



THE VINTAGE CAR

The Vintage Car Club of Queensland Inc.

Founded 1955



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TRADECOAST HERITAGE PARK
LOTS OF EVENTS SCHEDULED
WHAT CAR IS THAT?
AND MORE...

No. 465

August 2023

THE VINTAGE CAR CLUB OF QUEENSLAND Inc.

OFFICE BEARERS 2022-2023

PRESIDENT (Acting)	Barry Morris	0431 812 173 Vccq.events@gmail.com
SECRETARY	Peter Healy	0418 198 567 vccq.secretary@gmail.com
TREASURER	Ray McKenzie	0417 607 284
COMMITTEE	David Fryer	0418 722 007
	Wolf Grodd	0419 709 169
	Lyle Cooper	0423 464 212
IMM. PAST PRES.	Henry Hancock	0414 311 564
EVENTS CO-ORD	Barry Morris	0431 812 173 vccq.events@gmail.com
EDITOR	Peter Ransom	0439 740 457
WEBMASTER	Peter Ransom	0439 740 457
LIBRARY	Peter Healy	0418 198 567
FACEBOOK	Brian Carson	0403 307 198
REGISTRAR	David Fryer	0418 722 007
QHMC REPS.	Doug Young	0418 719 430
	Wendy Muddell OAM	0499 348 899
VEHICLE DATING	Contact the Secretary	0418 198 567
TEABAG CO-ORD	Leigh Harborne	0423 399 318

MEETINGS. General Meetings are held at 7.30pm on the fourth Tuesday of each month. We meet at the VCCA(Q) Clubrooms, 1376 Old Cleveland Rd., Carindale QLD 4152. To see a map, click [HERE](#). The Club's well-stocked Library is open before and after the meeting and a pre-meeting BYO everything BBQ is usually enjoyed by a number of our members. Supper is provided after the meeting.

PRIVACY. Spammers and scammers. To slow down the Internet trolls and trawlers out there, we will generally not publish email addresses, as you can see in the Office Bearers section above.

COVER PICTURE. "He had a face that would make steam train turn down a dirt track." An old saying revived by Doug Young for this picture. See page0 15.

CORRESPONDENCE - Unless otherwise requested, please address all written correspondence to:

The Secretary
The Vintage Car Club of Queensland Inc.
1376 Old Cleveland Road
Carindale QLD 4152

You can also [email the club at vccq.secretary@gmail.com](mailto:vccq.secretary@gmail.com)

SUBS ARE NOW DUE. Why not pay now, while you're on this page? It's \$60 and please, don't pay for more than one year.

SENDING MONEY TO THE CLUB

Cash. Only in person to the Treasurer at club meetings or events.

Cheques. Suncorp Bank requests that our full name "**Vintage Car Club of Queensland Inc.**", is written on all cheques sent to club.

Please post to the Treasurer at the Club's postal address (above), unless otherwise requested.

Direct Deposit: Payments are easier and faster using Internet direct deposit. Our Suncorp account details are:

Account Name: Vintage Car Club of Queensland Inc.

BSB: 484799 Account No: 001424831

It is MOST important that you include your surname and a brief description of the nature of the payment (e.g. Smith subs, or Jones Xmas lunch).

VCCQ ESSENTIAL INFORMATION.

Here's an update on things you should know about the Club. We have:

- **The Vintage Car, our monthly magazine.** In your e-mailbox a week before the monthly General Meeting. That's the plan.
- **Magazine archive** with all newsletters/mags bar the last 12 months. [TRY IT!](#)
- Website - Click [HERE](#)
- **Email address –aka VCCQ Mailbox.** All committee members have access to this mailbox. vccq.secretary@gmail.com
- **Facebook page** – Click [HERE](#). Get yourself on Facebook! Current financial members can also join the **VCCQ Private Members'** page.
- **Club Library.** Open at club meetings. There's a complete listing of all books, members only. wendymuddell@outlook.com
- **Members' Directory** - listing all current financial Members. See Secretary for a copy. **New edition out soon!!**
- **Members' Register** is also maintained detailing members' vehicles. A copy is kept for viewing in the Club Library.
- **Lapel Name Badges.** These are given free to all new members. Existing members can obtain new ones from the Secretary at a cost of \$13.

ANNUAL GENERAL MEETING

22 August 2023

FYI the Club's AGM will be held on Tuesday 22nd August 2023 at the Veteran Car Club of Australia (Qld.) Clubrooms, Carindale.

