

**BRABHAM - HIS ROLE IN INDIANAPOLIS**

**2/6**

# SPORTS CAR WORLD

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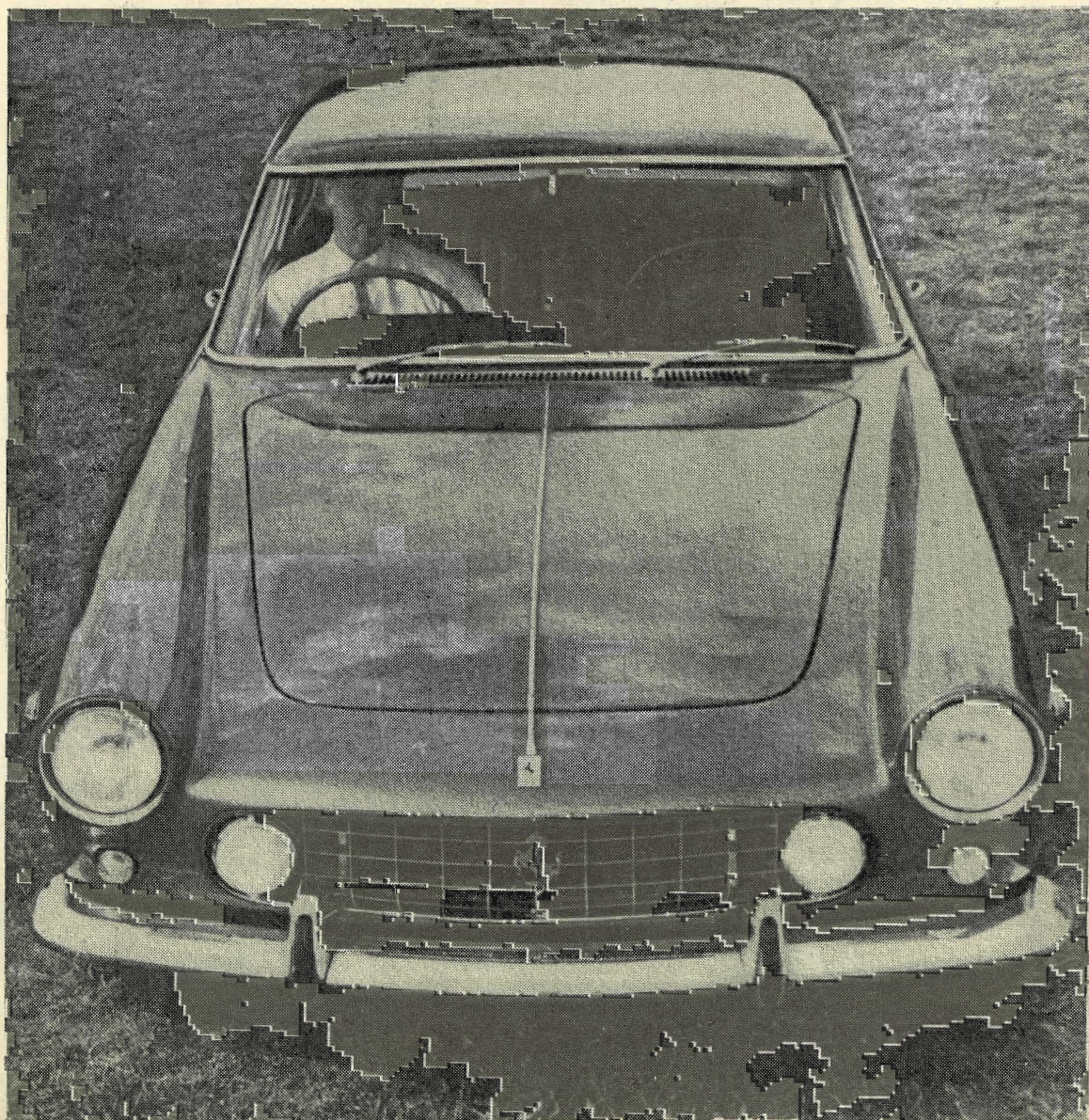
PORSCHE 1600 SUPER-  
FULL TEST INSIDE

