

THREE GREAT NEW DINKY MODELS

ANOTHER STAUNCH MONTE COMPETITOR

Hillman Imp RALLY CAR

Rugged! Sturdy! Another beauty from Britain—and Dinky! The Dinky Hillman Imp has all these exciting action features: Monte stickers, number on each door, opening bonnet, opening boot with detailed rear engine, jewelled headlights, extra spots on front bumper, prestomatic steering and detailed interior.

Model No. 214
Length 3½" Price: **5/11**



DINKY EXCLUSIVE
9 OPENING DOORS

Rolls-Royce

PHANTOM V

Superb! Luxurious! The Phantom V with chauffeur and 2 passengers. Has a wonderful collection of action features. All four doors open. Boot lifts. 'Gull wing' bonnet opens to reveal detailed engine. Jewelled twin headlights and spot and indicator lights 'Chromed' radiator and bumpers.

Model No. 152
Length 5 7/8"

Price **14/11**



ALWAYS SOMETHING NEW FROM

DINKY TOYS

PRECISION DIE-CAST SCALE MODELS



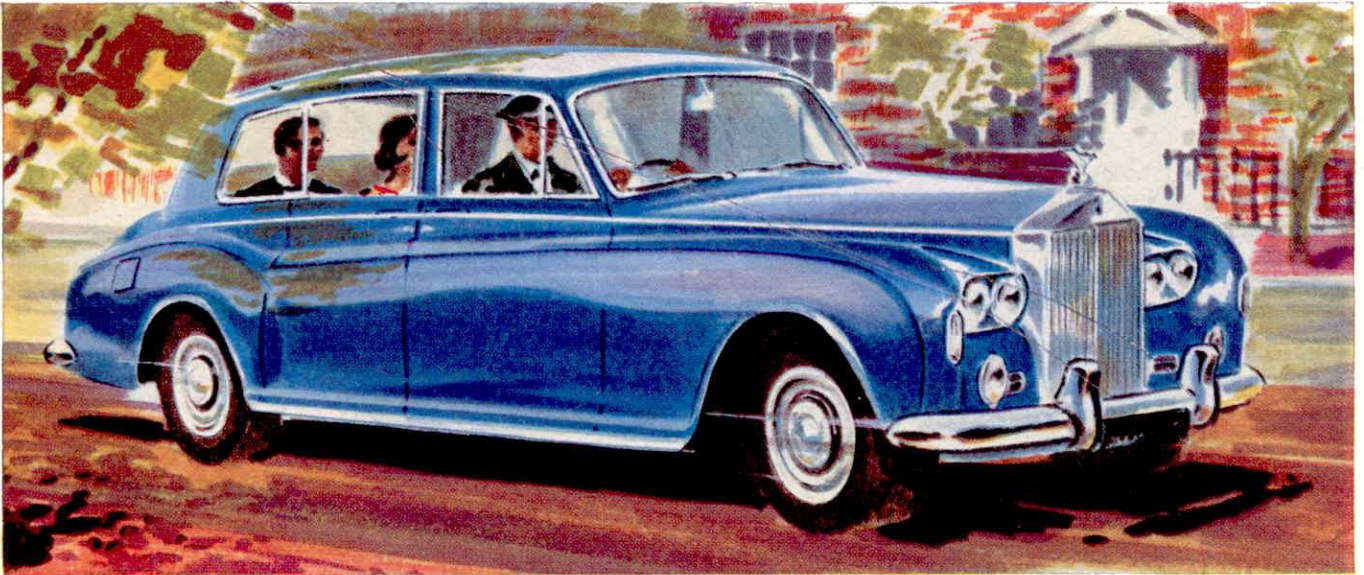
Cortina RALLY CAR

This famous winner for Britain is in authentic rally colour finish with number, and advertisements. Swivelling roof light and 3 extra bumper spotlights, as well as jewelled head and rear lights. Opening doors and tipping seats.