Elected Positions. As required by the VCCQ's Constitution and Rules, all committee positions will be declared vacant and members have been invited to submit nominations for any committee position.



To comply strictly with the requirements of the Club's Constitution and Rules, nominations for elected committee positions should have been received by the Secretary no later than 8th August 2023 (14 days before the AGM).

Peter Healy
VCCQ Inc. - Secretary

Appointments. Several volunteer roles, including Editor, Webmaster, Registrar, Teabag, Librarian and QHMC Representative are usually confirmed for the coming year. These are not Management Committee positions, .

By the way, members of the club are welcome at Management Committee meetings. You can have your say, but you can't vote.

...AND FROM THE TREASURER: SUBS ARE DUE!

Many thanks to all who have already paid their subs. After the AGM on the 22nd, you will have another VCCQ Treasurer. It would be great if any who have not paid yet can get their subs in before that date, so a newbie doesn't have to go on reminding you. Details elsewhere in the Magazine for the onliners; or if you are a cash payer, we will see you at the AGM.

Cheers,

Ray McKenzie

Treasurer, Vintage Car Club of Queensland Inc. (but not for much longer)

COMING EVENTS SUMMARY - 2023

This is a summary of events schedules for the next 3-4 months. More detail is presented in the following pages and where necessary more information will be emailed to you. .

August	19-28	27 th Leyburn Sprints	
	19	Lighthouse Restaurant	
	22	General Meeting & AGM	
	26	Veteran & Vintage Swap	VCCA(Q)
September	2	Workshops Prohibition Night	
	9	Workshops Galvanized Festival	
	26	General meeting	
October	14	Boules Championship	Ransom family
	24	General Meeting	
November	28	General Meeting	
December	26	Xmas Party (check date)	

Events Coordinator. Barry Morris is currently the man to contact if you're thinking about organising a mid-week run, a cape-to-cape extravaganza or something in between. His phone number and email address always appears on Page 2 of your magazine.

VCCQ CURRENT EVENTS

LIGHTHOUSE RESTAURANT - Cleveland

Saturday 19 August 2023

11am at the Lighthouse Restaurant, 237 Shore St N, Cleveland Queensland 4163

Look out over the bay while having lunch. Parking beside the restaurant

Numbers to Barry, please

ANNUAL GENERAL MEETING (AND SNAG NIGHT) - Clubrooms

Tuesday 22 August 2023

AGM and FREE **SNAG** and **STUFF NIGHT** at the club rooms

IPSWICH RAILWAY WORKSHOPS MUSEUM - PROHIBITION NIGHT**Saturday 2 September 2023.**

6pm to 10pm (cars must stay till 10pm)

IPSWICH RAILWAY WORKSHOPS MUSEUM - GALVANISED FESTIVAL**Saturday 9 September 2023**

The organizers of the Galvanized Festival are hosting a Vintage Machinery Day on Saturday, 9 September from 9:30am-4:00pm. There will be displays from the Queensland Steam and Vintage Machinery Society as well as Steaming on the Downs Inc. While these will be mainly types of steam engines, they could easily expand the display to include vintage vehicles from our group

ALL BRITISH DAY - Tennyson

Sunday 17 September 2023

See page 16

MID-WEEK RUN - Mt. Crosby

Wednesday 20 September 2023

Cross the Mt. Crosby Bridge, then first left into Alen Donovan Lane and the Mt Crosby Sports Ground. Picnic / BBQ in the park.

[Here's a map.](#)**14th BOULES CHAMPIONSHIP -- Dayboro****14 October 2023**

This year we will return to the traditional arrangement of 10:30am for boules in Dayboro's [Tullamore Park](#) followed by lunch on the deck at the Crown Hotel. As always, we encourage everybody to have a go – it's fun, it's free and you might win!



OTHER CLUBS' INVITATION EVENTS

CARS & COFFEE - Various venues

1st and 3rd Saturday of each month. Plus other dates as advertised.

Take your vintage car along to a C&C but be sure to get there early! We are listing these gatherings as club events to give our members even more opportunities to use their cars and fly the VCCQ flag.

LEYBURN SPRINTS - Leyburn, Queensland

19-21 August 2023

A "round the houses" thrash, quite spectacular at times and you're close to the action. Read all about it [HERE](#), but get your tickets – yes, tickets – [RIGHT HERE](#)

STRICTLY VETERAN & VINTAGE SWAP - Clubrooms

26 August 2023

Roll up after 7.30am (gold coin admission), set up your stall and let the morning bring you buyers and treasures. Sausage sizzle, burgers and refreshments all available.