**SPEED DAYS OF THE ROLLS ROYCE  
HOW TO GET YOUR RACING LICENCE**

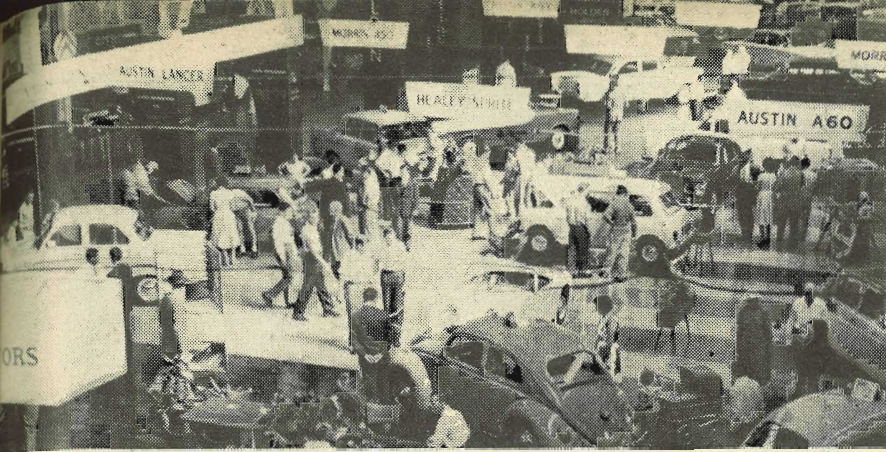
**PLENTY OF BAIT, but**

# **THE BIG FISH GOT AWAY**

*Despite free car competitions, oldest licence games and other gimmicks, the 1961 Melbourne Motor Show was a washout for the sports minded. There was a lack of glamor cars for the newly arrived 250GT Ferrari not even on show . . . By JOHNNY WALKER.*



*THIS ONE MISSED THE HOOK. The 250 GT Ferrari recently landed in Melbourne for an unknown customer. First of this model to reach Australia, this beauty was expected to dominate the Melbourne Motor Show, but it failed to make an appearance. Powered by the famous V12, 280 bhp engine, it does 154 mph and with servo assisted disc brakes, stops just as quickly.*



Overall shot of Show with Spencer Motors in foreground.

AS in previous years, Melbourne's annual Car Show again displayed a wide collection of machinery, ranging from monster left-hand drive Cadillacs to the sporting NSU Prinz. To the general public the show may have been a huge success, but it was disappointing to the enthusiast. Very, very few really new models made appearances and even the stands weren't decked out as attractively as usual. For the past three or four years now the Show has lacked the interest of old. The introduction of "free car competitions" and "oldest licence" games aren't going to attract a crowd keen to examine new cars if there aren't any on display.

My idea of a car Show has always been of an exhibition where manufacturers and dealers introduced the new models and accessories for the coming season, not where you inspect the same cars which you are now driving. Without argument, the only stand to show an outstanding front was that of Norman Hamilton, distributors of the Porsche range. This exhibit took the form of a snow-fields scene and came in for a lot of comment — but mostly on the exhibit — NOT the cars. An unusual feature of this stand was the Porsche engined aircraft hovering overhead — priced at under £2000.

The sports car selection was

spectacularly lacking in new models, though the Jaguar XK150S made its first local show appearance. This car was mounted high at the rear of the Jaguar stand and attracted the usual large crowd of Jaguar fanatics, school-boys and elderly gentlemen. The remainder of the stand comprised 2.4, 3.4 and 3.8 manual and automatic drive models — all very mouth watering, but unfortunately out of the financial reach of most.

Just around the corner from the Jaguar was Derek Jolly with a Lotus Elite (boldly covered in SOLD signs) and a Lotus FJ (not covered in SOLD signs). This stand was swarming with youth, probably because nobody was in attendance. Our last sighting was of an Elite being virtually disassembled and carried out the doors by eager young hands. Many a mother will be justly proud of her offspring now riding their bicycles adorned with the Lotus insignia.

