



# THE CAPITAL LETTER

Newsletter of the Rolls-Royce Owners' Club of Australia (A.C.T. Branch) Inc.  
Serving the Australian Capital Territory, Goulburn, Wagga Wagga and surrounding areas.



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**FOR ROLLS-ROYCE AND BENTLEY ENTHUSIASTS**

**June / July 2017**



B14MD

1951 Bentley Mk VI Park Ward drophead coupé

Ian & Tina Oliver

**1951 London Motor Show Bentley  
drophead coupé**



# From the Branch President

I apologise for missing the May Meeting. I have recently experienced a heavy cold, which has been with me too long, and likes me so much it is unwilling to depart. So with my absence, I spared those who attended.

Did you enjoy the last edition of *The Capital Letter* with all those wonderful photos? I'll bet you did! Thank you Martin. An excellent issue!

There is little else to report on the club scene, except the last run, to Tarago, and Martin is covering that in this edition. My grateful thanks to our Branch Secretary, Peter Hyland, for taking the initiative to make a booking for the July Meeting at the Fireside Inn at Goulburn. Members will recall that we have decided that at least one of our monthly meetings each year, (and sometimes two) will be held in Goulburn in conjunction with the Christmas in July Lunch excuse to head to this northern outpost of the Branch. So we'd appreciate members putting the date in the diary, Sunday 16th July. It's always a good gathering and an enjoyable day out.

As many of you know, when the cooler weather sets in, and to avoid unnecessary exposure to the cold outdoors, I am very content to undertake research into past Rolls-Royce and Bentley individual car histories in Australia and New Zealand. Recently I have had a few unexpected successes, the fruits of which will be revealed in forthcoming issues of PRAECLARUM. Photo discoveries are becoming more rare as the years pass, but a few gems have come across my path. One of these depicts the first Rolls-Royce to come to Australia, and amazingly my research reveals that it participated in Automobile Association or RAC events within a very short time of its arrival. And there's a photo to prove it! Within the network of fellow researchers, we share discoveries to attempt chassis identifications, and generally reach accord very quickly from the bits of the evidence available.

But for a most interesting story, although not Australian, I would recommend that members seek out the following article on the World Wide Web. *This story has some of the hallmarks of something taken from a Boys' Own Annual*, but is truly factual. Simply Google **Tracing a Rolls-Royce – Last Seen Half a Century Ago**. This is the story of one man's mission stemming from his schoolboy memories of a pre-Great War Rolls-Royce that his headmaster had in Kenya, and which was converted into a School Bus. The story is accompanied by period and later photographs. I'm sure you'll enjoy this. Go for it!

On a sad note, I have just learned that another stalwart of our Branch and fellow Founder-member, Bob McCulloch, passed away on Sunday 5th May after a long illness. He was aged 85 years. Bob was one of nature's gentlemen. A really nice guy. I'm very sorry to hear of his passing. He owned two remarkable cars, quite different in age and practicality, but both lovely cars. I will be attending his funeral representing the Branch. I express my condolences to Deidre and family.

*Best to all,  
Ian Irwin O.A.M.*

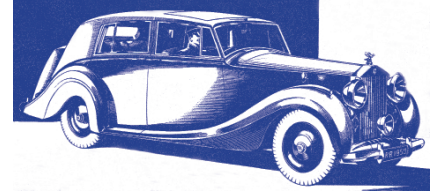


**Left:** John Tetley sent this shot of BSH21535, his 1987 Bentley Turbo R, with SRH19346, the 1974 Silver Shadow owned by Karen Bos and offered for sale in this edition of *The Capital Letter*. Although not visible here, John's Bentley has been fitted with a new grille which we shall see in our next edition.

**Front Cover picture:** Newly re-joined member Ian Oliver is fortunate enough to have become the owner of this magnificent 1951 Bentley Mk VI Park Ward drophead coupé. When new, this car was exhibited on the Bentley stand at the 1951 Earls Court Motor Show in London. It is seen here in the car-park of *The Loaded Dog*, the pub in Tarago, near Goulburn, where the Branch had a lunch run on April 9th (see page 6) to "wind down" from the Federal Rally. Photograph by the Editor.

# From the Editor

[hjmullinersw@bigpond.com](mailto:hjmullinersw@bigpond.com)



Forgive me if I'm still banging on about the Federal Rally in March, but I am very proud of my Branch's achievements. Our dedicated Branch Secretary Peter Hyland wrote that "our tiny committee, within the smallest Branch, had to do many hard yards in bringing it all together, but when we receive all the positive feedback that we have from so many quarters, those hard yards are forgotten. Canberra is indeed blessed with some gems that go towards making any A.C.T. Rally interesting and novel. It was all worth it". End of quote – very well said.