Model No. 212
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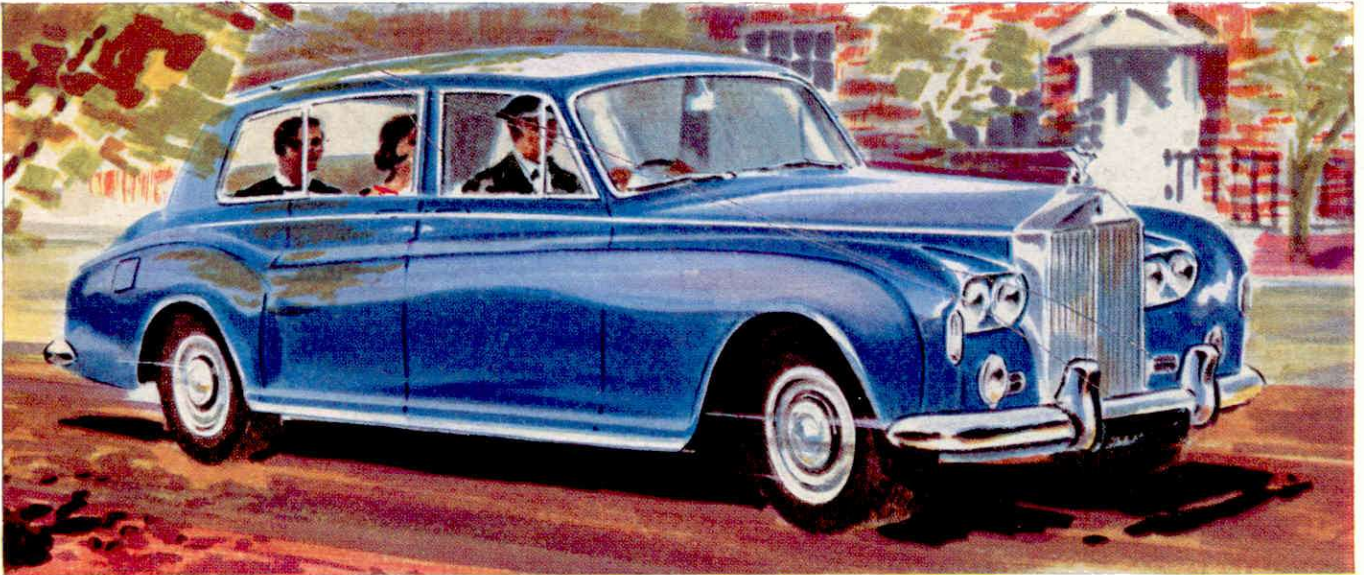
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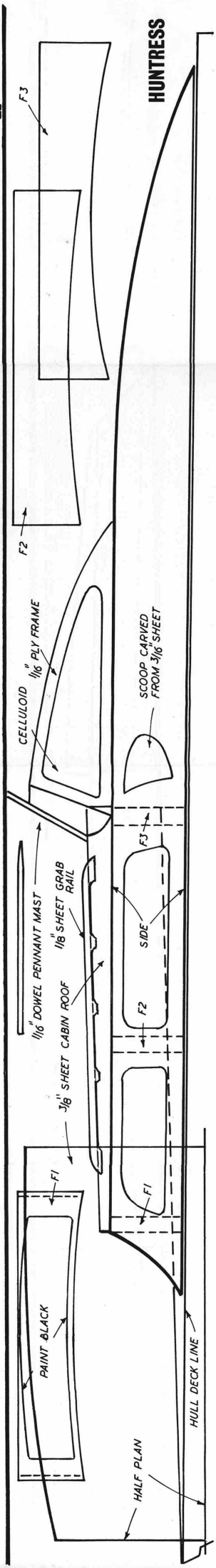
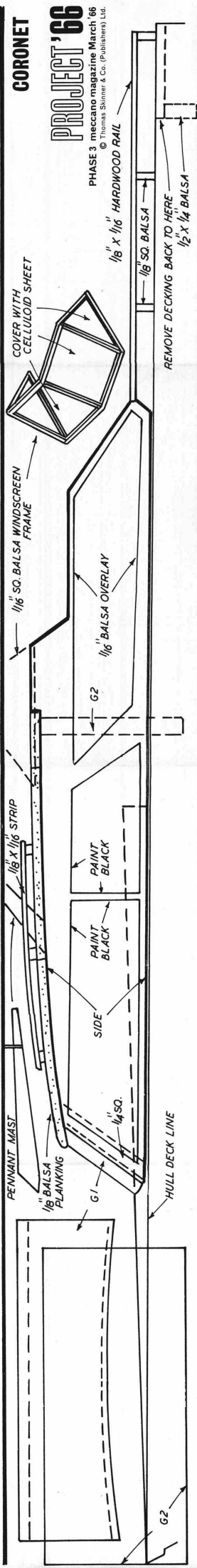
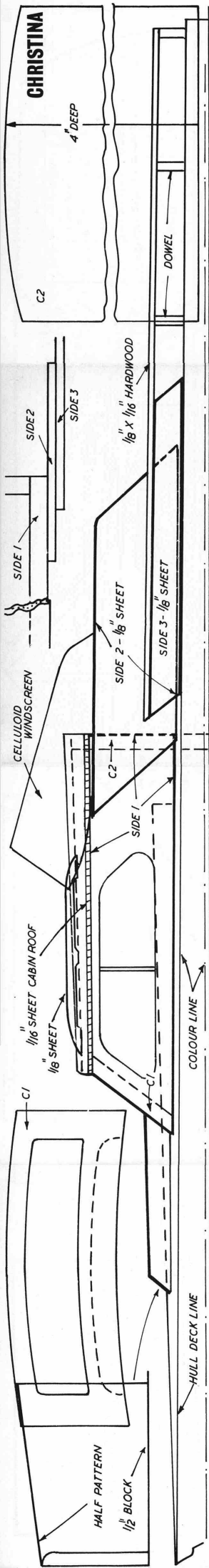
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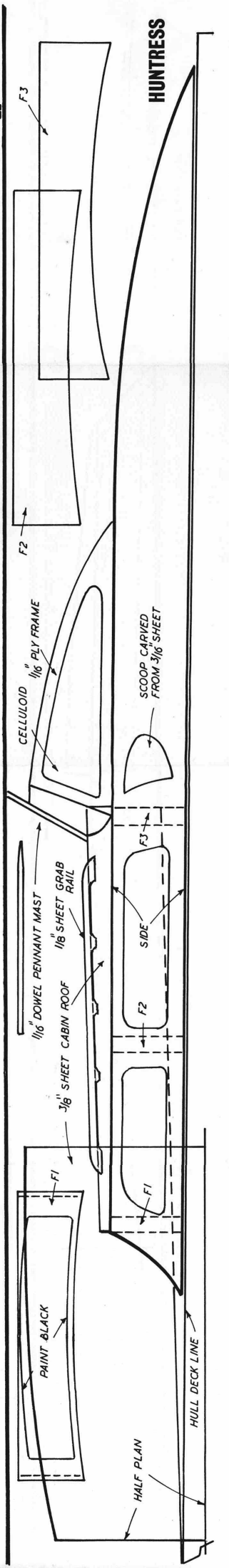
