DBCA - NEWSLETTER

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DODGE BROTHERS CLUB OF AUSTRALASIA, INC.

FOUNDED 2006 and INCORPORATED IN VICTORIA - 2007 A0049794T

For the preservation and enjoyment of Dodge Brothers, and Graham Brothers vehicles 1914 - 1938

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Next issue: Paige-Detroit, getting into trucks for the war effort.

Michael & Lyn Buxallen; 'On the road again!' See page…

Spring 2026 Deadline: August 17th, 2026

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PRESIDENT



Dodgers

Welcome to this 'AI' free space.

Reflection on events since our Autumn edition Newsletter has had me particularly thinking on two things poles apart.

In relation to the magnificent Artemis II mission to the moon and back, I think back nearly 60 years to an unscheduled high school morning assembly. There, headmaster Mr Williams ('chrome dome') announced school was concluded for the day so we could go home and watch man land on the moon. We didn't go home but rather to a nearby lad's house – Taunton Avenue, Enfield actually – there to sit enthralled over Mum made sandwiches and watch in grainy black and white 'a giant leap for mankind!' (In truth this guy having a 'hot' slightly older sister may also have been a factor in our rapid convergence on the address.) With Artemis II recently we saw and heard with breathtaking clarity the actions and speech of the mixed origin and gender crew in a very distant place and travelling at great speed. What an outstanding achievement! I see achievement parallels in the journeys of John and Horace Dodge from bicycle makers to automotive industry giants in one generation.

As it happens, recently enroute to the happy occasion of a former boss's funeral, I went down Taunton Avenue. The asbestos clad houses are gone, the allotment sizes are reduced, there is now a curb and gutter and footpaths (both sides). Lots of cars parked on the road because the garages are fitted out as gymnasiums I expect. The nearby old high school is gone too – now a development with its own wetland and walking trails. Progress viewed a different way perhaps, however I digress.

At the other polar extreme to this great advancement in space is the conflict here on the ground, particularly, but not only in the Middle East. It is of course regrettable that circumstances are such that hostility and loss of life are results.

Early in my working life I was an apprentice carpenter on construction at the Port Stanvac Oil Refinery south of Adelaide, but before very long was setting out the plumbing and drainage. The facility closed in 2003 but remediation followed much later. By then I was a civil engineer and wrote something in an infrastructure journal questioning the demolition of a 'tank farm' and deepwater jetty on the basis it added risk to fuel reserves. Demolition went ahead and what is now being said about fuel reserves and storage facilities?

For us in the old car hobby petrol is fundamental and supply risks are unwelcome. There have been clear impacts including recent event cancellations and withdrawals based on fuel availability, uncertainty and an expectation of restraint in use. One hopes we will emerge from this uncertainty soon.

I recently read the McFeeters Motor Museum in Forbes – visited during the 2014 rally – has closed and the collection sold. A 'Mr Clive Palmer' bought the '24 Rolls Royce but we are unsure who acquired the Berliet. A few months ago, at a swap meet I bought something the seller said had been from his own Berliet. It was a North-East starter-generator. For a time it appears the French company Berliet utilised Dodge Brothers components. One of our members is the owner of two and I trust his starter generators are better than the one I now have.

Some SA club members in my local area were pleased to come together at a winery with visitors Ian Neuss and Penny Young. A lovely picnic lunch was enjoyed.

PRESIDENT

My own ‘Dodge Brothers Approved Service Station’ was visited by 1926 Studebaker owner friends wanting to utilise the hoist to prepare their car for a 100-year re-enactment trip from Adelaide to Darwin commencing late May, with all funds raised going to the Royal Flying Doctor Service SA/NT. I would be more confident in a Dodge Brothers.



Hutton Service & Repairs

That said I am wrestling with an annoying leak in a (new) brass fuel tap under the ‘26 vacuum tank. It is taking some time to polish the tapered brass pin to stop the leak but I shall persist. Notwithstanding a petrol aroma the Tourer was well received recently as transport for veterans in a local pre-Anzac Day Parade. Also providing transport was a Desoto previously owned by Committee member Nick Hunt before he ‘wised up’.

The April/May edition of Restored Cars magazine has invited expressions of interest in purchase of the publication but please don’t mention this to our Editor Ron Bishop. As a 27-year reader I hope the baton will be taken and carried forward. Our challenges in restoring and maintaining our cars don’t seem to ease with the passing of time, in large part due to an aging cohort of knowledgeable people and service providers thinning out. As per Winston Churchill’s maxim said to boost morale and resilience, we must “keep on buggering on”.

Whilst we think ahead to our Queensland Rally in September 2027 at Bargara Beach east of Bundaberg, there is a welcome opportunity for members to attend a Tweenie centred at Halls Gap in Victoria in October this year. See the expression of interest in this issue.