One of the great things about the Rally was the weather: although it rained cats and dogs all around us, the Rally locations all remained dry. We were very fortunate to have been spared a washed-out Federal Rally. The timely jet fighter fly-past as we arrived at Old Parliament House for the Welcome Reception was another stroke of luck, though many people refused to be convinced that we hadn't organised it!

Lawrie Nock, our Delegate to the Council of A.C.T. Car Clubs, has reported that he attended a meeting with officials from Queanbeyan Palerang Regional Council along with other members of the organising committee for Terribly British Day. The meeting was held at Queanbeyan Park for the purpose of inspecting the site and facilities available for the display. The Committee has decided to run Terribly British Day at Queanbeyan Park on Sunday, 3rd December 2017. A good day's work, I'd say: of all our 'set-piece' events this is the one that attracts the largest and most enthusiastic participation by our members, and this decision frees the organisers from the difficulties and uncertainties that seem to be inherent in using sites within the A.C.T.

Our Technical Registrar Phil Sproston has sent a reminder that if you are a participant in the New South Wales Historic Registration scheme, you must be a financial member of the club that you nominate and your financial membership must be maintained throughout the duration of the Registration.

*Martin Bennett*

*One of my regular U.K. correspondents, Ashley James, sent this picture taken at his son Rich's workshop in Nailsworth, Gloucestershire. On the right is R.R.O.C.A. Honorary Life Member Tom Clarke's 1951 Silver Dawn SDB26. Like Tom himself, who lives in retirement in nearby Cheltenham, the Silver Dawn is ex-Australia. The Silver Wraith is WVA19, a very early example dating from 1947, with 'saloon-limousine' coachwork by Freestone & Webb.*





## Branch Events Calendar

*Our past long-standing arrangement with the Ainslie Football Club for our monthly meetings and bistro meal get-togethers has been re-established following the extensive refurbishment of the Club's facilities, so our monthly meetings have regained their former familiarity.*

**Wednesday July 5th:** Monthly Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday July 16th:** The next event on our Club horizon is our traditional 'Christmas in July' lunch at the Fireside Inn, Goulburn.

Date – Sunday 16th July

Time – meet there at 12.30 for a 1.00 p.m. lunch.

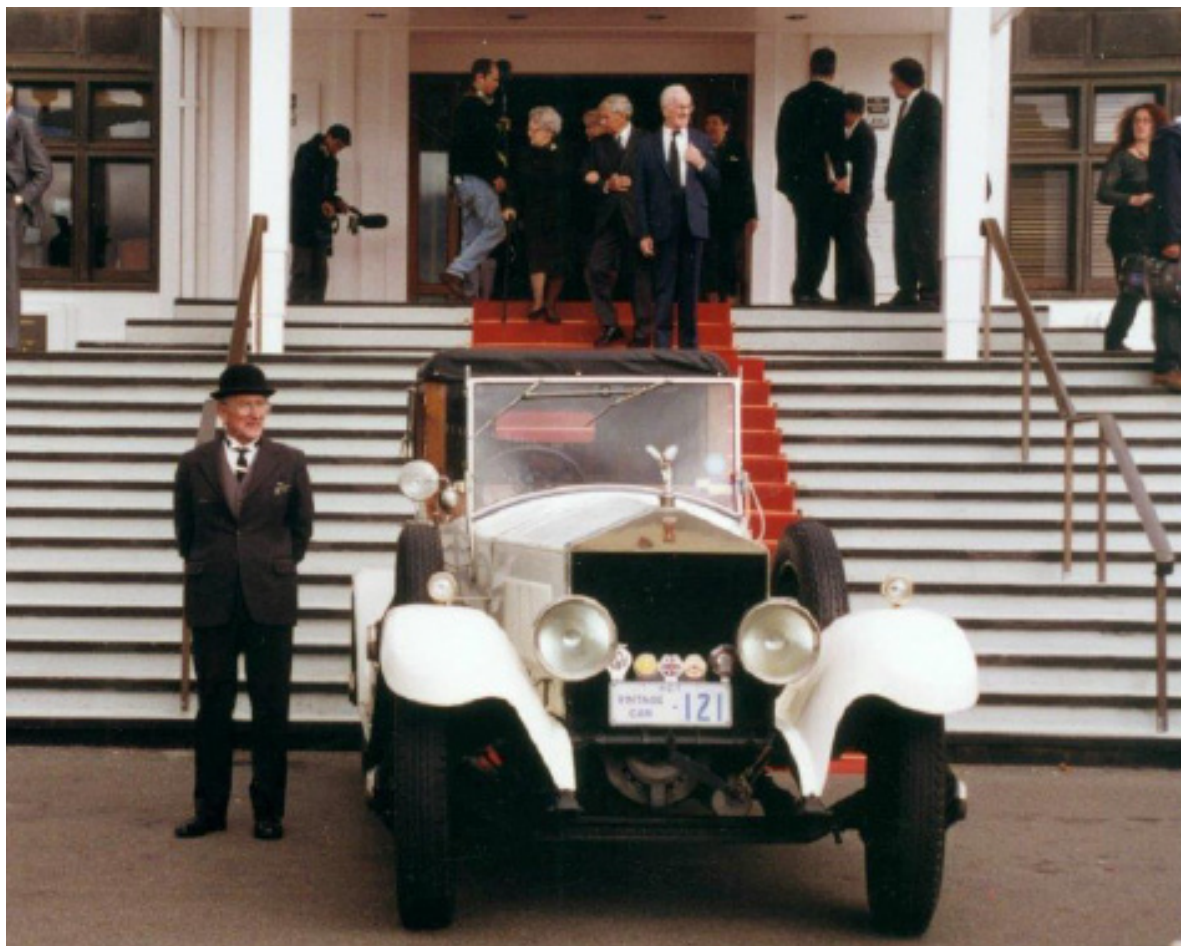
Place – Market Street, Goulburn, on the north side of the park. Access off Sloane Street to the east of the park.