One of the truly new cars, at least in Victoria, was the delightful little NSU Sports Prinz. Powered by a 36 hp two-stroke rear engine unit, this miniature Gran Turismo car found great enthusiasm from the sporting set and with a price tag of £1275 seems assured of success in the future. It would have been thought that following their outstanding class win in the Armstrong 500 the NSU's would have been selling like hot cakes,

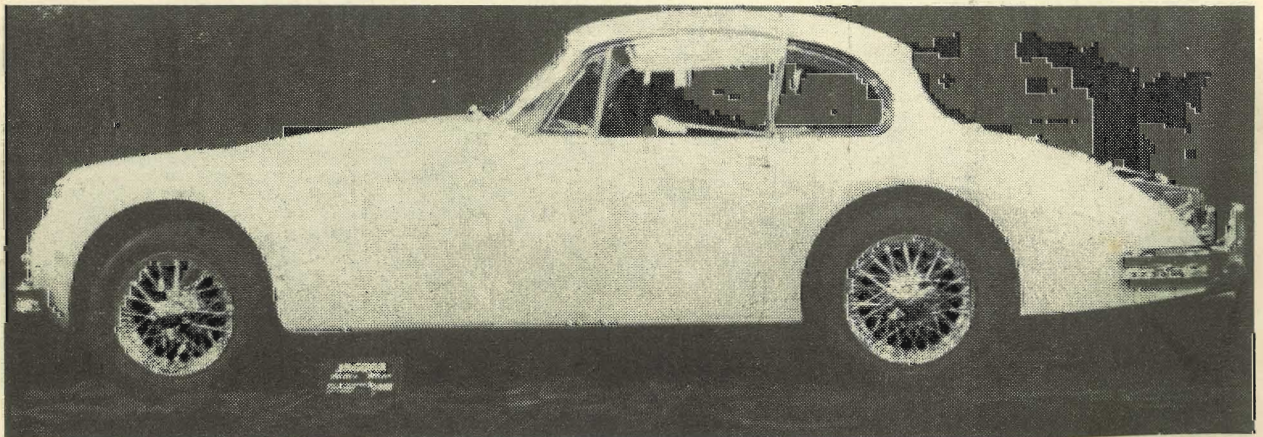
however Melbourne is still far from swarming with them and it seems that although the buyer can stand rear-engined cars, i.e., VW, he has still to be conditioned to small rear-engined vehicles. If only a prospective purchaser could be induced to stage a traffic light GP with a VW, methinks he would prove a cash customer.

At the other end of the GT table was the delectable Aston Martin DB4 described in the program as "the obvious choice of the expert and connoisseur". This 140 mph unit was indeed one of the few genuine high speed GT cars on display and naturally was surrounded by an admiring crowd throughout the show. It had been hoped that the new 250 GT Ferrari would be a starter but this proved not so, much to the disappointment of many.

Tucked away upstairs in a remote corner we found the Armstrong winning Vauxhall Cresta. Still covered in race names and numbers the car could have made the centrepiece of a really interesting stand — but no, it was standing rather forlornly amidst caravans and speedboats. Another car which was similarly ignored was the Spano's GT Elfin, tucked quietly behind a bookseller's counter. This little car is one of the prettiest Australian built GT cars to see the light of day and though very much a competition unit and lacking saleability to the general public, could have been far better displayed.

Bentley — "the silent sports car" — was probably the most impressive large car in the show. Standing elegantly over a length of 211 inches, this magnificent piece of vehicle does not display its racetrack breeding. But as an example of supreme engineering skill it is indeed superb.

Another marque which owes much to competition experience is, of course, Mercedes and six of these renowned cars were exhibited. Pride of place went to the 190SL roadster lighted by subdued glow in its jewel box setting. Other cars in the range were equally as impressive from the 300 Automatic at £6560 to the



The new XK150S — one of the few really new models in the Show.

220S at £2890. As a luxurious means of pleasure the 300 offered everything, including a more than moderate top speed of 106 mph. Given sufficient money the enthusiast would be hard put to choose between the stark but efficient power of the Aston DB4 with its 140 mph and the complete comfort and styling of the big 300. However, for most of us these are but pipe dreams. If you have the money to contemplate purchase of either, it can be taken for granted that you also have pretty firm ideas on your choice.