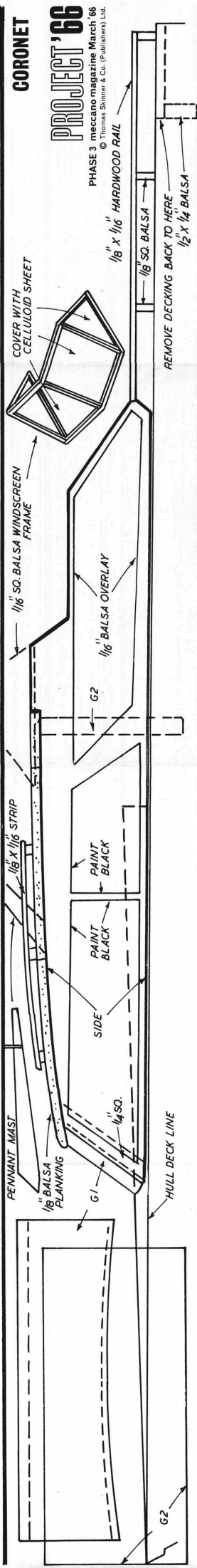
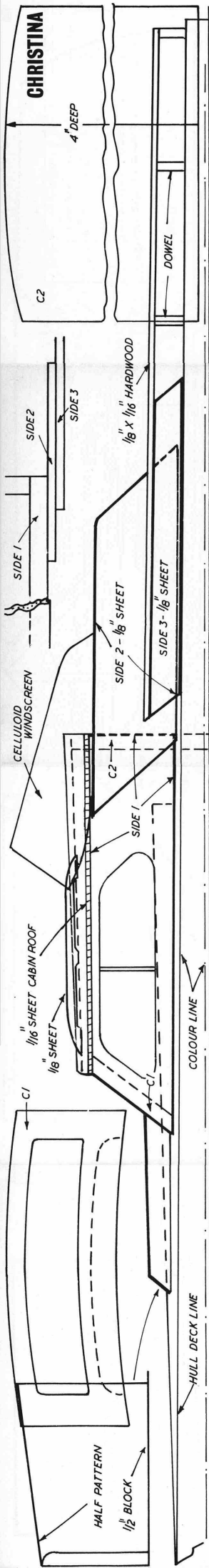
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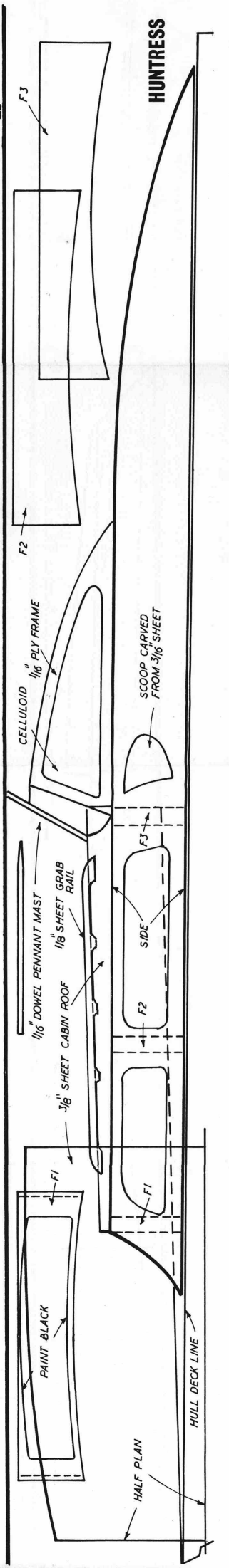
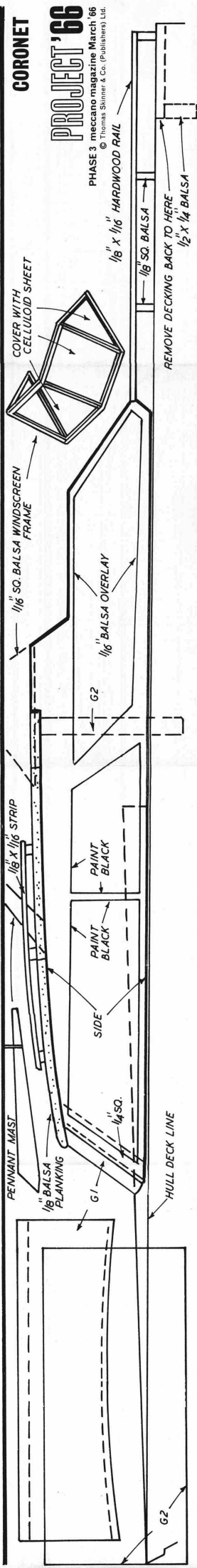
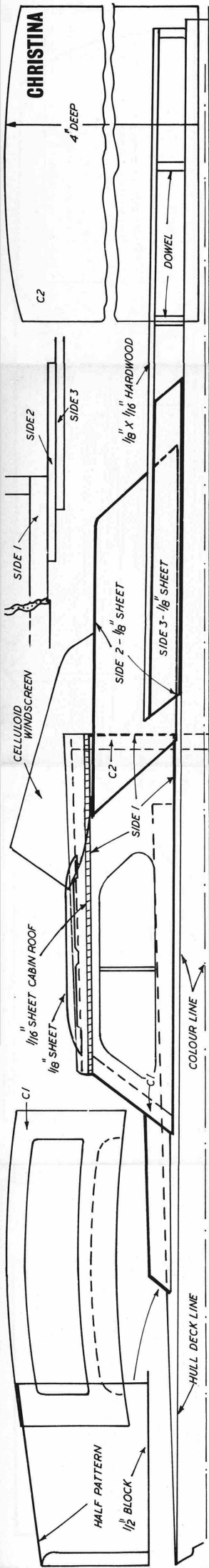
