

Issue 120

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

# JSS001 SS Jaguar 2.5 litre Saloon – cream William Lyons launched the 2.5 litre saloon at the Mayfair Hotel in September 1935 The model was the first to carry the Jaguar name and cost £395. It was the first four-door car to come out of the SS Company and for the following two years, the

Jaguars would have



coach built bodies and wooden frames. By 1938, the car had been upgraded to include an all-steel frame – a Jaguar innovation amongst small specialist car manufacturers. The SS Jaguar 2.5 litre saloon remained in production until 1949, during which time 6777 had been produced for the discerning motorists of the period.

Our first release on this high-class prestige car comes in cream with fantastic chrome radiator and headlight detail, black hubs and silver spoked wheels. It is immaculate in every detail. Note especially the running board, spare wheel on the nearside in front of the passenger door — not to mention the 'suicide' doors, which were so elegant, although highly dangerous!



If you are looking for a stocking filler, then our 1:76 scale set of Cortinas may hit the bullseye. It includes the Mk I in Ermine White, the MK II in Anchor Blue and the MKIII in Gold - many of you may have seen this in the Life on Mars series. The triple set of Cortinas come on a plinth and costs just £8.85.

Down at the other end of the Austin production line from their prestige cars, came a succession of highly successful commercial vehicles over the years, including the K8 (3 way) Van. Production commenced in 1947 and the van cost £535. It earned the name 3-way due to the door configuration. To assist loading and unloading, it featured double doors on the near and offside, as well as opening rear doors. With a payload of 25 cwt and a short wheelbase, it proved a very nippy vehicle for delivery purposes, including newspapers – as our model confirms - where frequent drop-off was necessary. The van was discontinued in 1954, by

which time over 26,500 had been manufactured.

I ancashira Evening Post

 Lancashire Evening Post Austin 3 Way Van CODE AK001
 NEW

 1:43
 EDITION FREE EPISON FREE EPISON

Our 1:43 scale model of the K8 is a new casting and in its initial Lancaster Evening Post livery, complete with advertising

hoarding, is available now. Given the popularity of the Austin K8 during its period of manufacture, you'll be seeing it in various model guises over the next few months, all carefully researched by our team of experts.

The fourth release on this elegant classic of the 1950s takes on a regal air. Our 1:43 scale replica in a superb metallic claret finish, is modelled on 464 HYV, Chassis Number 727554 BW, owned by Her Majesty the Queen Mother, who took delivery of the car in 1955. She kept it for her private motoring into the early 1970s and the colour was a special metallic finish of the Royal colour Claret. The car is an example of the Mk VIIM model which Jaguar produced from

Claret Metallic (Queen Mother)
Jaguar MkVIIM

CODE
JAGVII004

1:43

CHECK STREET

LEDMON RIGHT
EDITION RIGHT
EDITI

1954. It was later updated for Her Majesty, with features from the Mk VII/IX model, including the one-piece windscreen. Classed as the fastest saloon car in the world at the time, it was

capable of over 100 mph. HM the Queen Mother returned the car to Jaguar in 1973.

The MG ZA Magnette was designed by ex-Jowett Javelin designer Gerald Palmer. It made its debut in 1953 to an eager band of MG saloon enthusiasts. The new Magnette shared its Palmer designed bodyshell with the Wolseley 4/44 which appeared at the same time. The Magnette made good use of the BMC 1489cc, B-Series engine which gave this mid-sized family car good performance for its day. It had a graceful four door body style that looked almost

Italian from some angles, it featured the traditional MG front grille which was raked to give it an

aerodynamic shape to match the rest of the cars design. Inside the Magnette was well equipped and came complete with a semi-octaginal speedo as normally found in MG saloons.

Birch Grey MG		•		NEW
MGZ005	1:43	EDITION	£19.95	-

To cover the heyday of this top of the range limousine of the 1950s, we are producing an early, mid and late version, which will all be available over the next couple of months.