Back to a sensible level with the MG A 1600 and Twin Cam—both excellent sports cars for the general populace. The 1600 in particular is proving extremely popular with the young owner and seems a natural follow on to the earlier 1500 series.

Not a GT car in the true sense of the word, the Simca "Monthlery" is fast winning friends and influencing people with its smart acceleration and top speed. Always a good runner in trials and club events, the Simca has been boosted into the "almost a ton" bracket by the Monthlery specifications. With its 8.2 to 1 comp ratio as against the Aronde's 7.2 to 1, the recent addition to the line shows a maximum speed figure of 93 mph. With a 1, 2 and 3 class placing in the Armstrong, Simca proved its reliability and with the Aronde P60 at £1045, the Monthlery is good value for an additional £50.

Down on the Spencer Motors' stand was a selection of VWs and Karmann Ghias to delight the heart of all lovers of these "beetles". The newest model to reach Australia was the very smart convertible in bright red duco and tan hood. Priced at £1295, this is certain to become a best seller for frustrated sports car owners — and after all, what VW enthusiast isn't a sports car type at heart? For the more affluent but still VW minded gentry are the magnificent Ghia models, hardtop and convertible. As shown on the VW stand was a revolving cut away model and a little further on, Australia's oldest VW. This car has been on Victorian roads since 1946 and even then the styling was almost identical with today's model. The only noticeable difference is the lack of chrome trim on sides and window frames.

Joubert's stand displayed the very sporty little V8 Dart Daimler and the ultra magnificent 4.5 litre Majestic Major V8 — a large and imposing car by any standards. The latter unit has a length of 16 ft 10 in and weighs over 36 cwt, yet can still rush along at 120 mph by virtue of its 220 bhp. Braking

is, of course, carried out by servo assisted discs on all wheels and steering is power assisted.

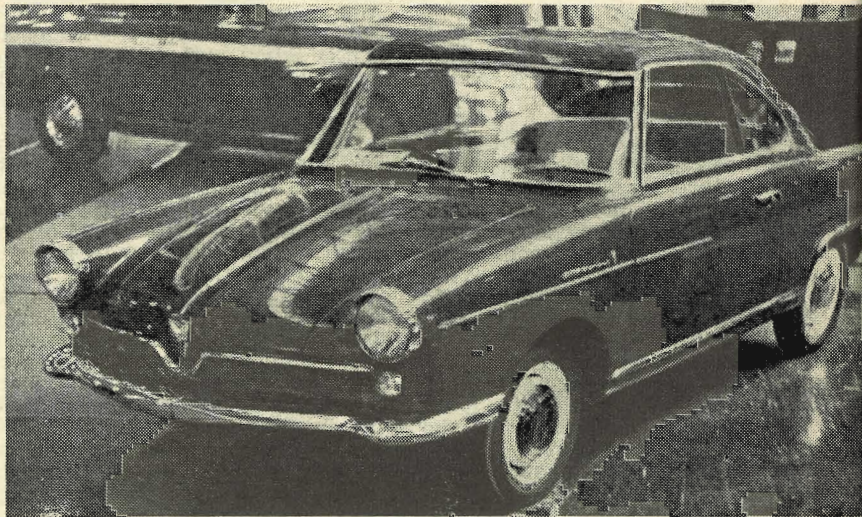
From Daimlers to Morris models and the new 850 (Mini) version. The show was the first Victorian airing for this new car and it was surrounded by an interested crowd throughout. A cutaway model displayed all its features. Even just standing around the exhibit, some viewers were already figuring the extra performance available from sports exhaust systems and in general the Mini's place in under 1100 racing.

Another car to find interest, though once again not a new model, was the attractive Renault Floride coupe. This smart small car is the answer to VWs Kharman Ghia and price for the coupe is much the same at £1583.