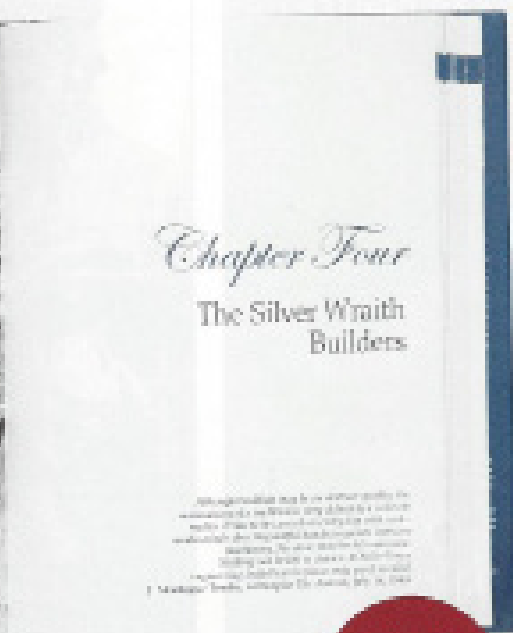
**Wednesday August 2nd:** Monthly Meeting at the Ainslie Football Club. Dinner from 6.00 p.m., Meeting at 7.30.

**Sunday December 3rd:** Terribly British Day, Queanbeyan Park (located immediately behind the Queanbeyan Police Station and Court House).

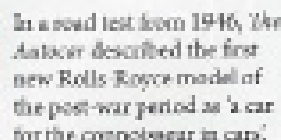
*Opposite page: Your Editor was pleased to find that his new book was 'Book of the month' in the U.K. car magazine Octane, only to find that it received the same honour in the July edition of Classic & Sportscar.* ➡

**Below:** A work colleague of our Secretary/Treasurer Peter Hyland provided this picture taken at Old Parliament House during what may or may not have been a previous Federal Rally. It shows a former member and President of our Branch, Commander StJohn Herbert OBE, in period dress, with his Silver Ghost 20HG. StJohn also served as Editor of PRAECLARUM for a spell.





Book of the month

MARTIN BENNETT, *Dublin Watson Fine Books, 295, ISBN 978 1 85443 268 9*

"The particular charm of the *Silver Wraith*," it continued, "lies in the effectiveness with which

all the undesirable manifestations incidental to the development of power by machinery ['noise', we think they meant] have been skillfully exorcised.'

That the Silver Wraith was reviewed in such glowing terms must have come as a relief to the top brass at Rolls-Royce, which for the first time had produced a car built down to a price set of it. It is with the company's 'rationalisation' of its range and production practices that Martin Bennett's information, stuffed book begins.

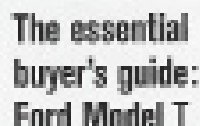
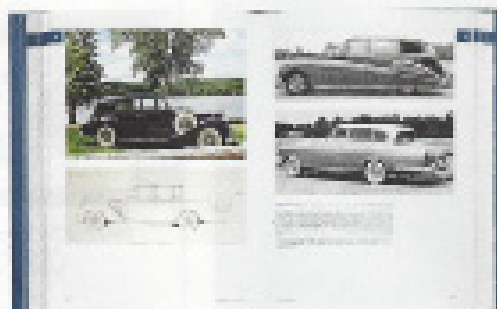
Previous Rolls Royces had been painstakingly crafted with little regard for the bottom line; the 1937 models (Phantom II, 28/70hp and Bentley 4½ Litre) shared few components, and chassis prices had not been increased in years. The Silver Wraith, offered with off-the-peg bodywork by Park Ward, was one iteration of a superbly engineered platform that could become, well, almost anything that Rolls wanted – a Bentley MKVI, say, or a fire engine. The frame (with standardised gearbox, suspension, rear axle, steering and brakes) could be lengthened or shortened, and the engine could be built in four- or six- or eight-cylinder configurations.