PAST EVENTS

RACQ MOTORFEST

After much planning by a small Committee of Wendy Muddell, Peter Healy, Lyle Cooper and Ian Hayward, the event came together successfully. This year the Veteran Car Club and Historical Motor Bikes joined forces with the VCCQ in the John Reid Pavilion. The Committee tried to include an assortment of cars that had not been on show the previous year.

22 VCCQ cars arrived for set up on Saturday 17 June at their specified times. Unfortunately, Graham Allum broke down en route from Toowoomba.

Thank you to members who provided their cars for the event, as well as volunteers who assisted with set up on Saturday and display on Sunday. These events do not happen without the assistance of many people.

Although the event was not publicized widely by RACQ, the public turned up in droves and were very interested in the cars on display. The three clubs in the Pavilion worked well.

Winners: Veteran – Graham Donges – 1907 Brush B

VCCQ – Bob MacDonnell – 1928 Auburn 8-115 Boattail Speedster

Lyle Cooper

TRADECOAST CENTRAL HERITAGE PARK - Eagle Farm

A lovely sunny day brought out a large contingent of VCCQ members, many with proper cars.

- Dean Prangley with RR Silver Cloud 2.
- Brian McMillan brought the Aston Martin with Sheila as passenger.
- Ronnie Brown and Phil Dadd came in the Alvis TC21/100 DHC.
- Chris Pike turned up with his mile-long Armstrong Siddeley Sapphire Limo.
- Malcolm Wegener and Ann Hesse in the Derby Bentley.
- David Fryer and Lesley in the lovely SS100.
- Wolf and Leigh arrived in the MG. Wolf with arm in sling.
- Joe and Bev brought the Citroen convertible.
- Peter Healy had the MG but took several goes before he found the right gate.
- Peter Keys came in the Traction Avant light 15.



Moderns parked in a row behind and disgorged Ray McKenzie, Peter and Jennie Ransom, Greg Riddel and Yuri, Grant and Cathy Berry, Graham and Cathy Allum, Tery and Marilyn Hurst, Bob and Kathleen Rafferty and Gavin and Loretta Mutton.

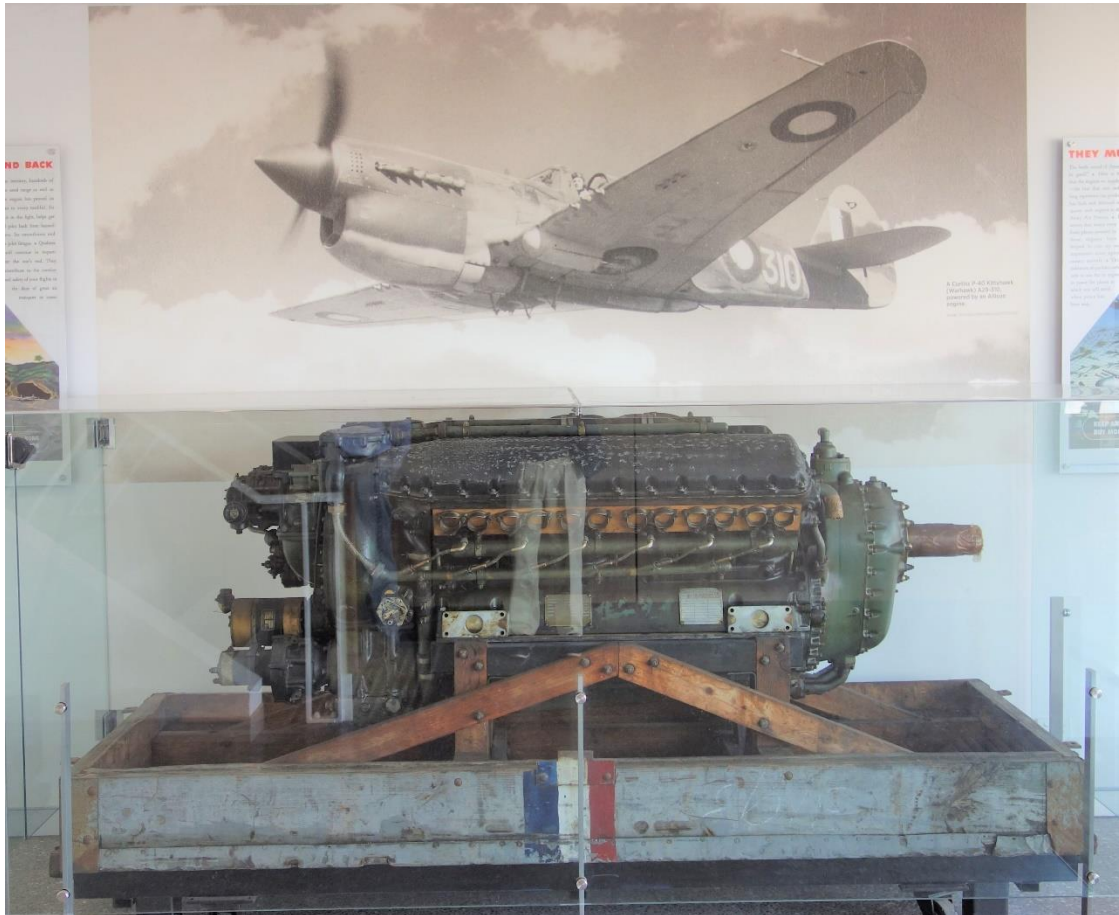
We all ascended by lift or stairs to the museum after having a look at the caged 28 litre V12 Allison engine in the foyer.