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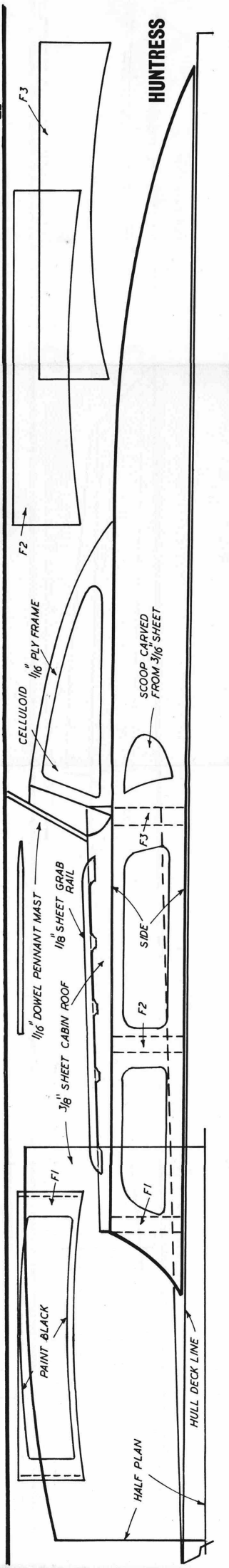
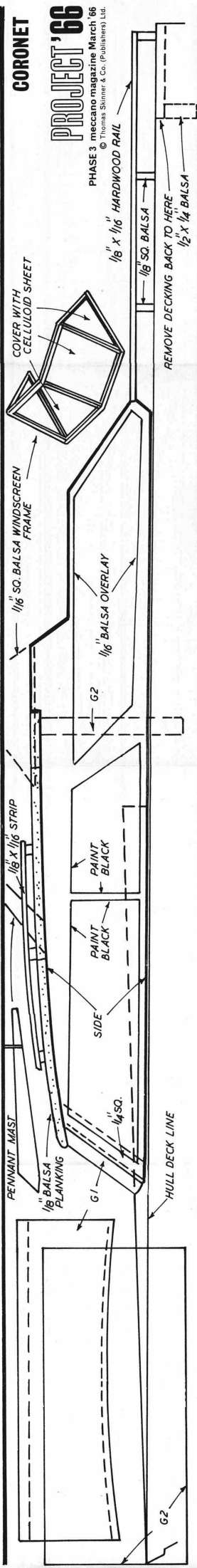
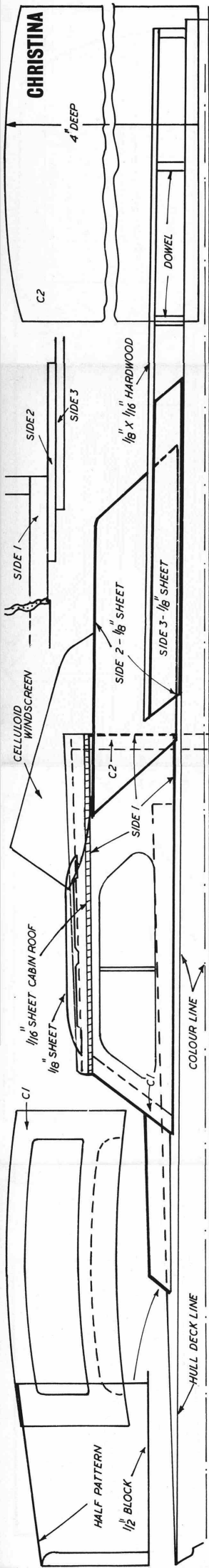
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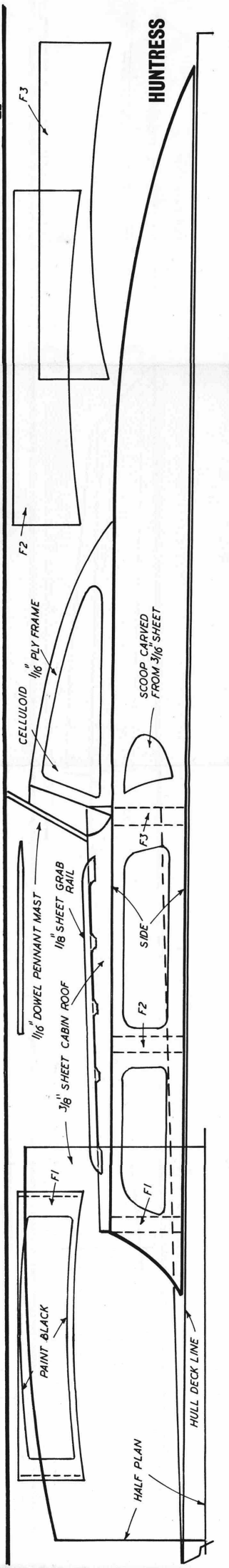
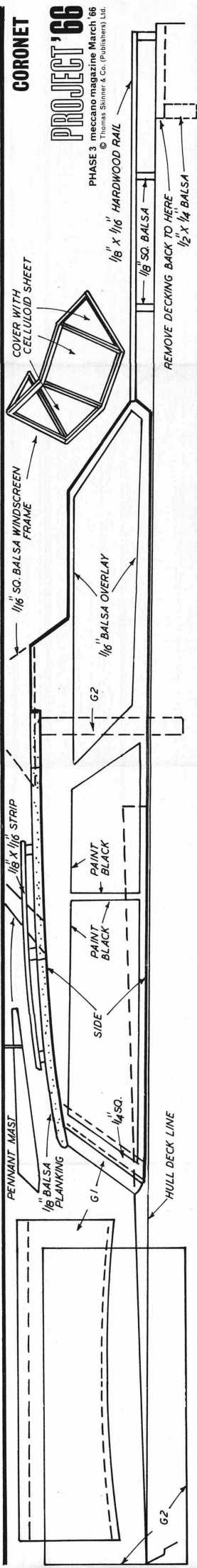
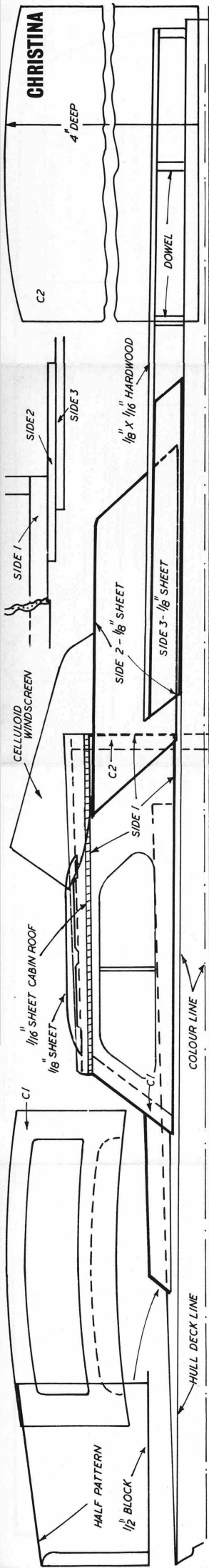