Our first release is the early version, which was manufactured between 1952-1953. Many of us will associate the Austin Princess with the Royal Family, with whom it was a favourite form of transport. It is therefore no surprise to hear that the soon-to- be crowned Oueen Elizabeth II had the first two off the production line, delivered to Buckingham Palace shortly after the launch at the Earls Court Motor Show in October 1952. Austin had commissioned the coachbuilders

Black Austin Princess (Early) AP001 Vanden Plas to design a new 7 to 8 seater

limousine and the Austin A135 long wheelbase Princess limousine with elegant 6-light coachwork was the result. The launch price was £2480. Over the years, it was to appear in a host of top class colours - including two-tone, all with superior interior trim, alongside lots of 'optional extras' for the ultimate driving and passenger experience.

The Daimler with ribbons, for those of you who missed the first release. I totally underestimated the demand for this item and we sold out within a week. So I have

produced some more and hopefully this will satisfy the demand. The model without the ribbons is no longer

Daimler DS420 Wedding Car DS001W 1:43 £19.95

accept MK I or MKII)

available. This model is coded DS001W. It comes in a special box wedding

This was the second release in our DS420 range -the hearse. Like the limousine this was brand new tooling. Demand for this item was so high, we ran out of stock - even a second production run was not enough. So we have produced them for a third time. Where do they all go, I just haven't got a clue - however we have had letters and emails from the four corners of the Globe. When I announced this model, there were a **BLACK HEARSE** few gasps, but my instincts were correct - a huge hit. TAFF DS002

The Jensen Interceptor was one of the company's powerful GT-class cars, all hand-built at their West Bromwich plant between 1966 and 1976. It was a departure from the norm, having a steel body shell rather than the glass fibre body of previous Jensen cars. The MK III was introduced in 1971. Enthusiasts should note that these models contain an awful lot of variations between the MK I and II, including, wheels, interiors and lights. Personally Jensen Interceptor Series III I would like the real thing and if anyone is looking to give me JI003 a present this Christmas - if I don't get a full size Jensen then I will be really disappointed - TAFF (leave the keys in reception - prefer MK III if poss -but will

# N GAUGE

At recent model railway shows, we have been asked repeatedly for more 'N' gauge vehicles to provide added interest to 'N' gauge railway layouts. This series of small scale replicas is becoming more popular with modellers who have less space for a permanent 00 display and are having to 'downsize' in model terms. Indeed when we released the first model a Routmaster, followed quickly by a Bedford Coach, there was a lot of positive feedback. Commercially this was a risk as we had no idea how the models would be received. Hence some delays as we gear up the design and production to fulfil the demand. This is now in place and the releases will become more regular. This month there are several new items, which we hope will help to satisfy your appetite.

We are sure that our new Mechanical Horse, intentionally introduced with a number of your favourite railway-related liveries and appearing with different tooling variants, will please that particular sector of our collectors. We have researched these with the help of the Mechanical Horse Club, who have an informative website <a href="https://www.mechanical-horse-club.co.uk">www.mechanical-horse-club.co.uk</a> for those of you wanting further background on the vehicles that proved the backbone of rail-yard transportation, as well as use by delivery companies and the armed forces in their time. They were even seen on aircraft carriers!

The Mechanical Horse was conceived following a request from LNER to the quality car and aero-engine makers Napier. Not wishing to manufacture the concept, they in turn sold the idea to Scammell of Watford, whose designer O D North refined and

developed the idea, which was launched in 1934. The early version was constructed on a steel channel frame with a cab made of wood with canvas doors. It came in two sizes, capable of carrying loads of 3 tons and 6 tons and was powered by

LNER Mechanical Horse

CODE
NMH004

SCALE
1:148

CODE
E4.95

a Scammell side valve engine. With a road speed of around 20 m ph, petrol consumption was between 10 and 20 mpg. Over the years the Mechanical Horse was updated in design, materials

#### NRT001 - AEC RT Bus - London Transport

The RT was London's standard post-war double decker, replacing all other types, except for those designed to go under low bridges. At their peak, there were around 7000 of them in use in and around the capital. The first pre-war RT came into service in 1939 and the last – RT624 – came out of London Transport service in 1979. The famous RT also starred in many films, including a James Bond film car chase. Since their demise from the streets of London, many RTs are still being used around the world, either as working or preserved vehicles.

Our model, advertising Jacobs Cream Crackers on one side and that famous slogan of the '60s – Drinkapintamilkaday – on the other. It is travelling on Route 165.



