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Final factory finished models will be superior.

The right is reserved to improve and amend specifications in colours and materials, and to change
or withdraw items in this collection without notice.

Produced by Bill Aggio Creative

SCALE 1:24

Sun Star



2007

SUPERBLY DETAILED, STRICTLY LIMITED, DIECAST REPLICAS
IN 1:24 SCALE FOR ADULT COLLECTORS.

SCALE 1:24

Sun Star

In 2004, Sun Star launched its super-detailed 1:24 scale model of the iconic AEC Routemaster bus. This model won numerous awards and set a new standard for diecast models of British buses. Since then Sun Star has traced the history of this famous vehicle by replicating the most significant variants and liveries of its illustrious career, which has spanned more than 50 years. For 2007, Sun Star will offer three new models, a 1964 re-furbished RMC with revised front wings and grille, wider "via" box and revised Green Line livery, an "out-of-town" RM from the GLC years, and RM2217 as it ran on Route 159 between Streatham and Marble Arch on December 9th 2005, the last Routemaster. These three models will constitute the final chapter of the Sun Star Routemaster story and then, like the real vehicle, the moulds will be "retired".

In 2006, Sun Star announced the first three 1:24 scale models of the Bedford OB Duple Vista coach. All three were 1947 models with the original "angled" destination and operator blind boxes and four-spoked steering wheel. These will be the last 1947 models, since Sun Star has now modified the moulds in order to offer a 1948 model with rounded blind boxes and a three-spoked steering wheel but without the front bumper over-riders and characteristic chrome "flash" on the sides, which were omitted due to material shortages at that time. This will be followed by an early 1949 model with rounded blind boxes where the over-riders and chrome "flashes" have been restored. Further models will be announced during the year in order to continue the OB story.

However, the big news is the launch of a major new 1:24 London double-decker, the AEC Regent III, better known as the RT. This new model will feature even more detail than the Routemaster, and will trace the history of this much-loved vehicle through its major variants and liveries.

All Sun Star 1:24 scale bus models are strictly limited editions with numbered certificates.



SCALE 1:24

ROUTEMASTER



2901 SCALE 1:24
RM8 - VLT8: The Original Routemaster



2905 SCALE 1:24
RM 686 - WLT 686: Vernon's Pools



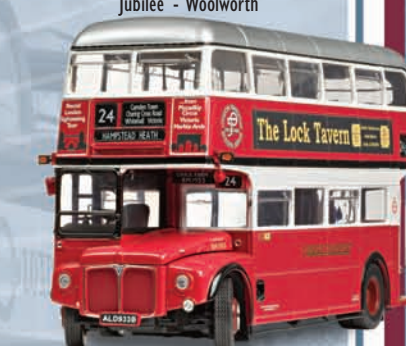
2906 SCALE 1:24
SRM 25 - 850 DYE: Queen's Silver Jubilee - Woolworth



2907 SCALE 1:24
RM 2191 - CUV 191C: Shillibeer - Watney's



2908 SCALE 1:24
RM870 - WLT 870 The first production Routemaster with a Leyland engine



2909 SCALE 1:24
RM1933 - ALD 933B 50th Anniversary of London Transport - The Lock Tavern



2902 SCALE 1:24
RM254 - VLT 254 The Standard Routemaster with quarter-drop front windows



2911 SCALE 1:24
RM1983 - ALD 983B 50th Anniversary of London Transport - gold



2903 SCALE 1:24
RM664 - WLT664 The Silver Lady



2910 SCALE 1:24
RM94 - VLT 94 Open top - The Original London Transport Sightseeing Tour



2904 SCALE 1:24
RMC 1453 - 453 CLT: The Original Green Line Routemaster Coach

SCALE 1:24

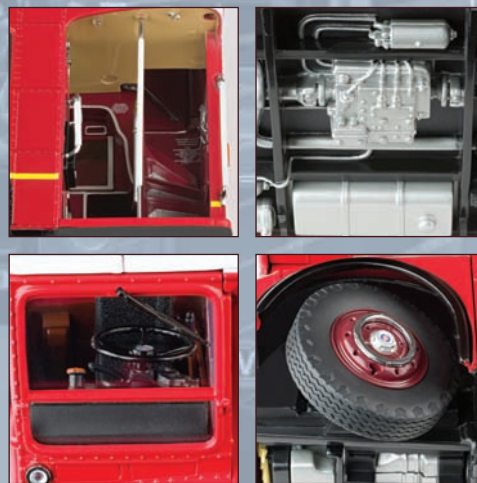
ROTEMMASTER

The Final Chapter



Features:

- Opening bonnet with authentic replica engine
- Detailed driver's cab
- Opening passenger windows
- Detailed interior with individual, decorated seats
- Poseable wheels
- Detailed chassis
- Limited Edition with numbered certificate



2914 NEW SCALE 1:24

RM2217 - CUV 217C: The Last Routemaster

On December 9th 2005, the Routemaster finally disappeared from regular service in London, after more than 50 years of active service. Although several vehicles were in service that day, the officially designated "last" Routemaster was RM2217 which operated on Route 159 between Streatham and Marble Arch. Sun Star model 2914 replicates RM2217 exactly as it ran its last journey. A limited number of Routemasters continues to operate on so-called Heritage Routes as can be seen from the advertisements on RM2217.

SCALE 1:24

The History of the RT

As public transport grew under the London Passenger Transport Board, which had been created on July 1st 1933, the need for a standardised double-decker bus became apparent. The first step towards that objective was taken on August 9th 1939 when RT1 entered service on Route 22 from Putney Common to Homerton. This prototype was based on the AEC Regent chassis and, despite its many modern features, was essentially an evolution of existing designs and, in particular, of the STL. Wartime shortages of materials and production capacity hampered the drive for standardisation but, because the majority of the bodies were manufactured by either the Park Royal or the Weymann factories, a high level of interchangeability and standardisation was nonetheless achieved. The supply of chassis was increased in 1948 when Leyland started to deliver the RTL chassis. In total, over 7,000 RT's were manufactured by the time that production ceased in 1954. In April 1979, RT624 was the last RT to be withdrawn from service, marking the end of a period of service for the RT type, which had spanned almost 40 years.

Even before RT1 entered service, the first orders for full-scale production were placed in July and November 1938 for a total of 338 chassis and 341 bodies. Changes were made to both the chassis and body design of the RT1, the most visible being the omission of the off-side, staircase window and the projection of the roof over the front, upper-deck windows, and the curious re-location of the off-side headlight to the chassis, below the cab body. The revised specification was classified as 2RT2. Construction of the initial order of 150 chassis started at AEC's Southall factory in summer 1939, and on 20th May 1940, the last one was delivered to LPTB's Chiswick factory, where the bodies were made. Body manufacture was so slow that the second order for 188 chassis had already been suspended by then, and in fact this last chassis was not completed until January 14th 1942, entering service on February 1st. In total, only 150 2RT2's were made.

The key features which distinguish the 2RT2 from its successors are the front and rear roof-mounted Route number boxes, the sloping



lower edge of the side and front windows of the driver's cab, the 6-louved vent, the curious positioning of the off-side headlight, and the 2-bay blind box with the main destination above the via box.



It was not until April 17th 1944 that the next chapter of the RT story began, when an order was placed with AEC for 1,000 RT chassis. Because the Chiswick factory was fully utilised for essential vehicle maintenance, which had been neglected during the war, in March 1945 the contract for the supply of bodies was given to two independent suppliers, Park Royal Coach Works Ltd and Weymann Motor Bodies Ltd. The results of this "cooperation" together with further revisions to the chassis by AEC resulted in the 3RT3 and imposed complete interchangeability of bodies. The most visible changes from the 2RT2 were that the destination was re-located below the via box, the lower edges of the driver's cab were straightened, the 6 louvres



of the vent were reduced to 3, the off-side headlight was positioned below the driver's cab, the rear roof box was removed, and a Route number plate was added to the front bulkhead near-side pillar.

