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# MOTOR MANUAL

SCOOP!  
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**FASTBACK & CONVERTIBLE!**



**ALFA '1300' ROAD TEST**  
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DETAILS ON NEW 'VW' 1500 MANUAL



# SONIC:

ITS A LITTLE HARD to decide which category the Hillman Sonic fits into.

Not quite a sports car, but hardly a soft top version of a staid sedan, the Sonic would seem to have created for itself an exclusive section of the around — \$2000 market.

Sure, convertible versions of small sedans have been available before, but few of them have had the appeal of this sleek, well finished and attractively priced newcomer.

Pulse-quickening specifications such as Coventry-Climax designed overhead camshaft alloy engine driving the rear wheels through a four speed gearbox with short, floor mounted gearshift, fully independent suspension, rack and pinion steering and engine options up to 105 BHP will surely be enough to attract hordes of pseudo Brabhams and Clarks to Chrysler showrooms throughout the country.

And all this starts at a basic retail price of under \$1800.

The development of the Hillman Sonic range was a joint effort by Chrysler Australia's Port Melbourne plant and Eiffel Tower Motors of Dandenong, authorized Chrysler dealers. On reaching a certain manufacturing stage at Port Melbourne, the cars are handed over to Eiffel Tower, where the final fitting out of hard or soft top components is completed.

The final result is quite eye-catching.

Basically, the Sonic comes in two versions; removable hardtop and soft



## IMP-ACT SCENE STEALER

top convertible. In hardtop version, the prototype of which is shown on these pages, the car has a roofline which sweeps sharply to the rear, giving a sleek, aerodynamic appearance.

With hardtop removed or with the folding soft top tucked away out of sight behind the rear seat, the Sonic's real appeal becomes evident. The unimpaired vision, the feel of fresh air against the face, and all the exhilaration of sports car driving is there.

Passenger comforts, however, go a little beyond sports car standards. Wind-up windows are provided for each front seat passenger, sun visors are fitted as standard equipment, all-round legroom is more generous than with the usual run of sports cars and luggage space, while it could hardly be described as overwhelming, is adequate for the small family.

The overall standard of finish is on a par with most cars within the same price range — and that's saying something for a relatively small-volume locally manufactured product!

On a money/for/performance basis, the top of the line Sonic models would be hard to beat. The Sonic "Director" hardtop, with 65 BHP engine and claimed maximum speed of 100 mph, could, with a price tag of just over \$2600, prove to be the cat among the pigeons in this price bracket.

Other models are the basic Sonic "D.T.", which comes in either convertible or removable hardtop form with the 42BHP motor, and will retail at \$1799; the 50 BHP Sonic which is capable of over 80 mph and is to be priced



Above: Hardtop Sonic should have plenty of appeal for the younger set.

Right top: "Not quite a sports car but hardly a convertible sedan"—the sporty Sonic convertible.

Right centre: Detail finish of hardtop is first class.

Right lower: Wide opening doors allow easy entry to front or rear.

at \$1879; and the Sonic "Executive", with dual carburettor 55 BHP engine, carpeted floor, divided rear seat squab (a la Imp GT), door courtesy switches, dual horns and other distinguishing features, which will be retailing at \$1949. (At time of going to press, these prices are subject to possible variation).

Optional equipment includes tonneau cover, removable rear side screens (standard with convertible), heater demister and layback left front seat. Options which will provide rocketing performance include a 1000 cc 80 BHP engine and a 1020 cc 97/105BHP full competition engine. To tame all this extra power, special five inch wheels with high speed tyres and lowered suspension settings are also available.

With this comprehensive array of separate models and the impressive list of optional equipment, the Sonic range should suit the requirements of just about any motorist.

Melbourne and metropolitan deliveries of the Sonic range will be ex Eiffel Tower's plant, and Victorian country and interstate buyers may negotiate delivery and servicing arrangements through their nearest authorized Chrysler dealer who will arrange supply of the vehicle by liaison with Eiffel Tower Motors. All models will be covered by full warranty.



**FOR PRE-RELEASE INFORMATION  
and FORWARD ORDERS  
ONLY**

on

Hillman Sonic Models (Pages 36-37)

Please

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**EIFFEL TOWER  
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