Said platform is pored over here with dozens of close-up photographs and useful technical drawings.

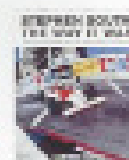
but more ink still is spilled in documenting the many cracklepillars beyond Park Ward that clothed the Silver Wraith. Bennett lists 31 more, among them such unlikely suspects as Vigna, responsible for the long wheelbase saloon pictured bottom right, below.

Much of this section is written in picture-caption style, making it easy to dip in and out of – a nice bonus given that the book is clearly intended as a heavy-duty reference rather than coffee-table fodder. Indeed, its vast appendix is arguably the main attraction, featuring as it does a chassis-by-chassis record of the 1883 cars built, as well as technical specifications and excerpts from the various handbooks issued over the years.

It should be noted, though, that the 391 pages contain many pretty period pictures as well as all these hard facts. Among the best is a shot of a Rolls quality inspector, ear pressed to a standardised gearbox to check for absolute silence in operation. Rationalisation. Rolls-Royce strike...

BARKER & TUCKEY, 1986  
 612 00 2884 928 / 845819 91 7

As this book advises, 'Model Ts are not difficult to drive, but they are different.' That's a key part of their appeal: they're still cheap to buy and run, yet offer a unique ownership experience. Veloce has now published over 100 different *Essential* guides but we think this may be the best yet. Because the Model T was produced in such huge numbers, it's a big subject to cover in a pocket-sized softback and yet the 60- or so pages are packed with information. If you're tempted, this will be 15 quid well spent. **MD**



## Stephen South: the way it was

**MURKIN BANKS**, Performance  
Publishing Ltd, EPS,  
ISBN 978 0 9536450 2 8

Stephen who? *Aye*, there's the rub. Stephen Southgate was an up-and-coming racer in the 1970s who, by all accounts, would have had a successful career in Formula 1. Tragically, however, he suffered a bad crash in a 1980 Cam-Am race and injured a leg so badly that he never raced again. This is a 'might have been' story, therefore, and all the more fascinating for that. The book's type is a little small for comfort but it's well illustrated and is a welcome change from accounts of the few who did make it. MB





*Arriving from the opposite direction from the remainder of the group, the two Goulburn Silver Wraiths WHD101 and WFC67 are seen in The Loaded Dog car-park at Tarago. WFC67 has its headlamp glass protectors in place.*

## Post-Federal Rally Lunch Run to The Loaded Dog

Sunday April 9th

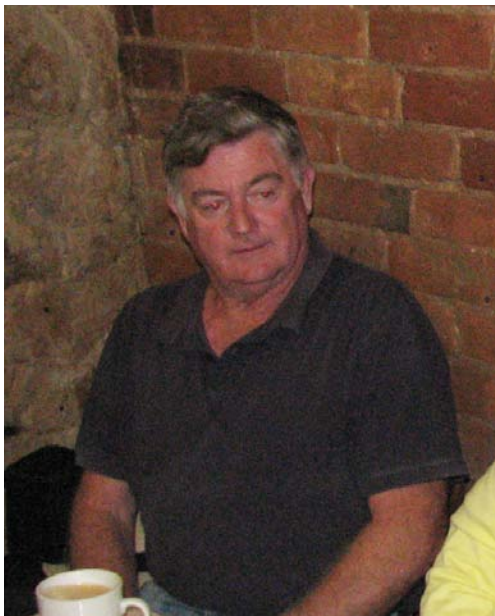
***Below:*** Our beaming Secretary/Treasurer Peter Hyland in the centre of the picture is flanked by John Tetley on the right and Kevin Sutton who often accompanies John on Club runs.







**Above:** From left to right are Ian & Tina Oliver's 1951 Bentley Mk VI Park Ward drophead coupé B14MD, John Tetley's 1981 Bentley Mulsanne BSB03228 and Ken & Frances Lo's 1986 Silver Spirit ASG15800.