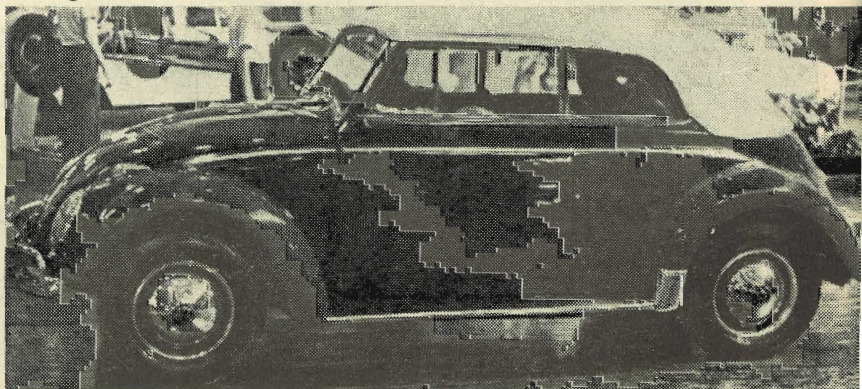
No new American styled sports cars were on display, although

several local dealers are currently showing the latest Thunderbird model. For the first time in many years the monster Cadillac returned to the show and after a critical viewing the question again had to be asked, "who on earth can really understand Detroit design"? Stretching 18 ft 6 in from its heavy grille to its finned tail, the Cadillac looked for all the world like an American satellite, well out of orbit. No doubt the vehicle would make excellent transport for a complete football team — but as a normal means of pleasure or business — well, it takes all types to make a world.

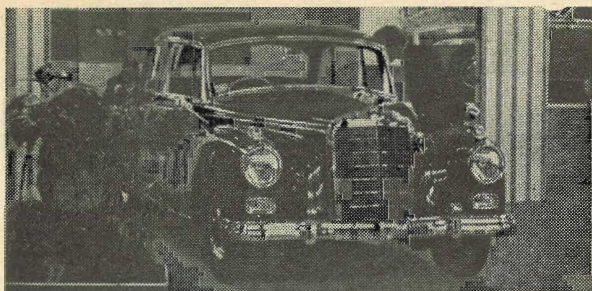
After a three hours' walk through Melbourne's Motor Show for 1961, I consider it becomes worse with every passing year. So sparse were the new models that a normal sized garage could have contained them all — with room to spare. The standard of display was poor, except for one or two bright spots and at the increased admission cost of 3/., I would rather have seen a newsreel of a recent overseas motor show. #



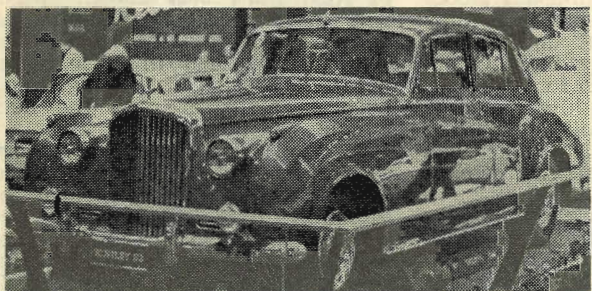
A delightfully small newcomer in the NSU Sports Prinz making its Victorian debut at the show.



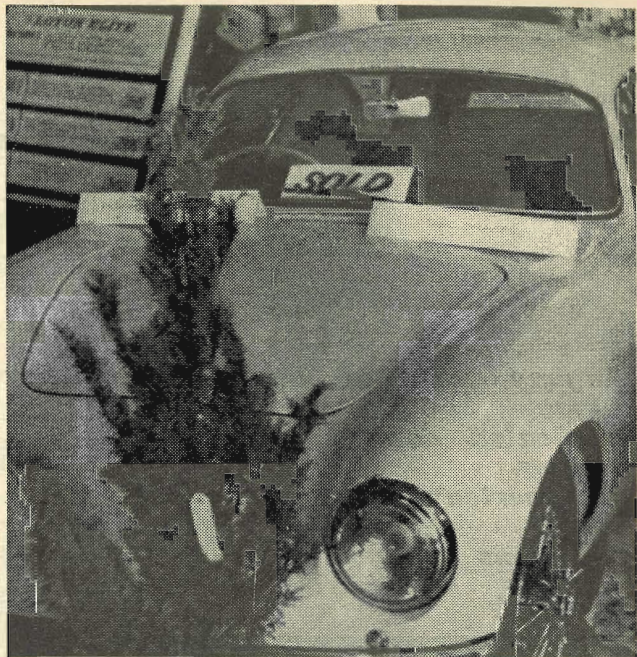
Another of the few new cars was the VW convertible which attracted much attention from the revu engine set.