London Transport RT Bus (Roofbox) NEW						
NRT001	1:148	EDITION	£4.95	-		

### NQM001 Leyland PD3/Queen Mary – Southdown Motor Services.

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

Seathlesus Overs Marie NEW

Southdown Queen Mary

CODE NQM001 SCALE NQM001 EDITION FREE £4.95

Northern Counties bodied versions featuring full fronts and a front entrance. This lead the way for other UK operators to follow suit and many were exported to British colonies – including Hong Kong.

Our model TCD 822, fleet No. 822 is travelling on Route 31B. In its instantly recognisable Southdown colours of cream and pale green, lined in gold, it was amongst the first batch delivered between May and December 1958.

#### NRTL001 RTL Bus - London Transport

For many years, London Transport used chassis from both AEC and Leyland. It was seen as what we would now call 'politically correct' for London to be using Leyland as well as AEC products, especially in the important export market. Therefore, when the post-war standard bus for London was proposed, a Leyland powered version was essential. If it could be made to fit the same bodies as the AEC vehicle, even better! And so the RTL was born. To the eye, they looked identical to the RTs except for modifications that included a Leyland radiator,

slightly different front chassis and foot of the cab front. Our No. 25 bus carries a Vernons Football Pools advertising panel on one side and Daily Express on the other. It is part of the N Gauge Oxford Omnibus series.



London Transport RTL Bus			N	IEW
NRTL001	SCALE 1:148	EDITION	£4.95	-



Grey Cars Bedford OB Coach NEW					
NOB007	1:148	EDITION	£3.95	-	



London & Country Routemaster NEW						
NRM009	1:148	EDITION	£4.95	1000		



Morris Minor AA			NEW		
NMM016	1:148	EDITION	£2.49	-	

# **N GAUGE**







1:148 E2.49



ast Yorkshire				
NRM008	1:148	EDITION	£4.95	-

Austin Service					Super Snipe
NMM042	1:148	EDITION	£2.49	-	NSS004

a-0			-	
Yelloways				
CODE NO POOC	SCALE	EDITION	PRICE	-



London Taxi				
NFX4001	1:148	EDITION	£2.49	garlin.



London Transport					
NRM007	1:148	EDITION	£4.95	-	



1:148 ----- £2.49 NJJ005

Blackpool				
NRM006	1:148	EDITION	£4.95	-











Trafalgar Blue Morris Traveller							
NMMT002	1:148	EDITION	£2.49	garlin.	N		



Iver/Grey Super Snipe					
ISS002	1:148	EDITION	£2.49	-	







Maroon Morris	Trave	ller		
NMMT003	1:148	EDITION	£2.49	-



Police Panda						G
N105003	1:148	EDITION	£2.49	garlin.		N



	-					
Golden Sand Metallic						
NJJ002	1:148	EDITION	£2.49	-		









Royal Mail						
NMM015	1:148	EDITION	£2.49	-		



Pickfords				
NMM050	1:148	EDITION	£2.49	-







White/Blue Humber Super Snipe						
	NSS005	1:148	EDITION	£2.49	-	



Old English White							
NMMT001	1:148	EDITION	£2.49	marks.			



-	9	_	-			
Red/Cream Ford Anglia						
CODE	SCALE	EDITION	PRICE C2 40	_		

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1	100	2500	
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Royal Blue				
NOB004	1:148	EDITION	£3.95	gath



Silver Jubilee				
NRM005	1:148	EDITION	£4.95	-



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Shillibeer CUV 191C	

Shillibeer CUV 191C					
NRM002	1:148	EDITION	£4.95	galle.	



	London Transport 1933 Gold Jub					
ı		NRM003	1:148	EDITION	£4.95	garlin.



London Transport VLT 8						
NRM001	1:148	EDITION	£4.95	garlin.		



British Rail				
NOB001	1:148	EDITION	£3.95	



Southdown  CODE NOB002 1:148 EDITION PRICE £3.95							
NOB002   SCALE   EDITION   PRICE   £3.95	Southdown						
	NOB002	1:148	EDITION	£3.95	garlin.		



Grey Green				
NOB003	1:148	EDITION	£3.95	galle.

Last month saw the introduction of the Leyland Fire

Engine, unfortunately we have sold

out of this item, but we will have further stocks in the New Year.