Thunderbird

This was the second place boat in the 1965 Power Boat Race, close behind 'Brave Moppie'. Construction is very similar to that of 'Surfrider' except that the cabin sides are longer and extend well aft to protect the occupants from spray. Join sides first with T1 and T2 (after chamfering T1 and the bottom edges of the sides) and then cement to the hull and line up with the position of the deck beams.

The cabin top is shaped from a $5\frac{1}{2}$ in. by $5\frac{1}{2}$ in. piece of $\frac{1}{8}$ in. sheet balsa (join two 3 in. wide pieces) and either cemented in place or made a plug fit.

Cut away the after decking back to the point shown on the full size plan and cement in a reinforcing piece of $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip running between the two deck beams. The backrest is made from $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip with four lengths of $\frac{1}{8}$ in. strip cemented in place. When set, cement in place to the reinforcing strip previously fitted. Colour scheme: hull topsides—yellow, hull bottom, deck and cabin sides and top—white. Authentic racing number '283' in black on white panel on each side, and in black across the cabin roof.

Christina

A 'Christina' won the first Cowes-Torquay Power Boat Race and remains one of the 'classic' craft of its type, noted also for its attractive styling.

Parts required to complete this model are:

2 Side 1's from $\frac{1}{4}$ in. balsa.

2 Side 2's from $\frac{1}{4}$ in. balsa.

2 Side 3's from $\frac{1}{4}$ in. balsa.

Formers C1 and C2 from $\frac{1}{4}$ in. sheet.

6 in. by 4 in. by $\frac{1}{2}$ in. balsa block (for front cabin).

Two 11 in. lengths of $\frac{1}{4}$ in. by $\frac{1}{8}$ in. spruce or obeche for handrails.

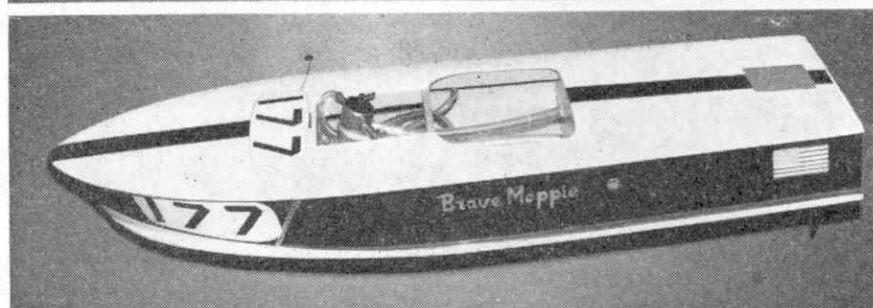
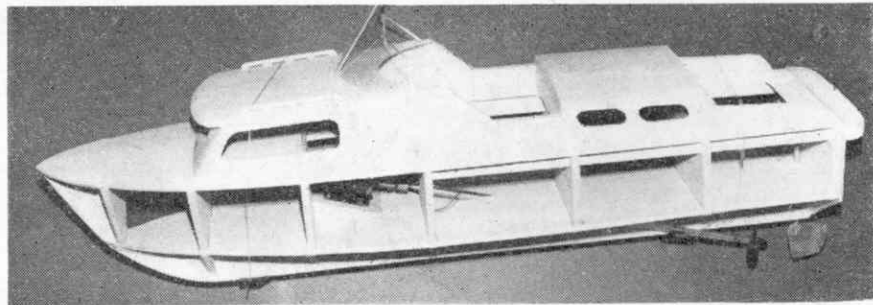
About 4 in. of $\frac{1}{8}$ in. or $\frac{3}{16}$ in. dowel; celluloid for windshield.

Start by fitting former C2 in the position shown on the full size plan. Note that this former extends right down to the chine shelf and fits between the deck beams. Fill in between the sides of this former and the sides of the hull below the deck line with scrap sheet.

Now fit the cabin sides and C1, chamfering C1 to angle back correctly, and also chamfering the bottom edges of the sides to conform to the curvature of the deck. Carve and fit the front cabin block, shaping the top curve to match the curve of the front window.

