

Scale 1/43

#12018

available

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Limited edition 333 Stk.



The armored One

The conflict in Northern Ireland, especially in Belfast, led to the 'Royal Ulster Constabulary', or short RUC, relying early on armored vehicles in its fleet. Towards the end of the 1950s, these were to be replaced by new cars. Probably to patriotic reasons, the idea arose to build the new armored cars on the chassis of a Land Rover. In 1961, the first prototype was set on its wheels, whereby the important parts, such as the doors or the front with thick sheet steel should withstand potential attacks. In 1966, the first ten vehicles were delivered to the RUC, christened Mk1.

The Mk1 was replaced by the Mk2, with the main difference being the installation of the 2.6 liter, now 77 hp engine and more powerful steel plates. Instead of the 7.25 mm thick sheet metal, 8.25 mm thick metal parts were henceforth attached.

In 1971, the Mk2 was replaced by the Mk3. It was equipped with a 2.6-liter 6-cylinder gasoline engine that produced 90 hp. The basic principle of the armor was still adhered to and the optionally available, extensive special equipment also remained in the range. This included, for example a massive armor of the front for the possibility of

ramming. Shorland also offered tires, with which it was possible to continue driving in flat condition.

The Mk3 was followed in 1980 by the Mk4 version and in 1986 by the Mk5 – from the installation of the latest Land Rover engine the designation originated. Even if visually many points were no longer reminiscent of the original vehicle, the unmistakability of the popular British off-road vehicle is still recognizable at the front.

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