However we are releasing this second livery, which is an Australian version and an authentic livery, again this item may become in short supply as we have sent a large quantity directly to Australia. We have also a closed cab version which will release in the coming months. TAFF





# 1:76 Scale Modern Trucks



#### MAN01LL MAN TGX XXL Nooteboom Low Loader - J B Rawcliffe & Sons Ltd.

The well-known Lancashire based company of J B Rawcliffe & Sons was established over 40 years ago and today occupies a 12-acre site at Skelmersdale, close to the M58 motorway. They specialise in the transport of general cargo and the movement of abnormal loads. Their fleet of low loaders varies in size and can be extended or widened, depending on the load to be transported. These specialised vehicles, fitted with the latest equipment, are manned by specially trained personnel and include some that can be operated very close to the ground. This facility is especially useful when transporting high loads via the motorway network.

On our first release of this superb 1:76 scale replica of the MAN TGX tractor unit, we've included a tooling variation favoured by many heavy haulage companies in real life. You'll see it comes with a steel bumper rather than the standard one. Put side by side, they look quite different. Another first



#### MAN02LL MAN TGX XXL Low Loader - Collett Transport

Collett Transport was set up over 40 years ago in Keighley, Yorkshire, when David's father and grandfather started the firm of Richard Collett trading as R Collett & Sons. Original loads were a lot lighter than today's 150-tonne CAT3 traffic, as Collett carried churns on flatbed lorries for the Milk Marketing Board (MMB). The introduction of the UK to the Common Market in 1971 sounded the end of transporting milk by churns and Richard decided not to invest in tankers and Collett began to establish itself as a general haulage operator,

Claim your Platinum vehicle for 2009, this is the 10th release in the series. Platinum members can claim this when you are ordering this month. For orders over £5.00 the postage is Free, for orders below this value you will need to send £1.95 to cover postage, packing and handling. The model comes in a case and is in the traditional blue and silver used on many of the other releases. This is the 1:43rd version. We have been asked by many to release a 1:76 model instead. We would like to have your views and opinions on this - then we can review the position for next year.

























SCA02LL



# FRONT LINE FIGHTERS

#### OXFORD AVIATION

The Oxford 1:72 airfield is growing in strength with the introduction this month of two more iconic military aircraft from WWII. Each model comes with a stand and is in flight mode.



AC003 Hawker Hurricane Mk I Our model represents the Hurricane, as flown by the then Pilot officer Alois Vasatko of No. 312 'Czech' Squadron, 1940.

The brave and efficient little Hurricane has arguably been overshadowed in favour of the legendary Spitfire in the annals of WWII aviation history. However, along with the Spitfire, the Hurricane played a significant role in winning the Battle of Britain in 1940, accounting for the majority of the RAF victories. It was also a successful and highly effective night fighter against the Germans.

Deservedly, the Hurricane flies in its rightful place as part of the Battle of Britain Memorial Flight, that

brings a lump to the throat whenever you are in the right place to see the awesome sight of the Lancaster, Spitfire and 'The Last of the Many' Hurricane – a Mk IIC version and the last ever produced - flying in formation.

The Hawker Hurricane was a British single-seater fighter aircraft, designed by Sydney Camm, developed and produced by the Hawker Aircraft Company. Its design was simple - a practical asset as much of the wartime repair work was done in Squadron workshops. The first Hurricanes were made of steel spars covered with fabric and powered by Merlin engines. They first entered service with No. 111 Squadron RAF at RAF Northolt in December 1938. By the beginning of WWII, nearly 500 Hurricanes had been produced, equipping 18 RAF Squadrons and by the end of the conflict had seen service in all the major theatres of WWII.

Wing Commander Alois Vasatko, DFC, DSO, Croix de Guerre, Legion d'Honneur and Order of the White Lion was a very famous Czech fighter pilot. He was originally a teacher in Czechoslovakia before joining the Army. He underwent pilot training between 1937-1938 and became an active pilot a year later. Following the invasion of his country by the Germans, Vasatko fled to France, where he retrained and took part in the Battle of France. He was the most successful Czechoslovak pilot of the conflict. He came to Britain following the German defeat of France and joined 312 (Czechoslovak) Squadron, which became the Czechoslovak Fighter Wing of the RAF. 312 Squadron was made up of the elite of Czechoslovak pilots. Alois Vasatko subsequently became the new commander of the unit, which played a significant role in the Battle of Britain. The Squadron flew Hurricane Mk.I fighters before transferring to Spitfires. Sadly Wing Commander Alois Vasatko was killed in a Spitfire during a dogfight with a German Fw 190, crashing into the sea in June 1942.