We extend our very best wishes to previous Treasurer Lauren Evans – daughter of current Qld Representatives Peter and Sandy – on her coming marriage in August. A better health road ahead is another wish for Rob Brody in Victoria. Also, congratulations to SA’s David and Heather Dodd on their “Best Vintage” award received at the recent Pre-1931 Tour in Orange which they attended with their ’27 DB tourer. Going forward don’t hesitate to let me know anything which warrants sharing.

For now, keep those DB’s and GB’s rolling.

John Hutton



My ‘24 Garden Dodge.

Future National Rallies
2027 Queensland, 2029 Victoria, 2031 WA, 2033 SA, 2035 Tasmania. 2037 NSW.

EDITOR



Greetings Dodgy brothers and sisters

I am writing this report on the very last day of what has been quite a pleasant Autumn season. This past week has been a little wintry, and tomorrow is forecast to be cold and rainy; true to form me thinks. While the weather has been mild thus far, my internal temperature has been raised a little by us having a modest bathroom makeover turn into a major project. It seems whoever built our carport abutting our ensuite did not consider some basics; hence beneath the tiles were some serious structural issues, the practise and skills. The other project, one Graham Brothers truck has taken a back seat, but has progressed slowly; the brakes are looking good and are ready to refit, and the gearbox has been reconditioned and while you folks were watching the footy on Kings Birthday, I was picking it up from Echuca (where it is warmer.)



Anderson's Hardware ran this 1935 International truck around Monbulk

Locally I have attended the Monbulk Car Show, which unfortunately is slowly evolving into a Custom and Hot Rod Show with the odd Veteran and Vintage vehicle. Love the workmanship but don't really dig the cars; save a handful. I also attended the Kalorama Display Day, which had a vast and impressive turnout of Veteran. Vintage and Classic vehicles, a couple of which are shown here.

In this issue of the Newsletter, we have: an interesting report from our new President John Hutton, who leads other administrative reports/articles, and an invitation to the Bendigo Swap. We have a good roll-up of State reports, including an Expression of Interest for a Tweenie in Victoria. We follow Jewett's journey as his company attempts to attract the female motorist, we get to know a popular SA member and his wife in an interview (finding hidden talents along the way.) New Member Gordon Hazel provides insight into his latest restoration project, and Mr ChatGPT gives advice on how to keep that most important hideaway, The Shed tidy. There are things For Sale, Wanted and a Freebie if you are quick. There is also a timely giggle, a nice little GB truck, and our great advertisers bring up the rear.



Down the road at Kalorama I spotted this lovely DeSoto.



Also at Kalorama was this beautifully restored 30's Mercedes.

Enjoy

Ron Bishop

REGISTER SUMMARY

The following is an analysis of the current Member and Vehicle Registers

MEMBERS		**Total DBCA Members :**	334
		including Life Members :	2
	Membership	**Single:**	46
		Family:	144
	Internet	**Members have email address:**	195
		Members have no email address:	10
		Receive Newsletter by EMAIL:	84
		Receive Newsletter by SNAILMAIL:	106
	Year Joined	**2005 - 2009:**	126
		2010 - 2014:	61
		2015 - 2019:	48
		2020 - 2024:	85
		2025 - 2029:	8
		Last Year (2025):	14
	Location	**Victoria:**	100
		NSW:	60
		SA:	46
		Queensland:	78
		WA:	32
		Tasmania:	8
		NT:	0
		New Zealand:	5
		ACT:	4
VEHICLES		**No. of Vehicles:**	265
		Average Age:	1926/100.9 yrs
	Condition	**Original:**	26
		Restored:	167
		Unrestored / Under Restoration:	63
		Parts:	8
	Year	**1914 - 1915:**	1
		1916 - 1920:	28
		1921 - 1925:	91
		1926 - 1930:	126
		1931 - 1935:	10
		1936 - 1938:	8
		Post 1938:	1
	Make	**Dodge Brothers:**	259
		Graham Brothers:	6
		Other:	0
	Body	**Sedan:**	51
		Tourer:	124
		Roadster:	28
		Truck:	9
		Van:	2
		Ute:	24

REGISTRAR REPORT

In this report I will try and explain the Register Summary that gets put in the Newsletter every quarter, so it means something to you.

