



Dinky Toys collectors in Rugby, and members of the Dinky Toys Club, are Richard Smith of Narborough Road South (right) and his friend John Wilkinson.



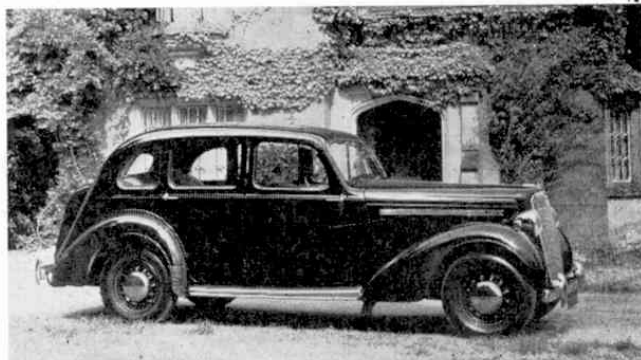
Among recent winners of the Dinky Toys £2 monthly award are Terry Turner of Eltham, London, pictured above with his dog Rex, and below, Bryan Reece of Dagenham, Essex (left), and Ronald Smyth of Pomeroy, County Tyrone (right).



Enjoying a sail on the Gallowslake, Antwerp, is M. Verschuereen, of Ghent, Belgium, also one of the monthly £2 award winners.

THEY WERE DIFFERENT THEN

No. 4. The Humber Hawk



The Phase II Humber Hawk of September 1947.

THE name Humber goes back to 1867 when Thomas Humber founded the firm which originally made cycles at Coventry. Some thirty years later, at the first motor exhibition in Britain, the company introduced their first cars—two Humber-Pennington tandem “safeties”, with a Kane Pennington engine mounted behind the rear wheels, and two Humber tricycles.

Humber's first motorised four-wheeled vehicle was made in 1899. Named the MD Voiturette, it was a quadricycle powered by a 2½ h.p. De Dion engine and had front-wheel drive and rear-wheel steering. The famous Humberette followed soon after-

By PATRIC BAKER

wards. This was powered by a 5 h.p. single-cylinder engine with four speeds and reverse—quite an innovation for the period. Among other “modern” components of the Humberette was a radiator which could be swung aside to gain access to the engine, a single-spoke steering wheel, and control levers on the steering column. Later on, a V-twin engine was fitted and the car remained a best seller until the early years of World War I. Humber products made around this time included the 8½ h.p. Humber Beeston, which had a two-cylinder engine, and bigger 14 h.p. and 25 h.p. four-cylinder models with four-speed gear-boxes.

Probably the most memorable Humber of its age was the 1910 12 h.p. model—one of the first British four-cylinder cars of this capacity to be produced at a popular price. It cost £300 and was designed by a young

Frenchman, Louis Coatalen, then at the beginning of a brilliant career in the British motor industry.

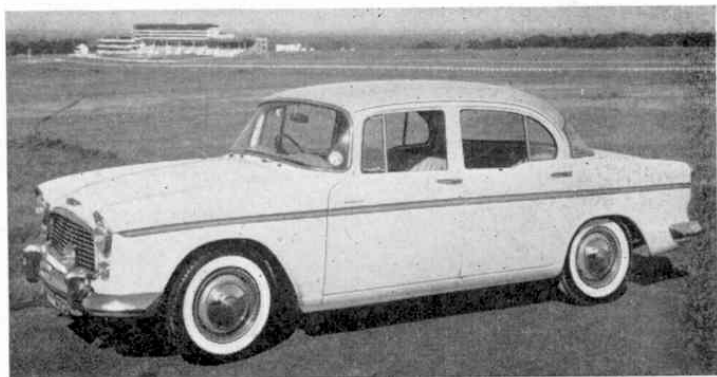
After the first world war, the policy at Humber's remained one of quality first. The 15.9 h.p. Humber of 1921, for example, which sold for £1,330, was particularly well equipped. It had such refinements as a full range of instruments, a dashboard drawer, ash trays, spring-loaded windows and an electric horn. These items are taken for granted nowadays, but in the early '20's even a speedometer was often classed as an extra.

In 1928 the brothers W. E. and R. C. Rootes acquired the controlling interest in the Humber concern, which now included the Hillman and Commer companies. This was the beginning of the Rootes Group, soon to become one of Britain's leading motor manufacturers.