Proceedings began with yours truly giving a talk on the female convict prison which stood on the site from 1829 to 1838. Only 145 second offender ladies came to Brisbane town. Because they were so naughty with the military and police when they were in Queen Street they were banished to Eagle Farm. This did not stop certain activities in the long grass due to the lads swimming Brekkie Creek to meet the girls. 22 babies eventuated, necessitating a school to be built on site.

Foster Fyans who was the commandant at the time complained in his report that he was having more trouble with the military than with the convicts!

Bob Tucker, who is the main developer for Trade Coast Central, took over and described the excavation of the administration building in 2014. This revealed brick foundations and chimney bases. All of the prison buildings were timber, so only bricks remain underground.

Bob then moved to the history of Eagle Farm airport. This was farmland after Brisbane became open to free settlers in 1842. Many of the streets in TCL are named after early farmers and aviators. After WW1 many aviators returned to Queensland and brought aircraft with them. Eagle Farm became a preferred landing ground even though the muddy surface caused several turnovers. Amy Johnson actually hit a fence and went over upside down. She crawled out without injury.



Foyer décor: 28-litre V12 Allison engine

The Government in 1930 decided to build the first airport at Archerfield and buildings and hangars were relocated there. However, the Government bought up all of the farms at Eagle Farm as security in case of another war.

Sure enough, after Pearl Harbor was bombed in 1942, the Americans turned up in force and began the task of building an airport to assemble and test fly war planes sent in knock down form from the USA.

Bitumen was laid over gravel and hangars erected using simple timber trusses and galvanized iron roofing which due to a shortage of zinc was coated in lead. Reinforcing mesh was in short supply so bulk concrete over a meter thick was used for floors. A few bedsteads and car chassis were thrown into the mix for good luck.



**Rolls-Royce Silver Cloud, MG TC, Alvis TC21/100,
Aston Martin and MG TC**

One special hangar, number 7, was prepared facing east west and away from others for security. A special team of American and Australian engineers were chosen to bring wrecks of Japanese aircraft back from New Guinea for study and reassembly. The Zero fighter was number one project as it already had a 12 to 1 kill ratio against allied aircraft. Five wrecked Zeros were recovered from the Buna/Gona areas in the north of New Guinea and sent to Hangar 7. Main problem in assembling the bits was that Aussie soldiers had a habit of souveniring pieces of dead Zeros and valuable instruments were missing.

Eventually a complete Zero flew off from Eagle Farm and complete with rising sun markings frightened all of the local populace. American markings were substituted quickly. Several fighters were assembled and flown during the war, including one which was a copy of the German ME 109 and called a Tony by the Yanks.

Eventually all of the assembled planes and equipment were sent to Washington for further study. The result of the assembly of these fighters improved Allied pilots' knowledge of the Zero's areas of vulnerability, particularly the unprotected fuel tanks and the absence of armor around the pilot. New tactics brought about a much greater kill ratio.