**Above:** Bryce Ronning.

**Below:** Ian & Tina Oliver joined us in B14MD, the Front Cover car in this edition.







**Above:** Clockwise from left: Ida Irwin, Frances Lo, Ken Lo, Narelle O'Rourke, Chris O'Rourke and Ian Irwin.



**Left:** During a car-park discussion on Rolls-Royce toolkits, Peter Hyland reaches for the complete toolkit of ASC04176, his 1982 Silver Spirit.

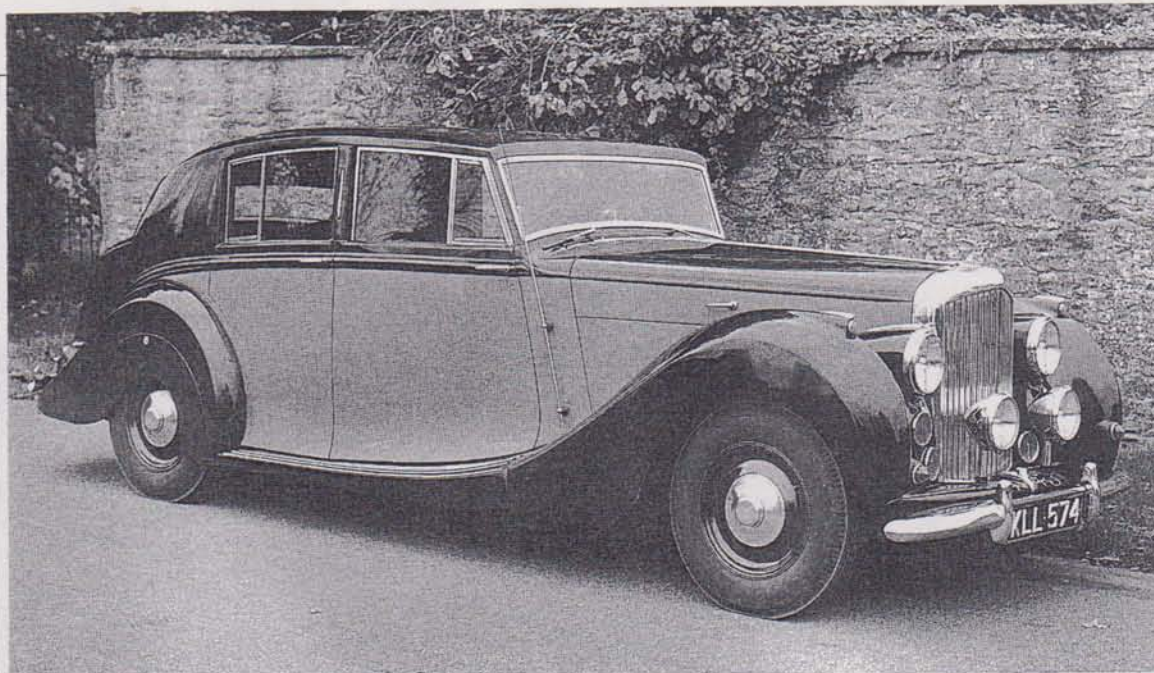


**Opposite page:** This article on B474DA, Gos Cory's 1949 Bentley Mk VI Freestone & Webb saloon, appeared in the December 1992 edition of *Classic & Sportscar* magazine. The article provides a very favourable report on the driving impressions of B474DA and if the car was tested today the result would be the same. Gos regularly drives this car very long distances including from his Sunshine Coast home to the recent Federal Rally and back. The caption of the bottom photograph implies that the toolkit shown was complete when photographed in 1992. In fact, whilst it is much nearer to complete than is often seen, the 2 BA spanner which should be immediately below the pliers is obviously missing, as are the feeler gauges, while the item below the business end of the pliers is a ring-in. ➡



## CASE HISTORIES

### WE CHECK OUT INTERESTING CARS FOR SALE



**Bentley is very original, solid and complete, and it would be a shame to see it restored. Only the body finish lets it down – it was the victim of a respray seven years ago, and the paint is now showing its age. Some remedial interior work will soon be needed**

## BENTLEY MkVI

**Year of manufacture:** 1949  
**Recorded mileage:** 63,940  
**Asking price:** £17,500  
**Car for sale by:** Malcolm C Elder, Unit 5, Enstone Airfield, Enstone, Oxfordshire OX7 4NP; tel: 0608 677238

Some cars are all the better for not having been restored and this 1949 Freestone and Webb-bodied Mk VI Bentley is undoubtedly one of them.

With four owners behind it since 1955 (and a genuine 63,940 miles on the clock) it is in nicely mature condition – pleasantly dog-eared rather than tatty – and mechanically very healthy.

The body is one of a pair built to this style by Freestone and Webb, bulkier and more formal-looking than the standard offering, but probably no heavier due to its alloy construction.