The benefits of the merger were made plain in the Snipe and Pullman models introduced in 1930. These fine vehicles had a performance equal to anything in their class and were among the first British cars to be designed for export as well as for the home market. Other well-known Humber models of the 1930's included the 12 h.p. “Vogue” series and the Super Snipe, whose 27 h.p. six-cylinder engines provided a maximum speed of over 80 m.p.h.

In World War II the Humber Company built thousands of staff, scout and armoured cars for the Allied Forces. Its most famous
(Continued on Page 227)

The Humber Hawk saloon as it appears today.





DINKY TOYS NEWS

By THE TOYMAN



SMART RAMBLER AND NEAT FORD ANGLIA

New Models For Your Summer Schemes

JULY and August are the months when we look forward to summer holidays unless, from preference or necessity, we have already had them. For most of us holidays mean travel, sometimes by rail, but quite often by road, and there are many readers, I know, who enjoy a camping holiday in which all the necessary gear is stowed away in the car.

The last few years have seen a growing interest in the type of vehicle which is used specially for holiday travel, and the appearance this month of a superb Dinky Toys model of the Rambler Cross-Country Station Wagon (Dinky Toys No. 193) is, therefore, very topical.

You see the new model, in the upper illustration on this page, parked at the edge of a promenade which has an almost

Continental appearance. Probably the car's occupants are visiting a nearby cafe, or are exploring the beach. The whole setting is so picturesque and authentic that you might, at first glance, imagine that it is the actual car on a real promenade, which gives you an idea how very

Above: The graceful lines of the Dinky Toys miniature of the Rambler Cross-Country Station Wagon are revealed in this studio picture. Right: A close-up of the Ford Anglia—Dinky Toys version.



A Road Safety Officer

Advises . . .

USE CAUTION ON HOLIDAY

MOST of us are looking forward to holidays, either at home or elsewhere. At such a time we set out to enjoy ourselves in many different ways; often in ways that are new, or in places with which we are not really familiar.

If you are in a strange town, take extra care when crossing roads. Many seaside towns are particularly busy, with pedestrians just strolling about and traffic trying to weave its way through crowded streets. Keep your eyes skinned in one-way streets, where traffic is travelling in one direction only for the whole width of the roadway, and use zebra crossings wherever possible.

If you are cycling, don't tackle too long a ride at first; you become tired and less able to ride safely.

If you are bathing, don't take risks—bathe where other people are doing the same thing and keep an eye open for notices giving warnings of special dangers.

If you are out in the country, don't leave litter about, and please remember to close farm gates after you.

realistic the new Dinky Toys model is. The actual vehicle is—as its name implies—designed for hard work under varying conditions and probably over rough terrain, yet the ride it provides is one of extreme comfort. The prototype has a roll-down rear window, and it also has



adjustable seats somewhat in the style of those on an airliner. Indeed, the Rambler is also available with seats which can be converted into comfortable twin beds, and a further striking point about this impressive car is that the cargo space, when the rear seats are collapsed, is big enough to hold a fair-sized boat and outboard motor. The car can be purchased with either a V.8 engine or a straight 6-cylinder engine.

The Rambler has a wheelbase of nine feet and the overall dimensions are: Length, 15 ft. 9½ in.; width, 6 ft. 0½ in.; height 4 ft. 9½ in. The Dinky Toys reproduction of this versatile vehicle is equipped with four-wheel suspension, windows, seats and steering wheel and, of course, "fingertip steering". It has a plated radiator, bumpers and wheel discs, and an intriguing additional feature which has never previously been seen on a Dinky Toys model. I refer to the plastic moulded luggage rack fitted on the rear section of the roof. By contrast with the camber of the main portion of the roof, the rear part is flat and ribbed to form the actual luggage enclosure.

Above: Photo-montage was used most successfully in this scene of a fire in which Dinky Toys Fire Engines are superimposed against the background of an actual fire.

Authentic touches

The Dinky Toys model is four inches wide and stands 1¼ inches in height. It has a wheelbase of some 2¼ inches and the vehicle is finished in an eye-catching yellow gloss, with white roof. It is full of authentic detail, even down to the petrol filler-cap.