Finally, Bob pointed out the engine testing beds where Allison's were run for several minutes at 3000 revs with no silencers or sound deadening materials. This cacophony went on 24/7 and caused many complaints from a sleepless populace. Special brick buildings suitably muffled were constructed to quieten things down. Blast walls were built between men and engine in case the propellers came off. This saw several disappear into the scrub. Small boys were paid a shilling to locate them. One aged gentleman spoke to Bob a few years ago. When he was 12 years old and lived at Clayfield the noise there was constant. However he got used to it, but after the war and no more noise he had trouble getting to sleep.

We all applauded Bob for a most interesting talk. Some stayed to look at wartime videos of the airfield, others went walking and most went for food and coffee at the café on site.

Overall, a very good day. More please.

Dean

Allison

FROM THE CHAIR

Hi All VCCQ'ers,

I and the outgoing committee would like to thank you all for your support and fellowship we have experienced over the last year and on events, as we move ahead with strong nominations for the next years committee, I know, whoever the club accepts, we will move into the next year in high spirits and full of good will and cheer.

It is very heartening to me to hear from many members of their intention to be coming along to our general meetings and this coming AGM is no exception where I am very much looking forward to our SNAG and STUFF night.

Before we move into the new year ahead though, one of the last things for our current committee to discuss and agree upon is the inclusion of our partners emails (for those who wish) in our membership and general emails from Events, Secretary or Treasurer emails and all mail outs such as the mag etc.

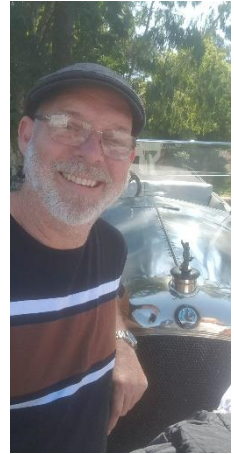
I think it is the case that for most of us "guys", we forget to let our partners know in a timely fashion about upcoming events or other matters that our partners often take care of for us, like cleaning the wheels and degreasing the engine and chassis.....maybe stocking the car with a flask of coffee, good wine and crackers or just a picnic blanket, even planning the route to drive to an event..... it's hard enough for some of us to get past our reflections while polishing the paint work (in my case the aluminium) to get to those, so where would we be without our partners to step in and bare the brunt of so many needed things.

For our general club existence we owe so much to past and current partners who even now get on quietly behind the scenes and to name just some activities organise our suppers every meeting, hold raffles, have taken care of Xmas dinners, and regularly put their hands up and can be heard asking "can we help".

I have quietly asked a few partners in our club would they like to have their email listed and, on every occasion, they instantly said yes!

It's a small change of direction but we think a necessary one to truly bring our partners into our great club and not have to rely on having important info passed on to them.

So, for all those partners who would like to receive a copy of Event notices or the Mag directly to them please send your email to vccq.events@gmail.com so we can add you into the mail out list.



Or to help Peter Ransom for the mag mail out reply to this email directly asking to have your email included.

Barry Morris

Acting President

EDITOR'S OCCASIONAL...

Recent events in my life have meant that several projects have suffered major delays. The Members Directory is a case in point, the first draft having been published last week – about three months late. Pleased to report that it did what a draft is supposed to do, flushing out any errors and in several cases confirming the accuracy of individual entries. The final layout of the Directory will allow for each member's partner's name, phone number and email address to be included. Please note that these fields are optional.



Wolf explains how the Germans would have done it. Looks like he's shortening the wheelbase.

We're going to add members' partners to *The Vintage Car's* mailing list as the relevant email addresses come to hand. The Committee is handling the collection of those addresses.

Back in the real world there's a delightful new presence in our lineup of fine PVT cars: David Fryer's SS100 3½-litre (R), recently arrived from Perth. They're thin on the ground – only 113 built, and it's no wonder some replicas were commissioned. David has described the SS100 as his dream car.

There have been two dream cars in my life. The 1922 Sunbeam 24/60 Light Sports Tourer was something of a Holy Grail, with only five or six survivors. I searched for and found one, restored it and felt like a king of the road when driving. And for a feeling that everything was right in the world, motoring in the 1935 Bentley 3 ½ Liter Park Ward Sports Saloon was sublime. Is it too much to hope that some of our readers might write an article on a dream car?

Combined General Meeting, Annual General Meeting and Snag Night next Tuesday. Nominations are in, no doubt, but we seem to have a tradition of accepting certain nominations on the night, so last-minute surprises are always a possibility. We shall see.

