

SUPER SPORTS DINKY

by Chris Jelley



The real Aston Martin DB5 Convertible. "The last word in sports cars!"

IF you were given the opportunity to choose a sports car, what car would you pick? No doubt, many of you would choose the small jobs such as the Austin Healey Sprite or the MG Midget, while others would prefer the medium-range cars such as the Sunbeam Alpine and MGB. The 'big' sports, Austin Healey 3000 and TR4, also have a large following, but I think everybody must agree that the 'king' of them all is the Aston Martin DB5.

One very special version of the DB5 has won world-wide fame by its appearance in the James Bond film 'Goldfinger'. Unfortunately this fabulous car, with its ejector seat, twin machine guns, armour plating and similar 'extras', does not really interest us here, for it is the standard production version which Meccano have just released as a marvellous, new Dinky model under Sales No. 110.

The word 'marvellous' is not an exaggeration. Features include opening bonnet, covering a detailed engine, open-

ing doors, windows, four-wheel suspension and Prestomatic steering, plus moulded headlamps, number plates, die-cast base and full interior fittings.

'Very good,' you may remark, 'but hardly unusual for Dinky Toys these days.' True, but this replica has another feature never before seen on a Dinky model—wire wheels! These have been die-cast from Mazak and a glance at the accompanying picture will show how realistic they look.

A fine finish

Inside the model, we have tipping backs to the front seats, panelled doors, a steering wheel and a detailed dashboard, although this last item is not shown in the illustrations. The radiator-grille is 'chromed', as also are both the front and rear bumpers. The licence number, incidentally, is INJ 483C and not UVR 576B, as shown. Finish is in a striking flamboyant red gloss, with cream interior and black base.

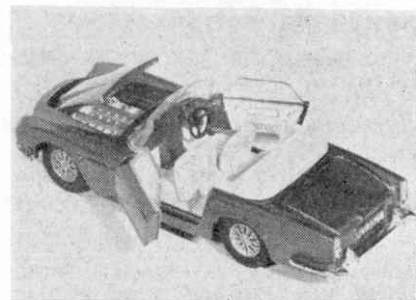
Moving on to the actual car, this is manufactured by Aston Martin Lagonda Ltd., of Newport Pagnell, Buckinghamshire. Power is supplied by a six-cylinder engine of 3,995 c.c. capacity that develops 282 b.h.p. at 5,500 r.p.m. and gives a maximum speed of almost 150 m.p.h. Transmission to the rear wheels is via a five-speed all synchromesh gearbox in which top gear acts as an over-drive.

If you are interested in machinery, you would be fascinated by the engine compartment of the DB5. The engine, itself, takes up most of the room, but all other available space is taken up by some sort of apparatus—three S.U. carburettors, specially-designed air filter, various pipes, tubes, reservoirs, etc. . . .

—really a splendid sight for the mechanically-minded!

Bodywise, the car is available in two forms, a saloon and a convertible, the latter forming the prototype for the Dinky Toys model. Although having only two doors, seating for four is provided, with the front seats being fully adjustable, reclining bucket type. Passenger comfort is increased by carpets throughout and an excellent heater.

Safety features include safety glass windscreen and power-assisted disc brakes on all wheels, which are advertised as being capable of stopping the car in six seconds from 100 m.p.h. Also present is a highly-efficient, twin-pipe exhaust

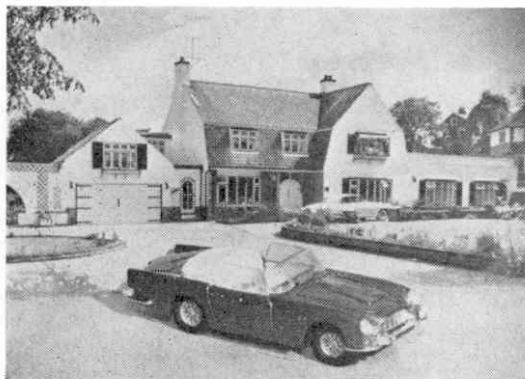


Wire wheels are just one of the features incorporated in the Dinky DB5

system, incorporating four silencers, that reduce sound inside the car to an absolute minimum.

Of particular interest are the petrol filler caps. Two of these are provided, one each side and they are opened from *inside* the car. I know from bitter experience that this is an enormous advantage in bad weather.

I should like to close this month by saying quite simply that I think the Aston Martin DB5 is the last word in sports cars and that the Dinky version is the best model sports car we have ever produced.



Latest release from Dinky Toys is the Aston Martin DB5, No 110, pictured here in a realistic setting