Also released recently is a model for which many requests have been received from Collectors. It is, as you can see from the photographs on this, and the previous, page a wonderfully-detailed miniature of the new Ford Anglia, which has rapidly become one of Britain's most popular cars. The actual vehicle has an overall length of 12 ft. 9½ in., a width overall of 4 ft. 9¾ in. and a height of 4 ft. 8½ in. Its overhead valve, sports-style engine has a capacity of 997 c.c., and it develops 39 brake horse power at 5,000 r.p.m., with a compression ratio of 8.9 to 1.

The fuel tank holds seven Imperial gallons and the gear-box gives four forward speeds and one reverse. This is a new departure in Ford models, which have always previously been fitted with a three-speed box.

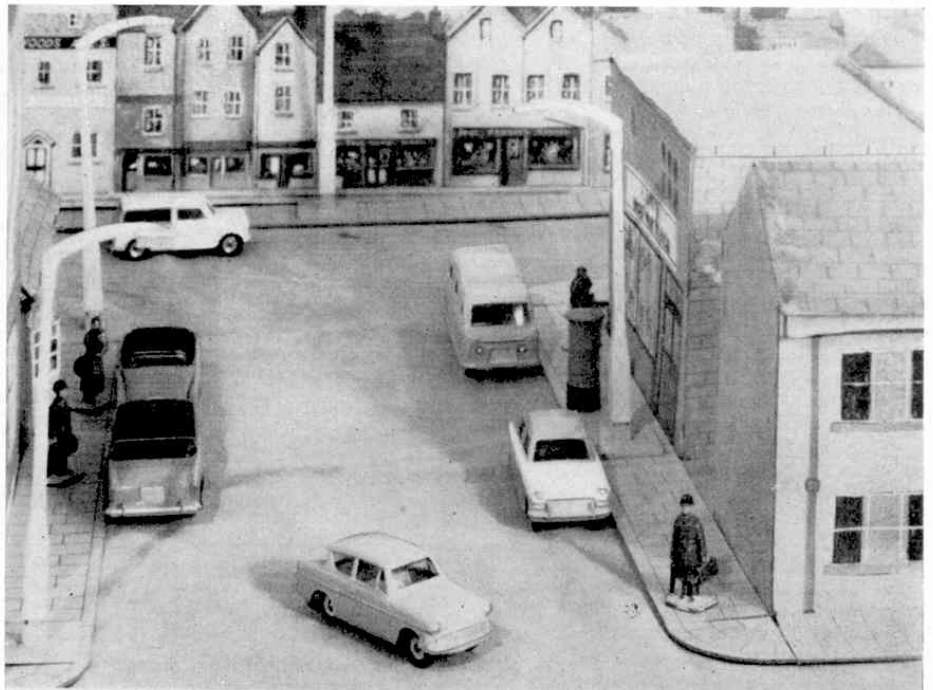
One other very important feature, of course, is the car's rear-raked window. The new Anglia has a wheelbase of 7 ft. 6½ in., with a front track of 3 ft. 10 in. and a rear track of 3 ft. 9¾ in. and a turning circle of 32 feet. The Dinky Toys model, numbered 155 in the list, measures 3 3/8 in. in length and approximately 1¼ in. in width, with a wheelbase of 1 7/8 in. Fitted with fingertip steering, windows, seats, steering wheel and four-wheel suspension it is finished in a pleasant, all-over turquoise gloss which adds the final touch to a most attractive miniature.

Attractive interiors

Both the Dinky Toys Ford Anglia and the Rambler Cross-Country Station Wagon have attractive interiors in bright red.

The photograph at the foot (Cont. on next page)

A street scene in which good use is made of the new Dinky Toys Ford Anglia. Single Arm Lamp Standards (Dinky Toys No. 755) have been introduced into the picture. Note also the effective use of the Pavement Set (Dinky Toys No. 754).