## AC004 Junkers Ju-87 Stuka. Stab III/Stg.77. Caen, France 1940.

The Junkers Ju 87 was a two seater German ground attack aircraft. It earned the name Stuka from the German word Sturzkampfflugzeug meaning 'dive bomber'. Designed by Hermann Pohlmann, it first flew in combat during the Spanish Civil War in 1936. Between 1938 and 1944, around 6500 Ju 87s were made. Its distinctive inverted gull wings - specially reinforced to cope with the steep dives and recovery - and fixed 'spat' undercarriage were instantly recognisable but it was the wailing siren noise as it dived in bombing mode that left a haunting memory for its victims on the ground. The Ju 87 was a strong, accurate and effective aircraft but it was outshone by the Allied aircraft during



£5.95

the Battle of Britain, where its poor manoeuvrability and speed became apparent, making it an easy target.

Stg.77, along with Stab.III, participated in the August 1940 offensive where they were centred on the northern coast of France, suitably positioned for an attack against England. Our model represents the Ju.87 Stuka as it appeared during that time.

**AR32** 



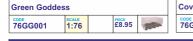






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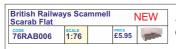
ventry Fire	Brigad	le			Blue Fordson	Tracto	r	
	1:76	EDITION	£8.95	-	76TRAC001	1:76	EDITION	£2.9





British Rail Mobile Workshop NEW					
76TK014	1:76		£7.95	-	

In September we released three brand new railwayliveried TKs in yellow – of the late 1970s British Rail era, they-are a natural extension to our existing British Rail vehicles of the period and will look good on any 00 gauge layout of the time. These included the 76TK011 Bedford TK British Rail Personnel Carrier, a 76TK012 is a TK Emergency Bridging Unit Open and a 76TK013 closed. This month we add a Mobile Workshop to further extend the range. Railway modellers can now have a really nice selection on their layouts.



Alongside the Scammell Scarab box van which we released earlier, you can now have the flatbed which makes an ideal companion. Several letters of late wondering

> why these are slightly smaller than other manufacturers. Well these are 1:76 scale versions which fit with Hornby 00. Some of the other manufacturers are

made larger - ideal for aircraft dioramas, but no good for the true 1:76 railway enthusiast.







Whitbread Tan	ker		
CODE 76TK007	SCALE 1.76	PRICE £7 95	-

Emergency Bridging Unit Open					
76TK012	1:76		£7.95	-	

CODE SCALE PRICE	
76TK013 1:76 £7.95	



TK Personnel Carrier				
76TK002	1:76		£5.95	-



TK Signalling				
76TK003	1:76		£5.95	-



British Rail Personnel Carrier			
76TK011	1:76	£7.9	5







1:50th Scale Rawcliffe and Sons. The model comes with a load the A25C. Although now a Cararama item, many of you may recall this model from 1996, when it was designed by Taff, along with a whole range of construction equipment. Sold firstly under the Scoop brand name and then Motorart at very high prices. Now re-engineered it makes a fitting addition to the range.





I can't quite believe it, Christmas is upon us once again and this is the last Globe for 2009, the next release is in early January. Over the Christmas period Platinum and Standard members should receive their Christmas model. This year it is a Bedford CA.

The next Globe features an update to our plans for the first part of 2010, so that's something to look forward to. The recent survey has given us all a few ideas and they have been very welcome - although any chosen won't appear until 2011 at the earliest. The requests for more information in the Globe has

CA026 Xmas 2009 been noted and over the last few months I have made an extra effort to supply more editorial - it is

nearly killing me! The team and I have fully agreed the line up for 2010 and it is all well advanced in design and

development. My thoughts are now moving to 2011 and there is one project that is very close to my heart, I believe that it is now time that this subject is tackled. I am going to think hard and long about it over the Christmas break, before deciding on how to handle it. I think it is ambitious and will take around about 12 months to bring to fruition. It will make a fantastic range and I think that although a little different, I am sure many of you will agree with my choice. I mention this now, not only to tease, but also to provide the impetus that I need to move forward.

Have a great Christmas and thanks for your support. TAFF