Last week Ian Hayward dropped over and presented me with a copy of *A Few for the Road*, Bill Boldiston's latest literary/musical production. It combines yarns about his world of trad jazz and some exciting cars. But wait, there's more - -a CD with recordings of Bill's band, *The Bloweys* – recorded in fascinating locations. Watch for a review in these pages.

Pete R.



INBOX - Correspondence assorted

Pete,

First may I say how delighted I am to see you back in the saddle, we are lucky to have you. I hope your health has stabilised for some time.

I came across this picture recently, which illustrates perfectly the old saying: He had a face that would make steam train turn down a dirt track.

The real caption is: An Ottoman supply train still resting where it was ambushed by Lawrence of Arabia 108 years ago on the Hejaz railway.

If you use it, can I ask you please use both captions?

Cheers,

Doug Young

0418 719 430



As requested: An Ottoman supply train still resting where it was ambushed by Lawrence of Arabia 108 years ago on the Hejaz railway.

MICE PIES - news from around the traps



Here's an informal approach to reporting what's going on around the place. Some of it may lack excitement but we hope to balance that sort of thing with provocative commentary and unfounded rumourmongering. For even greater equilibrium you, too, can be a contributor of words and pictures.



ALL BRITISH DAY 2023

It's almost here again and I can hear people moaning about the cost admission. If you're taking a car along to display it'll cost you \$20, which can seem like a lot. The letter below might clarify things for our readers.



**ALL
BRITISH DAY
BRISBANE**



SHARE THE PASSION

Major Sponsor 2023

10 August 2023

Shannons' All British Day – Brisbane 2023

Dear Motoring Enthusiast Club,

Just a confirmation that your Club is are invited to attend this year's All British Day – Brisbane on 17th September 2023 at St Joseph's Sports Grounds, **67A Vivian Street, Tennyson**. 4105

Proceeds from the event benefit our selected charity in 2022's From last year's Event, we have donated \$7,000.00 towards a pair of Platinum Tweezerrodes to use with the current machine they have already purchased at QMIR Berghofer Medical Research Institute . The Club had been endeavouring to donate as a "equipment purchase for a specific purpose" and not just a lump sum donation to Berghofer. .

If you have not previously advised the space required to allow sufficient space for your Club's display, we require the number of vehicles you envisage attending so that space can be allocated. Could you please forward this information to David Robinson at the email address - robo25home@bigpond.com to be received before 15th September to allow the organisers to manage the field space to maximum usage and ensure that your members are well catered for field space.

Gates are open from 7.300 am Sunday 17th September for competitors and we ask the the Entry Fee of \$20 be presented in cash (since no Eftpos gate entry facility available) to ensure fast entry onto the field. We encourage your members, friends and family members to utllize the onsite parking available. It will incur a cost of \$5.00 for car parking. Walk in charges through the gate for spectators is \$2.00 per person whilst children continue to be free.

The Club looks forward to your Club's support for this Fund Raising Event.

Regards

David Robinson

Email: robo25home@bigpond.com Mobile: 0417 731 455

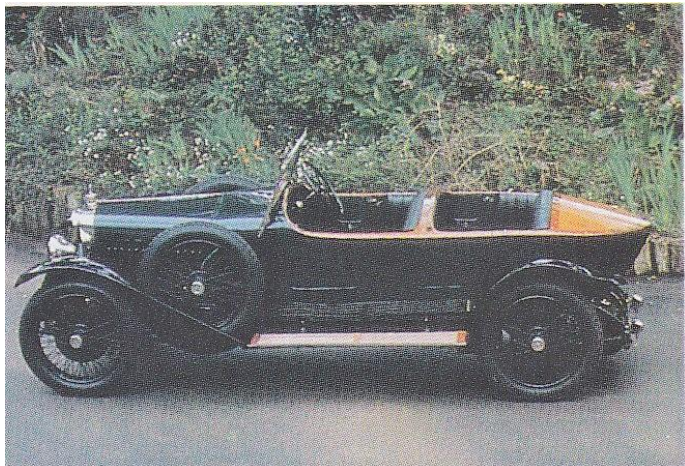
All British Day – Brisbane Team

**Especially when yon beastie
is actually a cheetah**





Yes, it's the SS100 engine and that's all very well, but what will happen to the trusty TR that has lurked by the rubbish bins for so many years?



The following announcement crossed my desk and I didn't like the look of it one little bit. Just enough official-sounding wording to put the wind up the nervous Nellies, but the absence of anything finite like photo sizes or submission deadlines says it's a hoax. Nice try, mate.