THEY WERE DIFFERENT THEN

No. 5. The Anglia Story

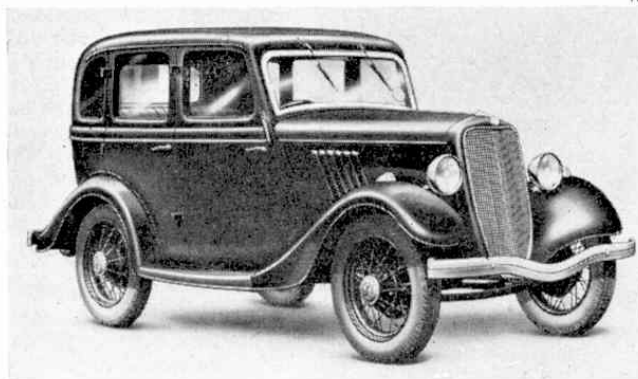
IT is more than 30 years since the Ford Company entered the small car market. The first "baby" Ford was the Y model Eight, introduced in 1932. Three years later this car—then known as the "Popular"—became the first fully-equipped saloon to sell for £100.

The Popular's successor, the 7Y Eight, came in 1938, to be followed in the succeeding year by the first Anglia model. This had the same 933 c.c., four-cylinder, side-valve engine as the 7Y Eight, but a number of styling changes were made, including a new front grille and a luggage boot. After the war, the model was changed slightly and given the 1,172 c.c. Ten engine for export markets. In this form the E494A model won many international events, among them the 1949 Tulip Rally.

By PATRIC BAKER

More than 108,000 Anglias were produced between 1948 and 1953, when the model was replaced by the immensely popular 100E version with a new body and suspension, and an improved 1,172 c.c. engine developing 36 b.h.p.

This rugged little car with the sporting feel was the standard mount of many successful rally drivers. It won its class in the R.A.C. Rallies of 1954 and 1955, the 1956 Scottish Rally and the 1956 Coronation Safari. Special tuning kits were



"Band-box" like in its neatness was the 1932 Y model Eight, pictured here.

developed for the big-hearted power unit which was used in many types of "home-brewed" and production sports cars. When this model was discontinued in September 1959, some 350,000 had reached the world's roads.

Current contender for Anglia honours is the 105E model, another entirely new design powered by a 997 c.c. O.H.V. engine with exceptionally short stroke and slow piston speeds, giving 39 b.h.p. at 5,000 r.p.m. This is the first time Ford's have used an overhead valve system on a small car. This Anglia has also started a new styling trend with its inwardly raked rear window, permitting exceptional head and leg room for rear seat passengers while increasing room in the boot.

The performance of the 105E is outstanding in its class. It can top 75 m.p.h. and reach 60 m.p.h. in less than 30 seconds. Economy is also a strong point; well over 40 m.p.g. is readily obtained, even when the car is driven hard. Its sporting achievements are too numerous to mention. In May this year Anglias finished first and second in the Greek Acropolis Rally—probably the toughest event in the European calendar. In various stages of advanced tune, the 105E engine has also made its mark in Formula Junior racing. Within six months of the birth of the new Anglia, production was running at nearly

one thousand a day. Since September 1959, well over 300,000 have been built, bringing the total of Anglias to date to more than 750,000.

The modern Ford Anglia de Luxe against the serene setting of the British countryside.



Dinky Toys News—

(Continued from previous page)

of page 247 shows the new Ford Anglia in an interesting street scene. In the town pictured here, parking is forbidden in the main street—which you can see running across the back of the photograph—and so cars have to park in side streets linking up with the main road. The Anglia is just leaving a parking space, and the only trouble is that in doing so it has to cross over to the correct side of the road and could form an obstruction to any traffic which might swing round the near corner at any given moment. The other models shown in this photograph are the Humber



Michael Llewellyn of Schofield Avenue, Hill Top, West Bromwich, who was one of the winners of the Dinky Toys £2 awards in April.

Hawk (No. 165), the Volkswagen Karmann Ghia Coupé (No. 187), the Morris Mini Traveller (No. 197), the Standard Atlas Kenebrake (No. 295) and the Triumph Herald (No. 189), all of which are in the current Dinky Toys range.

Now let me draw your attention to the fire scene at the head of page 247. It really is an outstanding picture because the Dinky Toys models have been superimposed against the background of an actual blaze, and you can see how extremely realistic the Dinky Toys firemen look as they face the smoke and flames.