Cement the two Side 2 pieces in place; and the two Side 3 pieces outside them, as shown. Complete by adding the hand-rail supported on short lengths of dowel. For greater security of fixing the deck can be pierced to insert the dowels which are then levelled off and the handrail cemented on top.

The cabin top is covered with $\frac{1}{8}$ in. sheet balsa. In the case of a diesel powered model the top will have to be cemented to a built-up framework so that it is a plug fit and can be removed for



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access to the motor for starting. With an electric powered model simply cement the $\frac{1}{8}$ in. sheet cabin top in place.

The whole of the aft decking between bulkheads 5 and 7 should now be removed, out to the position of the deck beams. Bulkheads 5 and 6 are then cut down vertically in line with the deck beams and the centre parts removed to leave a completely unobstructed cockpit.

Colour schemes: hull usually white with red, green or blue bottom.

Decks: natural wood or stained with a light coloured wood dye, or painted white.

Cabin: Sides 3 and front cabin part, white. Sides 1, mahogany. Sides 2, very pale blue or green. Cabin top, same as Sides 2, or white.

Wrap-around windscreen: blue or green tinted celluloid.

Coronet

This model has a fairly deep cabin with large windows. The windows should be painted on rather than cut out, otherwise construction is similar to the other models, except for the cabin roof. Since the cabin shape is 'square', the roof can be planked with $\frac{1}{8}$ in. sheet balsa with the grain running from side to side. The edges are then rounded off with sandpaper.

The second former (G2) is shown fitted between the deck beams roughly 1 in. behind bulkhead 4. If preferred, this can be extended down to the chine shelf and filling the complete space between the hull sides to blank off the cabin completely.

The windscreen is built up as a complete framework of $\frac{1}{8}$ in. sq. balsa which is then covered with panels cut from clear plastic sheet after cementing to the cabin top. Note that the cabin roof

finishes just behind G2.

The two rails extending back to the transom are of $\frac{1}{4}$ in. by $\frac{1}{8}$ in. hardwood strip (spruce or obeche mounted on $\frac{1}{8}$ in. sq. uprights (balsa or obeche). This rail does not extend across the transom.

Cut away bulkheads 5 and 6 level with the deck beams to give an open cockpit from G2 aft.

Colour schemes: hull—white with red, blue or green bottom (or all white).

Deck, cabin sides and top—white.

Racing number in white on black circle.

Huntress

Designed and built by Fairey Marine, the 'Huntress' is a well known offshore power boat racer together with its larger counterpart, the 'Huntsman'.

The cabin sides in this case extend backwards almost to the transom, but the whole of the cockpit is open from F3 (fitted over bulkhead 4) to the transom. The sides are cut from $\frac{1}{4}$ in. sheet.

The cabin roof for this model is cut from $\frac{1}{4}$ in. sheet carved and sanded to a well rounded shape. The front window is painted in F1. Note that F1 is vertical and does not slope backwards.

The windscreen sides are cut from $\frac{1}{8}$ in. ply and cemented directly on to the main side pieces in the position shown. The windshield assembly is then completed by covering both sides with celluloid (or thin plastic sheet) and adding a curved windscreen front. The complete screen (sides and front) can be cut from a single piece of celluloid on a trial and error basis, if preferred.

Typical colour scheme: hull topsides—dark blue; bottom—red or white. Cabin sides and top—white.

Racing number in black on white circle.

Thunderbird

This was the second place boat in the 1965 Power Boat Race, close behind 'Brave Moppie'. Construction is very similar to that of 'Surfrider' except that the cabin sides are longer and extend well aft to protect the occupants from spray. Join sides first with T1 and T2 (after chamfering T1 and the bottom edges of the sides) and then cement to the hull and line up with the position of the deck beams.

The cabin top is shaped from a $5\frac{1}{2}$ in. by $5\frac{1}{2}$ in. piece of $\frac{1}{8}$ in. sheet balsa (join two 3 in. wide pieces) and either cemented in place or made a plug fit.

Cut away the after decking back to the point shown on the full size plan and cement in a reinforcing piece of $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip running between the two deck beams. The backrest is made from $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip with four lengths of $\frac{1}{16}$ in. strip cemented in place. When set, cement in place to the reinforcing strip previously fitted. Colour scheme: hull topsides—yellow, hull bottom, deck and cabin sides and top—white. Authentic racing number '283' in black on white panel on each side, and in black across the cabin roof.

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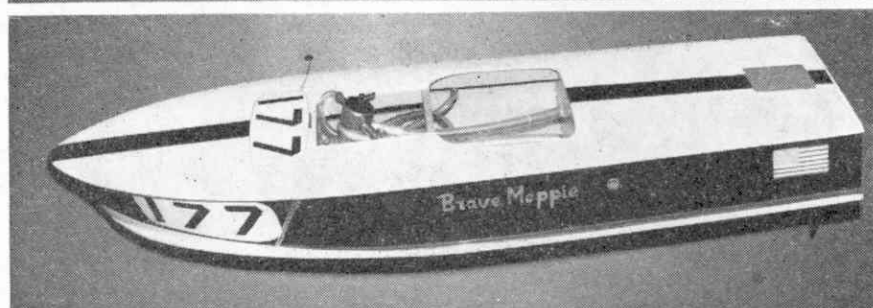
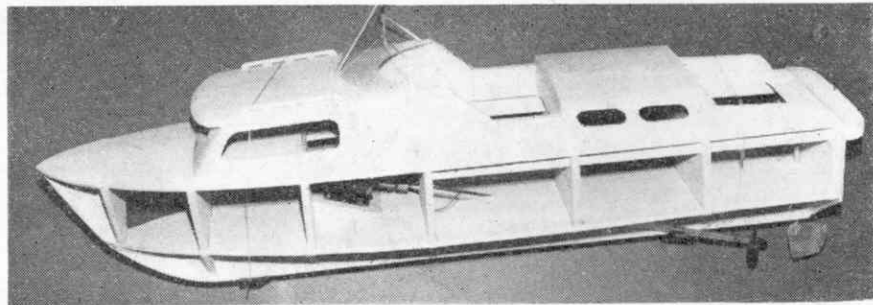
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The cabin top is covered with $\frac{1}{16}$ in. sheet balsa. In the case of a diesel powered model the top will have to be cemented to a built-up framework so that it is a plug fit and can be removed for