Finished in maroon with a dove grey centre flash, the paintwork is the most disappointing aspect of the car: it looks almost brushed-on in places with abundant sub-surface scratching presumably in the poorly prepared undercoat. It was resprayed by the son of the last owner seven years ago.

Structurally this Bentley seems excellent with sound

inner wings front and rear, solid outriggers for the running boards and – aside from the very occasional paint bubble – excellent panels. They shut with a train-carriage 'thump' and show no corrosion.

All the brightwork is in respectable order and this car has the rare twin spot light option.

The cabin is trimmed in its original blue-green leather and is pleasantly worn rather than tatty – it would be a crime to retrim it. Only the drivers seat – ripped in a couple of places – may need attention soon. There is a kick-panel missing in the drivers footwell, leaving an untidy loose door rubber.

The wood – especially on the front garnish rails – is heavily cracked but, again, we like the patina. The carpets, aside from the odd stain, are good, and the valve wireless works a treat. The headlining above the rear seat is crumpled slightly but is otherwise good and the sliding roof panel has no apparent leaks. Impressively, this car still has its full complement of tools, neatly hidden in a pull-out tray under the dash.

A massive carriage key gives access to a small fully trimmed boot showing some untidy loose trim.

The 4 1/4 litre F-head 'six'

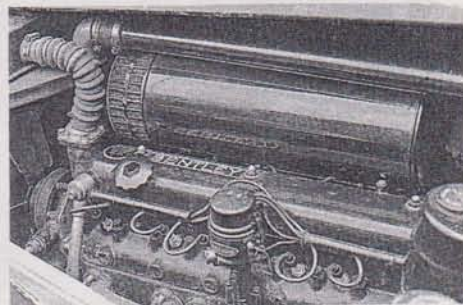
starts instantly and gives smooth, surprisingly eager performance: 70 mph motorway cruising is easily within its capability. It shows maker's recommended oil pressure at tickover – centre of the gauge – and will pull from near zero revs in top gear.

The right-hand gear change is a delight, crisp and totally positive with a well-oiled movement. The drum brakes are assisted by a mechanical servo driven from the back of the gearbox and pull the car up strong and square, despite

a soggy-feeling pedal. Heavy at slow speeds, the steering is in fact sportingly precise though too much pressure in the front tyres made it kick and tramline somewhat. The car understeers quite strongly but shows fine poise through turns despite its size and bulk.

**Verdict:** Not the most handsome of coachbuilt MkVI Bentleys but a very sound, honest unmessed with car, eminently usable and good to drive. The price is slightly on the high side.

**Right: 4 1/4 'six' starts well, ticks over quietly, and oil pressure is good. It's torquey, pulling well from low revs even in top gear, and cruising at the legal limit is no problem**



**Left: a nice original touch – it's rare to find a complete, original tool kit still with a MkVI**





*Hooper's photograph of 3DL150, taken in March 1939.*

## Branch members' cars: 1938 Phantom III, 3DL150

*By Steve Stuckey*

It was in 1992 that Australian Alastair Kinloch purchased 3DL150 from a Californian dealer. Regrettably, when the car arrived in Canberra, not all the promised pieces of the engine were there. But, after 25 years, some of it in mechanical and coachwork restoration, 3DL150 is now in fine order.

A most handsome design, unique to Hooper on the Phantom III chassis, 3DL150 also had a very well-known first owner. Many Phantom IIIs went to notable people (some famous, some infamous, but mostly very wealthy) and there were few Britons in 1939 who would not have known of the lucky owner of this beautiful car, recognisable by his name and his face.

But, back to more prosaic origins for 3DL150. Off test at the Derby factory on November 29, 1938, the chassis was fitted with steering at the high 'C' rake, and with engine N98Q. The chassis and suspension were set up to carry a large, formal body, with seating for seven people (although it was usual for the car to carry only three) and up to 200 pounds of luggage. An added 40 pounds was loaded on the chassis with its heavy radio, and discs to all five wheels; only an offside (or driver's side) spare wheel was to be carried. The bonnet flip-flap shutters were sloped at the conservative 11 degrees.

The chassis was despatched from Rolls-Royce's London depot at Lillie Hall on January 10, 1939, bound for the Hooper coachbuilding works in King's Road, Chelsea. Hooper were

instructed to build a limousine de ville on the chassis, to unique design 7516, and with body number 9077. Finished in dark blue and black, the car had leather to the driver's seat, and fawn cloth to the rear compartment.