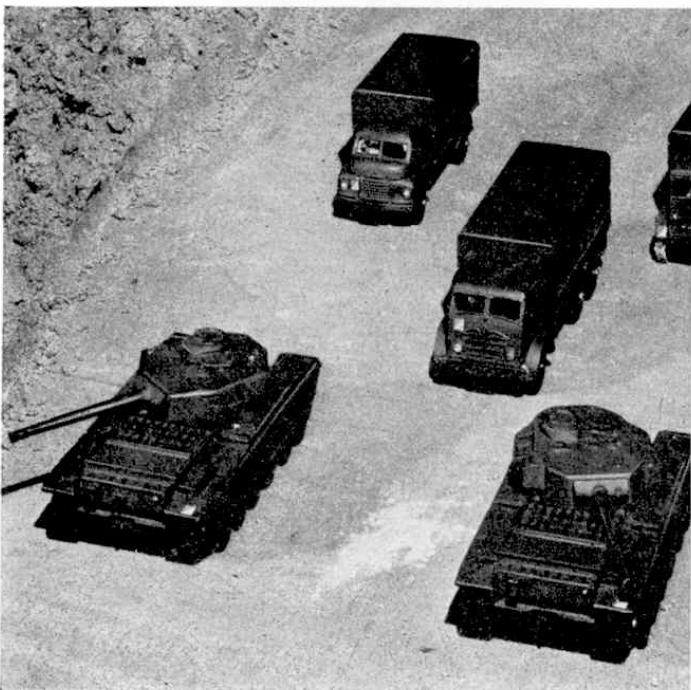
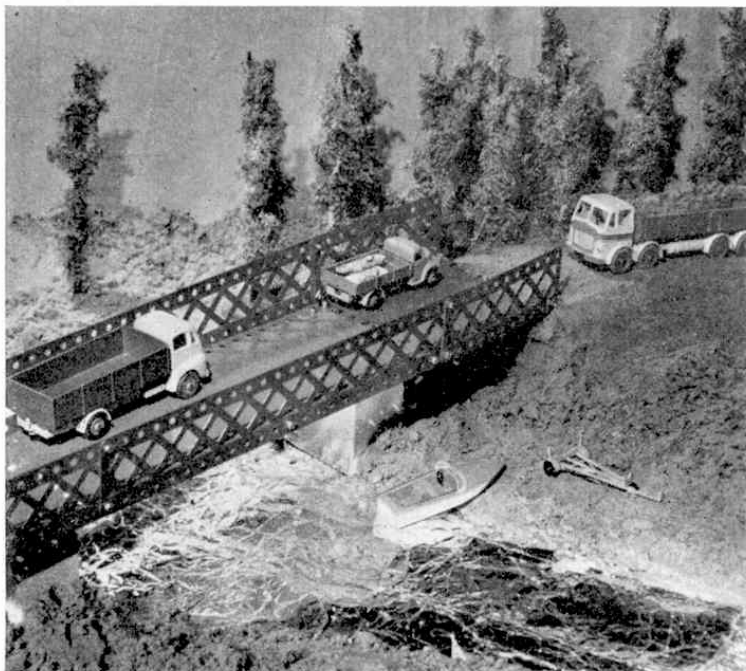
Finally, you will see that page 249 this month has been devoted to a selection of sand scenes which can be created with the aid of Dinky Toys. This is a wonderful way of passing an hour or two on a sunny summer's day, and the pictures have been carefully designed to show a diverse range of operations which you can quite easily copy. If you use models on the sands in this way, will you please remember not to oil them before you start, as the oil is apt to hold the sand. Be sure to clean them very carefully when you have finished.

DINKY TOYS ON THE SANDS

This is the time of the year when Dinky Toys can be used very successfully in sand schemes out-of-doors. These pictures show you the sort of thing *you* can accomplish.



A cardboard bridge, prepared in advance, aids realism in the scene above. Right: Meccano parts have been used to create a "Bailey Bridge" atmosphere. Apparently the local Territorials have been busy on a bridging exercise.



Here is a scene based on desert warfare. Through the barren, sun-scorched countryside an armoured section is proceeding warily, with the possibility of an ambush in mind. Another desert scene is depicted in our top picture.



Three very popular Dinky Supertoys models—No. 965 Euclid Rear Dump Truck, No. 962 Muir-Hill Dumper Truck and No. 966 Marrel Multi Bucket Unit figure in this quarry scheme. The cardboard building and small figure on the right add considerably to the theme.