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This model has a fairly deep cabin with large windows. The windows should be painted on rather than cut out, otherwise construction is similar to the other models, except for the cabin roof. Since the cabin shape is 'square', the roof can be planked with $\frac{1}{8}$ in. sheet balsa with the grain running from side to side. The edges are then rounded off with sandpaper.

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The windscreen is built up as a complete framework of $\frac{1}{16}$ in. sq. balsa which is then covered with panels cut from clear plastic sheet after cementing to the cabin top. Note that the cabin roof

finishes just behind G2.

The two rails extending back to the transom are of $\frac{1}{4}$ in. by $\frac{1}{16}$ in. hardwood strip (spruce or obeche mounted on $\frac{1}{8}$ in. sq. uprights (balsa or obeche). This rail does not extend across the transom.

Cut away bulkheads 5 and 6 level with the deck beams to give an open cockpit from G2 aft.

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The cabin roof for this model is cut from $\frac{1}{8}$ in. sheet carved and sanded to a well rounded shape. The front window is painted in F1. Note that F1 is vertical and does not slope backwards.

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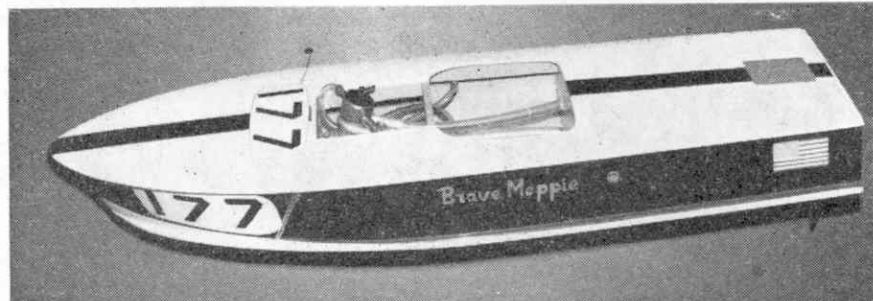
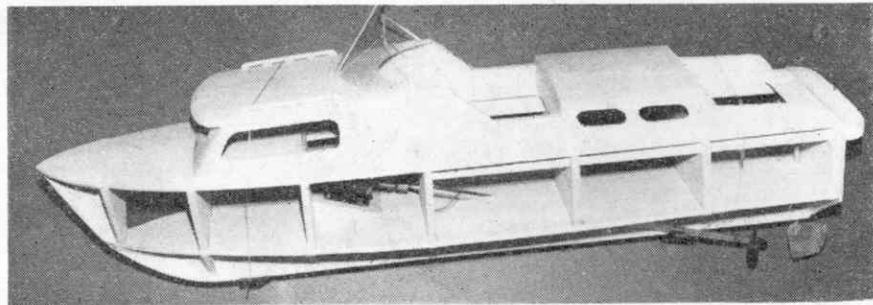
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Thunderbird

This was the second place boat in the 1965 Power Boat Race, close behind 'Brave Moppie'. Construction is very similar to that of 'Surfrider' except that the cabin sides are longer and extend well aft to protect the occupants from spray. Join sides first with T1 and T2 (after chamfering T1 and the bottom edges of the sides) and then cement to the hull and line up with the position of the deck beams.

The cabin top is shaped from a $5\frac{1}{2}$ in. by $5\frac{1}{2}$ in. piece of $\frac{1}{8}$ in. sheet balsa (join two 3 in. wide pieces) and either cemented in place or made a plug fit.

Cut away the after decking back to the point shown on the full size plan and cement in a reinforcing piece of $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip running between the two deck beams. The backrest is made from $\frac{1}{2}$ in. by $\frac{1}{2}$ in. strip with four lengths of $\frac{1}{8}$ in. strip cemented in place. When set, cement in place to the reinforcing strip previously fitted. Colour scheme: hull topsides—yellow, hull bottom, deck and cabin sides and top—white. Authentic racing number '283' in black on white panel on each side, and in black across the cabin roof.

Christina

A 'Christina' won the first Cowes-Torquay Power Boat Race and remains one of the 'classic' craft of its type, noted also for its attractive styling.

Parts required to complete this model are:

2 Side 1's from $\frac{1}{4}$ in. balsa.

2 Side 2's from $\frac{1}{4}$ in. balsa.

2 Side 3's from $\frac{1}{4}$ in. balsa.

Formers C1 and C2 from $\frac{1}{4}$ in. sheet.

6 in. by 4 in. by $\frac{1}{2}$ in. balsa block (for front cabin).

Two 11 in. lengths of $\frac{1}{4}$ in. by $\frac{1}{8}$ in. spruce or obeche for handrails.