The fittings were generally austere, although dark sliding Purdah glass panels were fitted to the rear quarter windows. Discreet strip lighting was fitted to the roof, and there were small compartments in each rear quarter, lit up when their panels were slid across. Unusually for a large, formal car, there was no centre cabinet to the rear of the division. Instead, there were three cubby holes in the top panel of the division, almost concealed in the striking timber with its almost zebra-stripe markings. There was no handle to wind the division glass up or down, as this was done electrically with buttons to each elbow of the rear seat. The electric motor to drive the curtain to the window at the back of the car was operated from the driver's seat.

The coachwork was fitted with Hooper's patented 'alligator mouth' panel to accommodate the sliding panel above the driver's seat, opening it into its de ville configuration. Hooper had released this innovation in mid-1938, and it was immediately very popular.

The car had been ordered on November 3, 1938 from dealer H.R. Owen Ltd (even though they were normally the dealer for Gurney Nutting-bodied cars, and Hooper also dealt in





*H.J. Mulliner's body on 3DL88, their 1938 London Motor Show exhibit, painted in dark green. 3DL150's coachwork is an almost exact copy of this body.*

new car orders). This was only days after the 1938 London Show, and one has to wonder whether the owner had seen the design there. He would not have seen a car to this design on the Hooper stand, however, but on the H.J. Mulliner stand, on chassis 3DL88. This was one of six such bodies H.J. Mulliner

mounted on the Phantom III chassis and it was clearly copied by the designers at Hooper & Co.

On April 6, 1939 the owner took delivery of his new, V-12 Rolls-Royce. He was Lupino Lane, born on June 16, 1892

*Hooper's patented 'alligator mouth' de ville roof arrangement. The front end of the roof over the rear compartment is raised as seen in this photograph by winding the handle visible above the division, allowing the front section of the roof to slide back under it, the rear section then being wound back into place. Photograph by Alastair Kinloch.*





*A 1920s photo of 3DL150's original owner, stage and screen star Lupino Lane.*

as Henry William George Luppino (his father later dropped the second 'p' from the surname). Young Henry had been on stage with his father from a very early age, and in 1920 moved to New York to be in a Broadway show; he moved to California in 1922 and began his film career. He was famous for the physical stunts which he used to get laughs, on stage and in films. In 1930 he moved back to Britain where his success followed him. Perhaps he is most famous for his appearances in 1,550 performances of the musical 'Me & My Girl' between 1937 and 1942. It was in this play that he made famous 'The Lambeth Walk', and it is reported that he taught King George and his wife Queen Elizabeth how to do the famous move.

When he took delivery of his Phantom III, Lane had already owned two Rolls-Royce cars from new: 20/25 h.p. GLJ39 with an Arthur Mulliner saloon body, and 25/30 h.p. GAN72, again from Arthur Mulliner but this time a limousine. It is not known why he had abandoned the Northampton-based coachbuilder and why he didn't get H.J. Mulliner to build him one of their limousines de ville. Perhaps, like a number of other British buyers, he was attracted by the fact that Hooper was now the Royal coach-

*3DL150's striking woodwork, using a boldly-banded exotic species of wood veneer. Compared to most Phantom IIIs, this body had minimal interior inclusions.*







*3DL150 in January 2017, fully restored, outside of Alastair & Diane Kinloch's home in Forrest. Photograph by the Author.*



builder. 3DL150 was delivered to Lane at his London address of 32 Maida Vale; it carried the distinctive registration FUW 1. Lupino Lane died on November 10, 1959.

Rolls-Royce records show that 3DL150 was owned in 1947 by a C.A. Caslon in England, and its history then goes cold until October 23, 1969 when it was sold at a Sotheby's auction in London, still with its original registration and with a report that it had been completely overhauled in December 1968. It was sold for a low £1,900. It can be assumed that the vehicle was sold to the USA, as in 1977 it was reported in the ownership of Howard D. Fuhrman in California, painted in dark green and black.

When 3DL150 arrived in Australia, it was still in its dark green and black paintwork. It has been subject to much work, some of it innovative. Reon Pendlebury at Bohemian Repairs in Sydney worked out how to match the D-series heads to a replacement C-series block, amongst other things that have made the car the quiet, smooth and powerful runner that it is

today. In addition, the car has been repainted in its original colors. Owner Al Kinloch is keen to keep it as original as possible.

I drove the car in January, and it was a joy to drive just like a Phantom III should be, with loads of torque and smooth, powerful acceleration. It also handles very well for such a big car, moving quickly and effortlessly around one of the large roundabouts that the Australian capital is renowned for. Added to that, its brakes pulled it up quickly and evenly. It is a credit to owner Al Kinloch, and restorer Reon Pendlebury. Added to its engineering excellence it is a truly elegant car, its lines being typical of late 1930s English design, but ageless as well.

