government' which signed the surrender, however. Mindful of the myth that surrounded the 'stab in the back' Armistice that ended the 1914-18 War, the Allies were determined that German military leaders sign the surrender, clearly admitting a military defeat this time.

This is the last in the series of twelve - we will be releasing further additions to the range covering other key events.



SC011-Edition 2,500



SC010 Edition 2,500



SC009 Edition 2,500



SC007 Edition 2,500



SC008 Edition 2,500



SC001 Edition 2,500



SC002 Edition 2,500



SC003 Edition 2,500



SC004 Edition 2,500



SC005 Edition 2,500



SC006 Edition 2,500

VE DAY 60th Anniversary

Tuesday 8 May 1945 was 'Victory in Europe' (VE) Day, and it marked the formal end of Hitler's war. This was followed a few months later by VJ Day on August 14th. To commemorate these events National Commemoration Day led by the Queen took place on the 10th July. The day began with a service of remembrance at Westminster Abbey where the Queen joined a congregation of WWII veterans. Later that day banners and standards were paraded along the Mall, ending with 1,000,000 poppies being dropped from the Lancaster bomber of the Britain Memorial flight. To mark the occasion we've released the last of our VE models on the Bedford and this like all the models in the series is in Limited supply - as we write the offers are again already oversubscribed. We will do our best to satisfy the demand in the club.



BED026
Edition 3,000

NEW RELEASE

Yet another additional release, the popularity of these models were exceptional - and we were under great pressure to supply these over many areas. This variant was released by a local paper as part of a reader offer, again we've retained some of these models for club members, but like last months BED021, 22 & 23 - when they've gone they've gone!!



BED025
Edition 1,000

NEW RELEASE