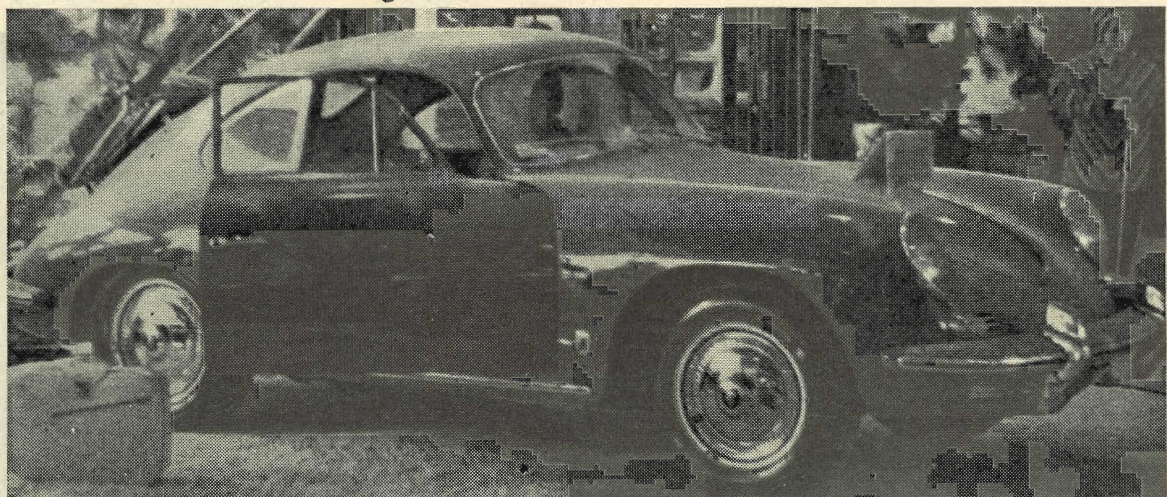
*Mercedes had an imposing stand featuring the 190SL and 300 executive models.*



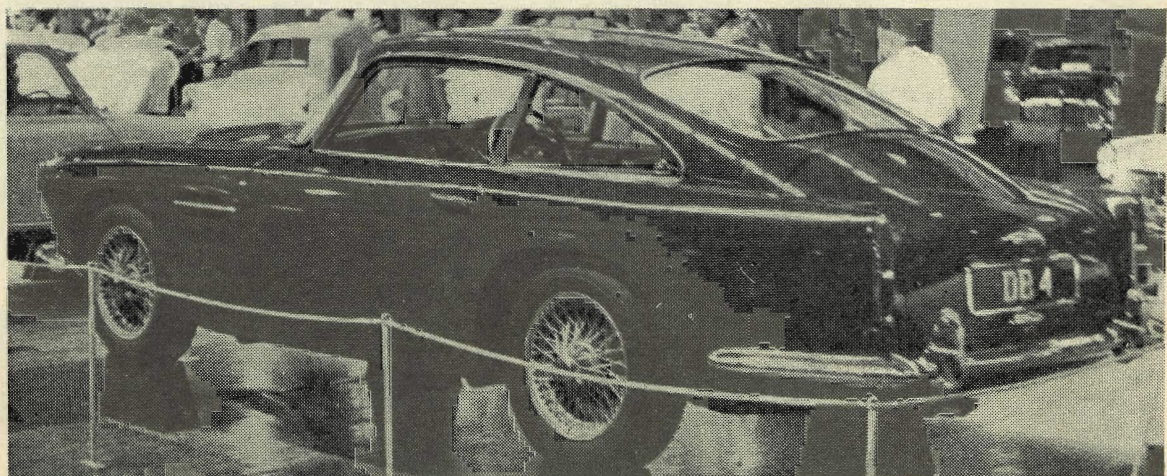
*Static elegance with Bentley — "the silent sports car."*



*The Lotus Elite marked SOLD, as shown on Derek Jolly exhibit.*



*Prize for the most elaborate stand must go to Norman Hamilton and the Porsche range.*



*Big hit of the Show was the magnificent Aston Martin DB4.*