The Total DBCA Members is straight forward and as it says, is the number of members on our books at the time of printing. This year we have 334, last year 358. It is made up of the next two membership categories of Single members and Family members (usually 2 people). So 144 family members is 288 members plus the 46 single members 288+46 = 334, the total membership number. Last year we had 358 members. This year 24 members did not renew so we are down in membership. Some of those who did not renew only joined earlier in the year. That's disappointing that they don't see that the DBCA is providing them with what they need or they need help to join or they are selling their vehicle. On the other hand the Club doesn't get any **feedback** as to the reasons so its hard to know what members want. Only by speaking up if the Club is not providing what you need will it change. **So, drop an email to the Committee if you have any suggestions or feel something needs doing.**

The next lot is the Internet. Members that have an email address total 195 and those with no email address (10). These should only add up to 190 the number of single and family members. However, it is more as some members have two email addresses so they don't miss out on emails. The next two numbers are those that get a Newsletter by email and by snail mail and are straight forward. Members getting the newsletter by snail mail is slowly increasing. This makes it more expensive each year for the Club to print and post the newsletter and causes the Editor a bit of a headache stuffing envelopes. However, my comment is that people like getting the technical articles on paper to put in the workshop as reference. What do you think?

The next sections are straight forward. The number of people who are in the club and when they joined in 5-year lots. This includes singles and family members so it will be hard to say anything about except we might have saturated the market at present as the numbers joining are dropping. It refers more to when the current members joined than the total of people that joined in any year. They all add up to 334 the total number of members. We all know Dodge owners who have an aversion to joining clubs. If you do try and convince them to get over it and join the DBCA. That will help the Club survive and thrive.

Location refers to where our current members live and should add up to the total members.

That's enough words for this quarter. Till the next Newsletter.

Ian Neuss

Registrar DBCA

NOTICE - DBCA EMAILS.

Everyone who has an email account gets a copy of the DBCA Newsletter even if you requested PRINTED copies. This is to give you an early copy of the Newsletter to read. It costs us nothing and it's easy to do. You will still get a PRINTED copy if you requested it. Just a bit later by snail mail.

If you are not getting an email copy of the newsletter let the Editor or the Registrar know. Your email address may not be working for some reason. The emails might also be in your spam file so check that.

Occasionally you will also get an email from the Club regarding some news item or notice or survey. We only do this occasionally. We have not sold your details to any third party; we just use an email provider to send out the emails. Your address is not shared with anyone. We guard it according to the current Federal privacy laws.

Again, if you are not getting emails from the DBCA let us know so we can rectify the process in an effort to keep you up to date with Club activities.

At the end of the year in early November, you will get an email from the DBCA with a RENEWAL NOTICE. If you are not getting these notices let us know. If you don't have an email address, you will get a copy of the notice in the mail in early November.

Registrar

Ian Neuss



MEMBERSHIP OFFICERS REPORT

Welcome to my latest Membership Officers report, where I am happy to report that once again I am receiving new Membership applications, along with many phone calls from people who own Dodge Brothers vehicles, enquiring not only about new Memberships but also asking for Technical info on their Dodge Brothers vehicles, along with clues into an issue they currently have with their vehicles.

It is always interesting to ask where they are from and what Dodge vehicle they own and how did they get my contact information, with answers that include things like from the Club`s Web site, or from Members of their own car clubs who have directed them to myself, and also from DBCA members they see out on runs.

I need to say here I am only too happy to help out where I can, and I never miss the opportunity to offer them all the information they need to join the DBCA and tell them of all the benefits we have should they join the Club. To all Members here I hope you are all enjoying your time with the DBCA and appreciate the value your Membership offers, so if you need any Technical information or any other assistance with your Dodge Brothers vehicle we are here to help where we can. Most importantly do not forget to attend any planned events so you get the opportunity to socialise with fellow DBCA members, as our Dodge Brothers vehicles and Members are the common thread that make our Club what it is today.

Can I welcome the latest new members whom I hope enjoy the Club and all it has to offer :

- Ray Watson - Qld – 1935 Dodge sedan older restoration
- Kate Russell – W.A – 1928- Dodge Brothers Sedan – under restoration
- Don Russell – W. A - 1928 – Dodge Brothers Sedan – under restoration

I have been working over the last 12 months or so in streamlining the process for new membership applications for the DBCA, as the current system we are using is old and dated and basically very clumsy to use.

The current system creates issues in the initial application process, so it is proposed to modernise the procedure by making it easier to administer and have a faster turn around on all new membership applications. I have done the first part of this draft approval form, which I intend to submit to Committee for further discussion and final approval later this month, and if successful I will then complete the next phase of this upgrade and produce a new member letter, and once done I will also seek Committee approval, with a view of having this all in place before years end.