The final major revisions occurred in 1948, just after the introduction of the Leyland chassis. The RT3/1 had no roof boxes at all, a "modern" 3-bay blind box and an under-canopy route number blind box. Although further variants were introduced later, primarily the RT8, these variations were minor in comparison to those, which had gone before.



Using a Park Royal/Weymann body, Sun Star will replicate over the coming years all these major body variants, including both AEC and Leyland engines, as well as the key London Transport and Green Line liveries in a new series of 1:24 scale Limited Edition models with numbered certificates.



SCALE 1:24

AEC REGENT



2920 NEW CASTING SCALE 1:24
AEC Regent III



SCALE 1:24

ROUTEMASTER

The Final Chapter



Features:

- Opening bonnet with authentic replica engine
- Detailed driver's cab
- Opening passenger windows
- Detailed interior with individual, decorated seats
- Poseable wheels
- Detailed chassis
- Limited Edition with numbered certificate



2913 NEW SCALE 1:24

RM21 - VLT 21: The GLC years



On January 1st 1970, London Transport was transferred from state to municipal control. The main external changes related to the change from gold to white for the central band between the two decks and fleet names, and the adoption of the plain white roundel as the logo for the new operator. RM21 was one of the original batch of Routemasters and still maintained its original front upper deck windows without the quarter-drop upper part which was introduced from RM254 onwards.

SCALE 1:24

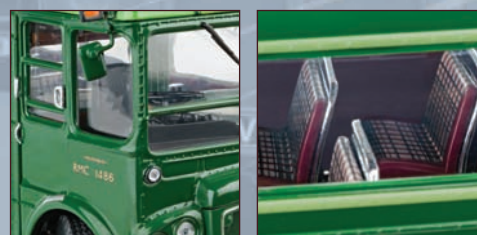
ROUTEMASTER

The Final Chapter



Features:

- Opening bonnet with authentic replica engine
- Detailed driver's cab
- Opening passenger windows
- Detailed interior with individual, decorated seats
- Poseable wheels
- Detailed chassis
- Limited Edition with numbered certificate



2912 NEW SCALE 1:24

RMC1486 - 486 CLT: Green Line

In 1964, less than two years after their introduction, it was decided to give a face-lift to the RMC's. The main changes were at the front where the wings were revised to give a smoother, deeper line, the brake vents were omitted and the registration plate was attached beneath the lower edge of the body. The "via" box was widened to match the main destination blind box and the lower half of the front ventilation grille was covered to form a continuous band between the two decks. The main livery changes included the disappearance of the main Green Line wording on the side of the lower decks and the use of decals for a revised roundel, which was moved forward on the sides to below the first window of the upper deck.

SCALE 1:24

AEC REGENT



2920 NEW CASTING SCALE 1:24

AEC Regent III

Features:

- Opening bonnet with authentic replica engine
- Detailed driver's cab with opening door
- Opening passenger windows
- Detailed interior with individual, decorated seats
- Poseable wheels
- Detailed chassis
- Limited Edition with numbered certificate



SCALE 1:24

BEDFORD OB

DUPLE VISTA



5004 NEW SCALE 1:24
1948 Bedford OB Duple Vista — Hants & Sussex

Features:

- Opening bonnet with detailed engine
- Sliding roof and entrance door
- Operating trafficators
- Opening emergency door with First Aid kit
- Individually decorated seats, 27 or 29 configuration
- Overhead luggage racks
- Detailed dashboard and instruments
- Posable front wheels
- Detailed chassis
- Clock and mirrors at front of passenger compartment
- Window winders
- Ashtrays in the seat backs
- Limited Edition with numbered certificate



SCALE 1:24

BEDFORD OB

DUPLE VISTA



5006 NEW SCALE 1:24
1949 Bedford OB Duple Vista — Grey Cars

Features:

- Opening bonnet with detailed engine
- Sliding roof and entrance door
- Operating trafficators
- Opening emergency door with First Aid kit
- Individually decorated seats, 27 or 29 configuration
- Overhead luggage racks
- Detailed dashboard and instruments
- Posable front wheels
- Detailed chassis
- Clock and mirrors at front of passenger compartment
- Window winders
- Ashtrays in the seat backs
- Limited Edition with numbered certificate

