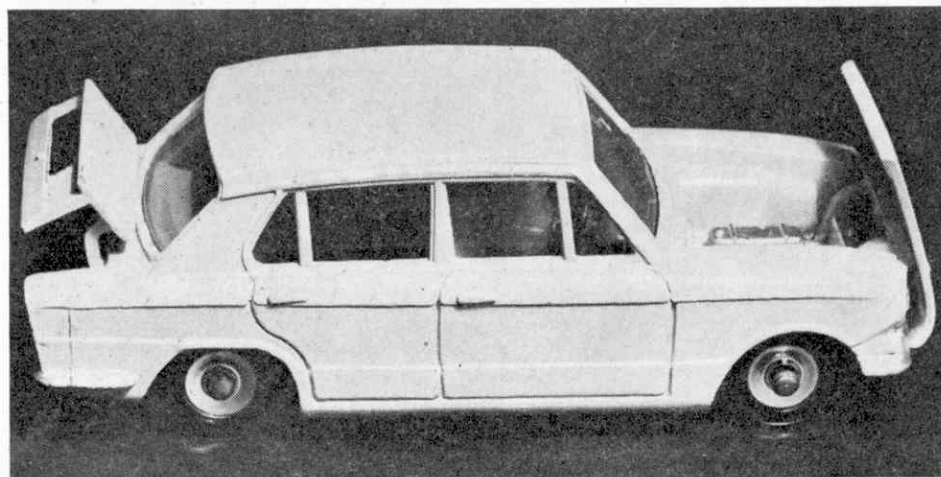


IT'S been said — jokingly, of course — that Dinky Toys are a subsidiary of Standard-Triumph Ltd., motor manufacturers of Coventry, Warwickshire. Naturally, there's no truth whatsoever in this but, looking at the Dinky Toy range, you can see the reason for the joke. In the past few years alone, Meccano Limited have produced models of the Triumph Herald, Triumph Vitesse, Triumph Spitfire and Triumph 2000, all of which have proved tremendously successful. These models, however, are not the result of any secret deal between Standard-Triumph and Meccano Ltd. The original cars were simply highly distinctive, popular vehicles that were perfect subjects for reproduction in miniature form.

All Triumph cars, in my opinion, are distinctive, including the revolutionary new Triumph 1300, latest saloon car to roll off Triumph's production lines. As soon as the 1300 appeared it was obvious that it should join its predecessors in the Dinky Toy range, and this has now happened. In fact, Dinky Toy No. 162 Triumph 1300 should be in the shops even as you read this article.

Intended as a reasonably priced model, the 1300 might be expected to lack somewhat in quality, but nothing could be further from the truth. To begin with it consists of a minutely detailed body on a strong die-cast base, nor is the body detail restricted to the general shape of the car. So accurately has the original been reproduced that the guttering, door handles, petrol-filler cap and even the boot-lock can be seen, besides the name 'Triumph' across the bonnet! The bonnet, itself, opens to reveal an 'engine' which is also well detailed, and which appears to be a fairly accurate representation of the main features of the full-size power unit.

Other features present include opening boot, Prestomatic steering, 4-wheel suspension, jewelled headlamps, windows and number



THE TRIUMPHANT DINKY

by Chris Jelley

plates. Fitted inside are seats and a steering wheel with a rear-view mirror indicated on the windscreen moulding. On the outside of the windscreen moulding, windscreen wipers are represented. Overall finish is in pale blue with red interior and black base.

Looking at the actual car you might almost say that the 1300 is the younger brother of the Triumph 2000. The two vehicles are certainly similar in general external appearance, although, of course, the 1300 is considerably smaller than the 2000 both in size and engine capacity. Whereas the 2000 is powered by a 6-cylinder, 1,998 c.c. capacity engine, the 1300 carries a 4-cylinder power plant with a capacity of 1,296 c.c. that develops a maximum power output of 61 b.h.p. at 5,200 r.p.m., to give the car a top speed of 85 m.p.h.

Perhaps the most interesting difference between the two cars, however, is the drive. On the 2000 the rear wheels are driven in the usual way, but the 1300 has front-wheel drive. I had no idea of this fact until I came

to write this article, and I must say that I was greatly surprised. Unlike the transversely-mounted engines fitted to the B.M.C. front-wheel drive cars, however, the Triumph engine lies in a north/south direction, or longitudinally, the drive passing through a 4-speed and reverse gear box to the wheels.

Standard-Triumph claim the 1300 to be 'Britain's best equipped car next to the big ones' and this is no idle boast. No less than 46 carefully planned features included in the car are listed in the manufacturer's literature. Many of these, such as speedometer, interior bonnet lock, courtesy lights, etc., are common to most cars these days, but several are unusual, particularly in a car of this size. Most interesting items are fold-away window winders and what is described as an 'all-systems-go' dial. The window winder is hinged and folds away into a special recess to fit flush with the inside of the door. Being pulled out to operate, the winders retract automatically when not in use.

The dial with the space-age name consists of a circular instrument split into eight sections, each section carrying a warning light that performs a particular duty: ignition, low fuel, direction indicator (right-hand), hand brake, choke, direction indicator (left-hand), oil and headlamp main beam. The hand brake and choke warning lights, although tremendously useful, are not often incorporated in other types of cars. I, personally, think that the idea of having all the warning lights together in a group is an excellent idea, as it does away with the need to search all over the instrument panel to make quite certain that everything is in order. The low fuel light, incidentally, is in addition to a proper fuel gauge.

From the safety angle, safety-belt anchoring points are included inside the car while disc brakes are fitted to the front wheels with drum brakes at the rear. Childproof locks are fitted which is a great asset if young children travel in the car.



The clean lines of this 'real' 1300 are faithfully reproduced in the latest Dinky model