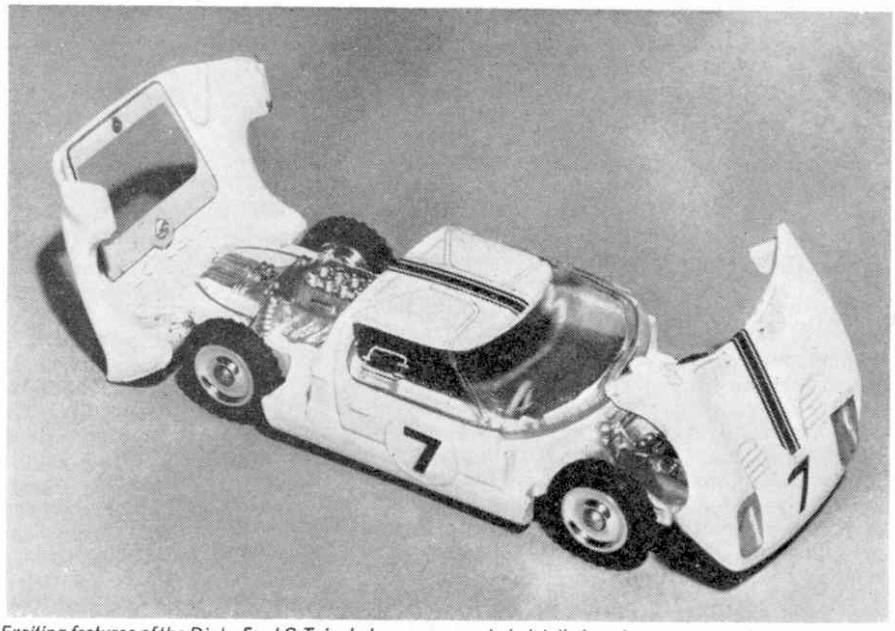
by **Chris. Jelley**

The New with the Old



Exciting features of the Dinky Ford G.T. include a rear-mounted, detailed engine, wrap-round windscreen and special headlights

THINKING back over the many letters we have received recently on the subject of new models, two distinct groups stand out from the rest—sports cars and veteran cars. Why these come to mind in groups, I think, is that correspondents, when making suggestions, tend to ask simply for 'more sports cars' or 'more veterans', rather than naming any specific vehicle. If this is the case, then collectors will be specially pleased with the two models we feature here, since they are representative of both types. They are, respectively, the Ford GT (Sales No. 125) and the 1913 Morris Oxford, generally known as the 'Bull-Nose' (No. 476).

Actually, both these models were officially released last month, but, as all my space in the January 'M.M.' was taken up by details of three Dinkies made by our associated company in France, I promised to describe them in this issue. Let us deal first with the sports car.

Readers who studied the advertisement pages last month may have noticed that the Ford was listed as a 'racing car'. This title is correct because the manufacturers designed it primarily as a prospective competitor in races of sports car class, but it should not be confused with the type of racing car that would be eligible for entry in, say, Formula One events. The two are, of course, entirely different.

International

Although the actual car is undoubtedly a Ford, being produced by Ford Advanced Vehicles, Ltd., of Slough, Buckinghamshire, and using the Ford 4·7 litre, 350 h.p. Cobra engine as the power plant, it would be wrong to imagine that all the components used in its construction were of Ford manufacture. In fact, no fewer than 45 other firms—Continental and American, as well as British—supply something which is incorporated somewhere in the design. I cannot, obviously, list all these companies, but some of the better known are: Smiths Motor Accessories, Ltd., who provide most of the dashboard instruments; Joseph Lucas, Ltd., providing the body electrical equipment; Borg and Beck Co., Ltd., supplying the clutch; Ferodo, Ltd., the brake linings; Dunlop Rubber Co., the tyres; and Goodyear Tyre and Rubber Co., supplying the fuel system.

Fords of America also have a finger in the pie by providing the battery and the engine. Add to this headlamps from France and wheels from Italy and you could almost dub the vehicle the 'International British Car'! Overall dimensions are: length 13 ft. 3 in., width 5 ft. 10 in., height 3 ft. 4½ in., wheelbase 7 ft. 11 in., track 4 ft. 6 in.