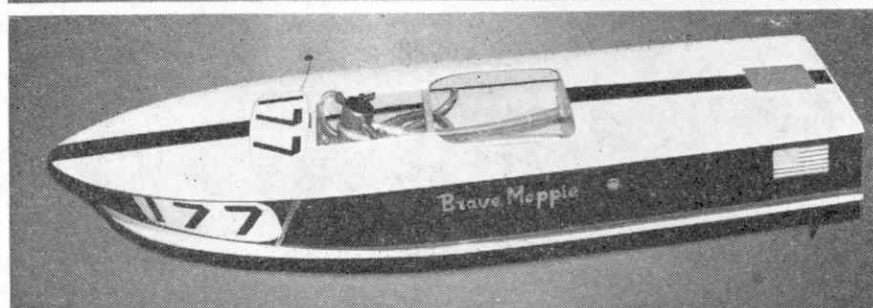
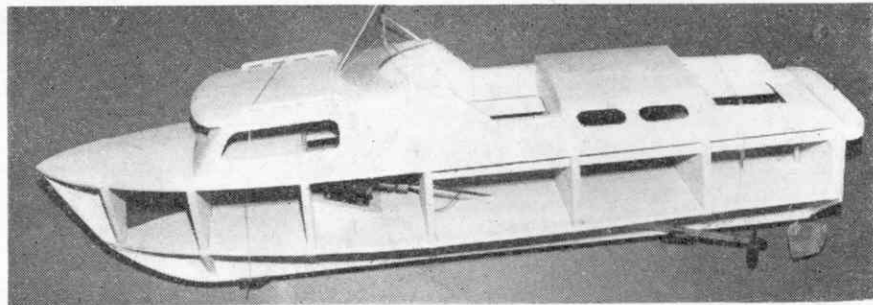
About 4 in. of $\frac{1}{8}$ in. or $\frac{3}{16}$ in. dowel; celluloid for windshield.

Start by fitting former C2 in the position shown on the full size plan. Note that this former extends right down to the chine shelf and fits between the deck beams. Fill in between the sides of this former and the sides of the hull below the deck line with scrap sheet.

Now fit the cabin sides and C1, chamfering C1 to angle back correctly, and also chamfering the bottom edges of the sides to conform to the curvature of the deck. Carve and fit the front cabin block, shaping the top curve to match the curve of the front window.

Cement the two Side 2 pieces in place; and the two Side 3 pieces outside them, as shown. Complete by adding the hand-rail supported on short lengths of dowel. For greater security of fixing the deck can be pierced to insert the dowels which are then levelled off and the handrail cemented on top.

The cabin top is covered with $\frac{1}{8}$ in. sheet balsa. In the case of a diesel powered model the top will have to be cemented to a built-up framework so that it is a plug fit and can be removed for



As thousands of readers saw them at the Schoolboys and Girls Exhibition. The Editor's completed, diesel powered Brave Moppie, and above, the 'un-skinned' hull, with Dell Quay Ranger superstructure temporarily fitted in position, as described in this feature

access to the motor for starting. With an electric powered model simply cement the $\frac{1}{8}$ in. sheet cabin top in place.

The whole of the aft decking between bulkheads 5 and 7 should now be removed, out to the position of the deck beams. Bulkheads 5 and 6 are then cut down vertically in line with the deck beams and the centre parts removed to leave a completely unobstructed cockpit.

Colour schemes: hull usually white with red, green or blue bottom.

Decks: natural wood or stained with a light coloured wood dye, or painted white.

Cabin: Sides 3 and front cabin part, white. Sides 1, mahogany. Sides 2, very pale blue or green. Cabin top, same as Sides 2, or white.

Wrap-around windscreen: blue or green tinted celluloid.

Coronet

This model has a fairly deep cabin with large windows. The windows should be painted on rather than cut out, otherwise construction is similar to the other models, except for the cabin roof. Since the cabin shape is 'square', the roof can be planked with $\frac{1}{8}$ in. sheet balsa with the grain running from side to side. The edges are then rounded off with sandpaper.

The second former (G2) is shown fitted between the deck beams roughly 1 in. behind bulkhead 4. If preferred, this can be extended down to the chine shelf and filling the complete space between the hull sides to blank off the cabin completely.

The windscreen is built up as a complete framework of $\frac{1}{8}$ in. sq. balsa which is then covered with panels cut from clear plastic sheet after cementing to the cabin top. Note that the cabin roof

finishes just behind G2.

The two rails extending back to the transom are of $\frac{1}{4}$ in. by $\frac{1}{8}$ in. hardwood strip (spruce or obeche mounted on $\frac{1}{8}$ in. sq. uprights (balsa or obeche). This rail does not extend across the transom.

Cut away bulkheads 5 and 6 level with the deck beams to give an open cockpit from G2 aft.

Colour schemes: hull—white with red, blue or green bottom (or all white).

Deck, cabin sides and top—white.

Racing number in white on black circle.

Huntress

Designed and built by Fairey Marine, the 'Huntress' is a well known offshore power boat racer together with its larger counterpart, the 'Huntsman'.

The cabin sides in this case extend backwards almost to the transom, but the whole of the cockpit is open from F3 (fitted over bulkhead 4) to the transom. The sides are cut from $\frac{1}{4}$ in. sheet.

The cabin roof for this model is cut from $\frac{1}{4}$ in. sheet carved and sanded to a well rounded shape. The front window is painted in F1. Note that F1 is vertical and does not slope backwards.

The windscreen sides are cut from $\frac{1}{8}$ in. ply and cemented directly on to the main side pieces in the position shown. The windshield assembly is then completed by covering both sides with celluloid (or thin plastic sheet) and adding a curved windscreen front. The complete screen (sides and front) can be cut from a single piece of celluloid on a trial and error basis, if preferred.

Typical colour scheme: hull topsides—dark blue; bottom—red or white. Cabin sides and top—white.

Racing number in black on white circle.