Alastair is passionate about the Phantom III arguing, as I do, that it is the ultimate Rolls-Royce. Alastair also argues that the DL series cars are the peak of the Phantom III design. He looks forward to using it regularly, and sharing it with other enthusiasts.



## 1974 Rolls-Royce Silver Shadow SRH19346

A pleasure to own and a joy to drive! This car has had two owners; has been garaged and very well maintained.

Registration: N.S.W. Odometer: 68,680 km. Electric sunshine roof. Original tool kit – complete.

Original Owners' Handbook and instruction book for R-R chauffeurs.

Scottish leather upholstery— excellent condition. Blue / grey carpet. Walnut dashboard and door trim.

Recent mechanical records available.

For expressions of interest, please contact Mrs Karen Bos: 0422 335 751

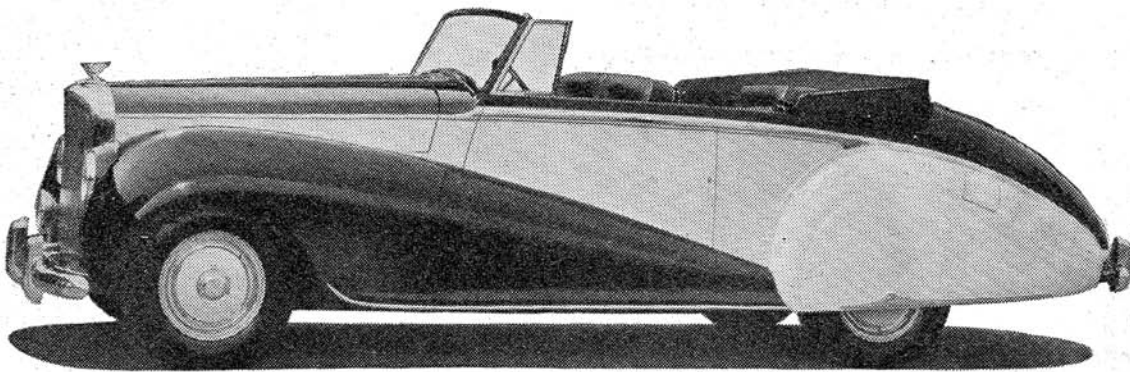


September 24, 1952.

The **Motor**

### *Superlative Coachwork*

This attractive Bentley coupé is a perfect example of the well tried Park Ward method of construction which incorporates aluminium panels on a steel framework. It has the added refinement of a power-operated hood.



**PARK WARD & CO. LTD.** 473 HIGH ROAD, WILLESDEN, LONDON, N.W.10  
SALES DEPT: 15 CONDUIT STREET, LONDON, W.1

*Officially appointed retailers of Rolls-Royce and Bentley Cars*





***Above:** Branch members Ian Oliver and Rob Young took their Bentleys to the Crookwell Potato Festival on May 13th. Ian sent this shot of his 1951 Mk VI Park Ward drophead B14MD, with Rob's 1993 Brooklands BEP46078 discernible a little further along the line. **Opposite page, lower:** Park Ward advertising for their coachwork as represented by B14MD.*

SUPER - CLASSIC - PRESTIGE



HERE AT SCP CAR SERVICES WE SPECIALISE IN SERVICING, REPAIRING AND RECOMMENDING A VARIETY OF SUPER, CLASSIC AND PRESTIGE MARQUES. WE ARE A FAMILY RUN BUSINESS THAT IS JOINTLY OWNED BY HEATHER AND DEREK WATT, WE AIM TO BECOME THE NAME TRUSTED AND RECOMMENDED BY MEMBERS AND ENTHUSIASTS ALIKE. AS CLUB MEMBERS OURSELVES WE HAVE A GENUINE INTEREST AND PASSION ABOUT PRESERVING THESE CARS. ALREADY MAINTAINING SEVERAL CLUB MEMBERS' CARS WE ARE LOOKING TO EXPAND ON THIS. WE ARE HAPPY TO COME TO A VEHICLE'S LOCATION TO CARRY OUT WORK IF REQUIRED AT NO ADDITIONAL COST. OUR BRAND NEW DIAGNOSTIC EQUIPMENT ALSO ALLOWS US TO WORK ON MORE MODERN MODELS. WE ARE BASED IN NORTH BELCONNEN AND LOOK FORWARD TO MEETING WITH YOU SOON.

## Tailpiece . . .



*Following on from the theme of our 'Tailpiece' in the last edition, in the Judging Hall at the recent Canberra Federal Rally are our two local Silver Wraiths. Nearest the camera is Bryce & Marcia Ronning's 1949 Hooper-bodied car WFC67 and behind is Martin & Manuela Bennett's 1950 model with coachwork by H.J. Mulliner.*

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