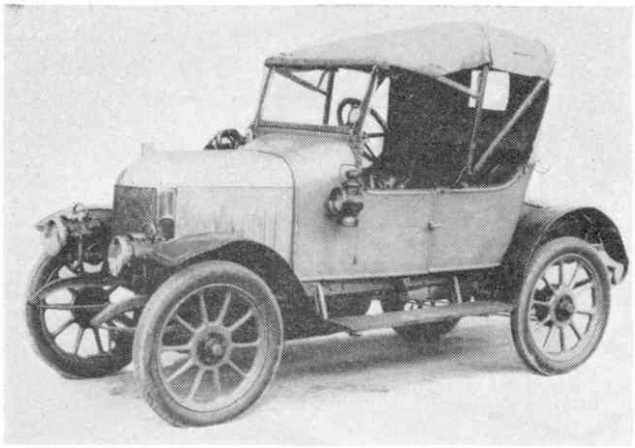
In a racing sports car it is essential that the weight be kept as low as possible, and the Ford GT is particularly successful from this point of view. The complete car, less driver and fuel, weighs only 1,820 lbs. (16¼ cwt.). To fully appreciate the significance of this weight, it is necessary to compare it with that of some of the other well-known models on the road. For example, the Mercedes-Benz 230 SL, which I described last month, weighs 25½ cwt., the E-type Jaguar, 24 cwt., and the M.G.B., 17¾ cwt. Even that 'baby sports' the Austin Healey Sprite is only a little lighter than the GT at 14 cwt., as also is the M.G. Midget, so that you can see that Fords have given careful thought to overcoming the weight problem.

Intriguing model

All the above has dealt with the actual car, but what of the Dinky Toy replica? Well, I must say, first of all, that this is a particularly attractive and intriguing model, closely following the lines of the original. It is finished in all over off-white gloss, with racing numbers and blue marker stripes which run from nose to tail. 'Tail', here, is the right word, because the back of the boot is 'flicked-up' rather like a duck's tail.

The rear part of the body hinges back to reveal a finely detailed engine, while the bonnet hinges forward to show a well-produced representation of the actual car's suspension and cooling systems. This is not a luggage compartment, as such. On the real-life car, the opening bonnet is purely to give easy access to the front wheels and suspension. On the model, we have represented the features that would be seen, at the expense of Prestomatic steering and four-wheel suspension. It would have ruined the authenticity, for which Dinky Toys are famous, if we had included these Dinky 'extras' *and* reproduced the details found on the prototype. Other features include wrap-around windscreen, windows, seats, steering wheel and 'special' headlamps.

Turning now from the new to the old, we have the Bull-

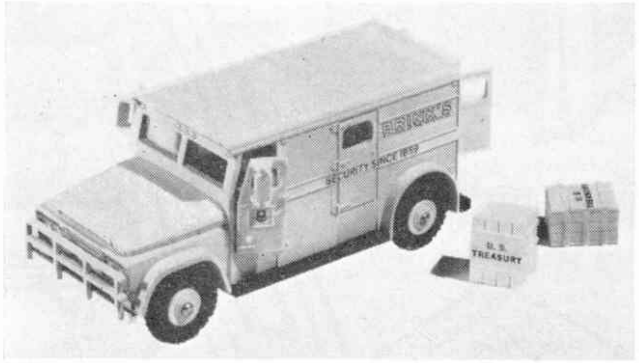


The picture above shows the 1913 'Bull-nose' Morris Oxford on which one of the latest Dinky releases is modelled