A Message From Our Club Permit Officer

New Vehicles for VIC club permit scheme.

All vehicles must have a certificate of roadworthiness plus photos for club records and VicRoads.

Hard copy photos required of your car:

- Front view
- Rear view
- Drivers position (Side on view with door open)
- Passenger side
- Drivers side
- Body and Engine numbers, stampings and plates or VIN number

Present this information to the permit scheme officers, they will do the appropriate paperwork for Vicroads. Also remember to keep your old logbooks for 12 months.

LOTS OF LOVELY LINKS

Links are the work of the underworld! You get a fantastic free ride to irresistible other domains. Obviously very dangerous as there may be no way back...

NEW LINK!

Learn about the latest developments in the EV world.

Battery breakthrough	<u>Better Batteries</u>
Australian-built bikes	<u>The Spencer Motorcycles</u>
Climb to the Clouds	<u>Mt Washington</u>
London in the 1930s	<u>A Look at London</u>
Your taste in tires	<u>Whitewall Waffle</u>
Fastest aircraft ever!	<u>Blackbird</u>
Supercharged Grand Prix Cars 1924-1939s	<u>Blown Beasties</u>
Racing at Strathpine, Qld., in the '60s	<u>Strathpine Speedsters</u>
Sydney life, 1929 (pre-depression)	<u>Gordon Innes Clip</u>
Electric Car History	<u>Quick EV History</u>
Citroen Kegresse	<u>Caterpillar crawl</u>
San Francisco 1906	<u>Market St. Cable Car</u>

Electric car record attempt	Baker Electric 1902
Ragtime piece inspired by Eliska Junkova	The Bugatti Step
Building Morris cars in the 1920s	Mass production
Jay Leno's Baker Electric	Quiet Ride
American motoring history	Dubious History
SHIP WRECK & RECOVERY	The Vasa
Top 10 car producers 1950 – 2019	CREEPY

MARKET PLACE

FOR SALE

Here's a unique project for somebody. It's a **1957 Lloyd Hartnett 600**. Assembled in Perth (most were put together in Brisbane), some history, looks pretty much like the one in the picture. Located in Northampton, WA.

\$500 obo.

Contact **Ron**

O'Keefe on 0475

089 737



AND FINALLY...

IN APPRECIATION

My thanks to all those who contributed to this issue. They include Peter Healy, David Fryer, Brian McMillan, Lyle Cooper, Dean Prangley, Barry Morris, Ronnie Brown and Jennie Ransom. E&OE.

MAGAZINE CONTRIBUTIONS

All contributions to the mag – letters, articles, photos, adverts - are welcome, though I can't guarantee publication. There's no hard deadline for these contributions, but if you're thinking of sending something DON'T DELAY - JUST DO IT! Send everything to Peter Ransom.

PUBLICATION DATE

The Vintage Car is published approximately one week before each month's General Meeting. Next month (September 2023, Issue No. 466) it will be around 19 September 2023.

NEXT MEETING

Meetings are now held on the 4th Tuesday of the month. The next General Meeting will be at the clubrooms on 22 August 2023.



The SUPPLEMENT



This used-to-be-the-Editor's 1914 Sunbeam 12-16hp Sports took part in the Drivers' Parade in this year's British F1 Grand Prix warm-up Drivers' Parade at Silverstone. Sunbeam cars were the featured transport this year. See the whole shebang [HERE](#) with Ian Cuthbert of Fife driving at 10.34



Vintage Queensland - for the curious

Lloyd-Hartnett assembly line, Kangaroo Point, Brisbane, 1957.

Body shell of the Lloyd-Hartnett Alexander 600 sedan under construction at the Buzacott Pty. Ltd. factory at Kangaroo Point, Brisbane from components shipped from the Lloyd Motoren Werke in Bremen, part of the Borgward group of companies. The body panels bolted on, so they could be easily replaced in the event of an accident. Note the extremely simple production line, the highly labour intensive production methods and the unusual angle of the rear wheels, a result of the swing axle rear suspension.

WHAT CAR IS THAT?

A few old photos bring back memories of the days when we trawled the bush for old cars, usually with a fair level of success. This one was spotted in 1968. The photographer forgot about it for 50-odd years and in the meantime it had been salvaged and restored.





It's vintage 1927, it's British and it has
survived in Australia. What is it?

