

SPECIAL DRIVING REPORT

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**FABULOUS
FERRARI
ARRIVES**

**TIPS ON BUYING
USED HOLDENS**

tyres as standard until 1930, so as to relieve the motorists of the worry of checking tyre pressures. Gear changing was all but eliminated by the use of a tremendously flexible two stroke engine and a two speed gearbox. We have actually started a Trojan in top gear up a grade without so much as a shudder from the transmission.

The Trojan had two serious faults which led to its downfall. The use of a two speed gearbox and an engine governed to peak at about 1700 rpm, meant that the car's maximum speed was less than 30 mph. The second drawback was a 46 foot turning circle — the result of the unique system of long cantilever springs.

The suspension was superb by any standards. The springs had no shackles in the normal way. The ends were attached to rollers. The car rides — or very nearly floats — over the roughest of roads with complete indifference to bumps, pot holes or kerb-stones.

Many Australians have memories of a very different type of vintage car — the wonderfully advanced Lancia Lambda. The Lambda made its debut at the London Motor Show in 1922. The motor industry blinked in surprise, for the design featured:

- No chassis, there being a mono-constructed frame and body.
- An overhead valve V-4 motor.
- One of the first full luggage boots on a production car.
- Independent front suspension with a unique system of coil springs and hydraulic dampers.

The Lambda was soon shown to be

more than a technical novelty. Its performance, road holding and massive braking delighted sporting motorists everywhere. Even today, the Lambda can show a clean pair of heels to many late model vehicles on a tricky road.

Different again, but no less desirable, was the Bentley. Big and brutal in concept, the Bentley was a proverbial machine. It was not a racing car but it won many international races. It dominated the scene at Le Mans. Ettore Bugatti once ungraciously called it "the fastest truck in the world", yet at the 1930 French Grand Prix, Tim Birkin very nearly snatched victory with a slightly modified touring Bentley. As it was he gained second place, the winner being a Type 35C Bugatti — one of the most outstanding racing cars of all time.

One interesting Bentley which came the way of the WHEELS staff was a short wheelbase sprint car imported by Fred Broadribb, of Melbourne, in 1927. By way of a test run, he immediately clocked 116 mph, then continued to dominate the local hill climbs for several years to come.

Everything about this car, from the massive four cylinder engine casting to the Hartford shock absorber seem to be built for an eternity. The proof of the pudding is in the eating, and even now this car can be used for high speed touring with complete reliability.

Demonstrating the virtues of its crash gearbox, David Pittendrigh — a recent owner — once showed us how to change down from top to third

(at 75 mph), third to second (45 mph) and second to first (25 mph), without using the clutch. A quickening of the engine note, a deft move of the hand and the lever slid noiselessly into the lower ratio.

It would be rude to write anything on vintage cars without paying homage to the name Bugatti. Bugs were endowed with many virtues, none being more interesting than their ability to outwit time. The 1925 Bugatti is now no less desirable as a sports car than it was when new. It is now just as thrilling a car to drive as it was then.

One magnificent vintage Bugatti we recently drove was a fully restored Type 37A, owned by the Butler brothers of Sydney. The Type 37A is the supercharged version of the Type 37, introduced as a sports car in 1926.

Although relatively small, the 37A had a tremendous power to weight ratio for its day. There was a genuine 90 bhp pulling an unladen weight of 14 cwt. This is roughly the same power-weight ratio as the 190 SL Mercedes.

Silence was never a virtue of the open Bugattis and the Type 37A is no exception. Brian Butler reports that he has to disconnect the supercharger for city use as he would not get past the first police station!

Bugattis are not easy to drive — far from it. It took an artist to design and an artist to drive them. But no pen can do justice to the incredible sensations of a Bug. Character is an indescribable thing at the best of times, but it is almost impossible to



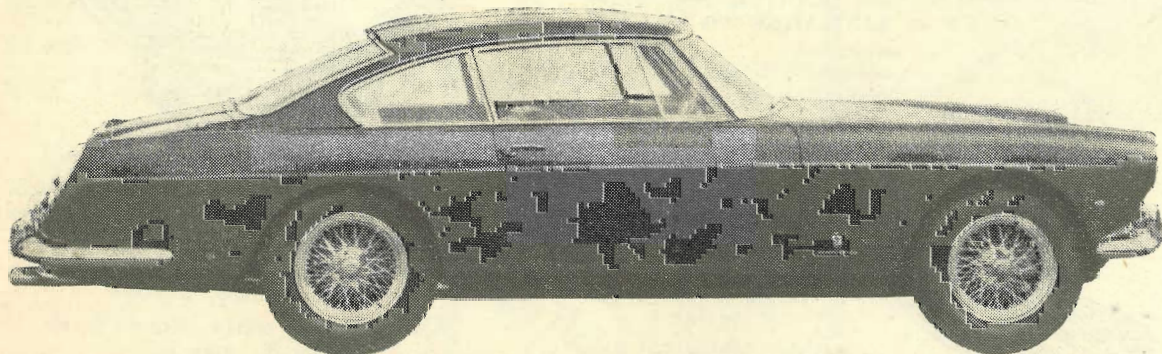
250 GT Ferrari

PININ FARINA COUPE 2+2

Docile as a lamb — Vicious as a stallion

280 HP at 7000 RPM — 0-100 MPH 13 sec — Max Speed 160 mph

4 speed synchromesh gearbox with electric overdrive 5th speed.



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