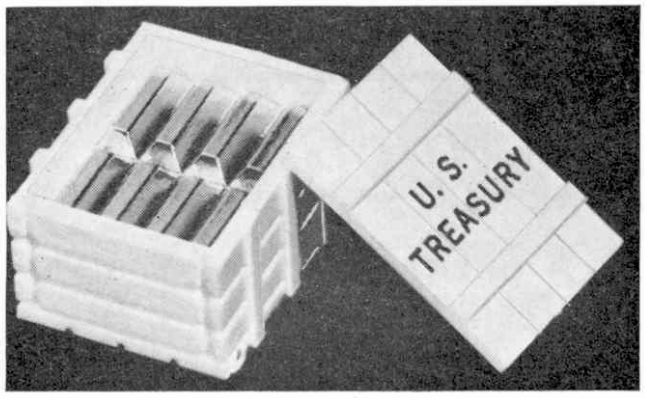
Nose Morris, which was manufactured by William Morris (the late Lord Nuffield) who died last year. I am grateful to the Central Publicity Department of the Nuffield Organisation, Birmingham, for the following information.

Planned before hand

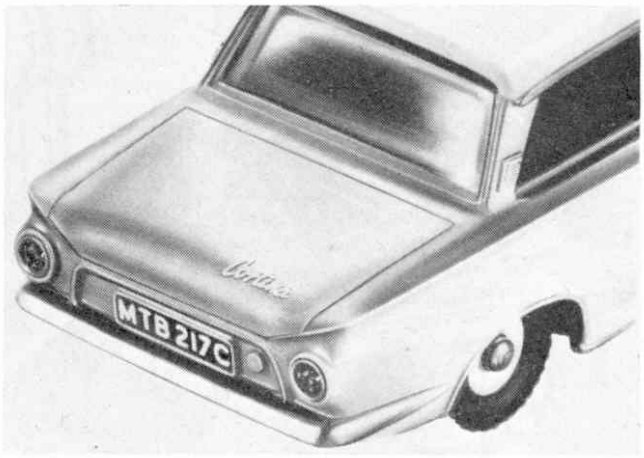
Although the first car did not appear until April 1913, it existed, in thought, many years before. Morris, in fact, began to consider the possibility of making and marketing his own car in 1904-5, but it was not until 1910 that his garage business in Oxford was sufficiently successful to allow adequate finance for the project. In that year, therefore, spurred by the astounding success of Henry Ford, he began designing, and was able to announce—but not exhibit—his Morris Oxford light car at the 1912 Motor Show. In the car he adopted the good points of other



The striking model Dinky Toy Brink's Armoured Car, not only has a driver and a guard, but contains two crates loaded with 'bullion'
A fortune in 42nd scale! Here is a 'bullion' crate from the Brink's Armoured Car with the lid removed to show the gleaming ingots inside



A great admirer of Dinky Toys is Jane Hammond of Thorpe Bay, Essex, seen standing by her father's Ford Corsair. Jane has a Dinky Corsair and knows a great deal about it, since her father, Mr. Victor Hammond, works in the Ford Styling Department. Below: This close-up of the rear of the Dinky Cortina shows how faithfully details of the 1965 car have been reproduced.



makes, but added many of his own innovations, which included totally enclosed transmission and steel artillery wheels, as opposed to wooden or steel disc wheels.

He was also the first manufacturer to have the main components 'made outside' by specialist engineering companies, who could produce the parts much more cheaply, thus reducing costs. When the car finally appeared, it was a huge success and has gone down in transport history.

Power was supplied by a 10 h.p. White and Poppe, four-cylinder engine of approximately 1,020 c.c. capacity, with a fuel consumption of 50–55 m.p.g. On the subject of speed, an advertising leaflet of the day reads 'Speeds range from 5 to 55 m.p.h. in top gear on average roads'.

Passenger comfort was provided for by leather-upholstered seats, pneumatic tyres and effective springing at front and rear. Throughout the whole car, careful attention was paid to strength, efficiency, reliability and comfort.

The Dinky Toys version of this famous 'oldie' makes an excellent follow-on to the Model T Ford, introduced last year. Features include detachable hood, opening boot and 'brass' radiator, lamps and windscreen frame.

Accurate chassis detail is also in evidence, together with interior fittings, spoked wheels and driver in smart period costume. The final touch is added by an attractive colour-scheme—blue chassis, red wheels, yellow body and khaki hood. In all, a very impressive model.