On another matter I have attached a photo that I know many of you will find both funny and frustrating, as I know from personal experience in vehicle restoration projects that interior seats and roof work can be tedious and most frustrating with all the angles and other cuts needed. Just getting things to fit into place is always a challenge and most times extremely frustrating to the novice restorer. Just imagine if you could just pop into an upholstery shop like in the photo and bingo all your problems could soon disappear, what an amazing photo I am sure you will all agree, and just the size of the production is almost beyond belief, amazing times indeed

MEMBERSHIP OFFICERS REPORT



Until next time enjoy the cooler weather and do not let this deter you from driving your Dodge Brothers vehicle, as my Dodge vehicles have free heating that comes through the floor boards, and through the scuttle gaps and cracks, and there is always the issue of not running too hot. (chuckles to oneself)

Lachie Jackson

Membership Officer – DBCA

VIC REPORT

Expressions of Interest Required.

Denis Robertshaw and David Boyd are seeking Expressions of Interest for a proposed 4-day Rally in early October 2026 in the Halls Gap area. Cabins and camping are available in the Halls Gap area for touring etc. Contact denisrobertshaw@gmail.com phone 0407 533 342 or dandyboyd@gmail.com 0421 064 689.



McKenzie Falls, The Grampians Victoria. Source Wikimedia Commons.

WA REPORT

Kerry and I ventured to New Zealand to attend the Tasman Vero Rally. Upon our arrival we were greeted by Susan Post and then chauffeured to Thames where Susan and John live. I have to tell you John is a mad Dodge Brothers collector. We all travelled to the windy city to catch the ferry across to the South Island. We had not travelled 30 kilometers when it was decided that the top should be put up as it was rather chilly in the back seat. The trip to Wellington was done with a couple of overnight stops, we arrived with time to spare to catch the ferry.



John & Susan Post with Kerry & Ron Lawson in the Dodge DA Tourer. Photo by Mike Lorier.

Upon disembarking in Picton we drove to Nelson via Blenheim, and on to our camp accommodation. That's when it hit me the immensity of this rally; 560 odd cars from 1902 to 1996, vehicles had to be 30 years old to be eligible to enter.

We spent the next 5 days travelling on runs out of Nelson through some very scenic countryside. There were 2 public displays, one on Wednesday evening in Nelson and on Saturday at a large sports ground. On Saturday evening there were almost 1000 people for the farewell dinner.

We departed Nelson on Sunday morning, Susan and John flew back, we travelled in the Dodge back to Picton and took the ferry back to the North Island. Kerry and I travelled back to Thames Via Waitomo Caves so we could see the glow worms again; absolutely splendid.

We arrived back in Thames just after lunch on Wednesday and guess what the first rain we had seen arrived on Thursday; it poured until 5am Friday. Susan and John then took us to the airport to catch the flight home. Ron's excess luggage being a head for a Senior 6 engine.

Many thanks to Susan and John for the hospitality and sharing of the DA Dodge Tourer.

Ron Lawson

WA Representative.



Waitomo Caves, New Zealand.

NSW REPORT

Orange NSW Pre-1931 Autumn Tour

The weather was absolutely magnificent with 106 cars booking in on Thursday from 1.00 pm, this was followed by a short or long run to Huntley Berry Farm. The long run about one hundred kilometres, the short run about twenty-five kilometres. Most opted for the long run. An evening barbecue was held at the clubhouse.



Cars left to right: Russ & Kathy Denning's 1924 DB Ute, Rob McGovern's 1924 Tourer and David, Heather & Tilly's 1927 DB Tourer,

Friday morning tea was at the Orange Clubhouse before departing for Blayney High School for lunch made by the cooking students. Students voted on the cars while left on display for some time. Evening meal at Orange Bowling Club.

Saturday meeting at the club room to leave for the National Field Day Site for a sensational radio-Controlled Aircraft demonstration and morning tea. Travelling from there to Molong for a tour, buy your own lunch. The rest of the afternoon was free, many taking the opportunity to roam Molong.



Photos taken in the grounds of the Central Tablelands Historic Car Club, the brilliant organisers of the tour.

Evening meal and presentation was at Orange RSL Club. Congratulations to David, Heather & Tilly for winning the best overall car at the Rally, justly deserved in his '27 Dodge Tourer. During the evening it was announced that there are 13 Dodges on the tour. Three from our club all admitted they never saw another Dodge there. The three were David Dodds, Rob McGeorge, and I, Russ Denning.



The dapper NSW representative Russ Denning and his lovely wife Kathy.

A great weekend, next year in Stanhope Qld and for a week.

Russ Denning - NSW Representative.

SA REPORT

As the state representative for South Australia since the Leeton Rally here's a bit of background. I am a retired grain farmer from Marrabel, as small country town between the Barossa and Clare Valleys Wine Regions, 100 km North of Adelaide. The town is best known for its rodeo and now annual bull ride, and the statue of Curio, the famous bucking horse.



Loading up the DB Roadster near Coffs Harbour.

My involvement with DBCA is quite recent as I have owned the 1929 Roadster since 2022, have attended the Barossa, Portland and Leeton Rallies and some local events. The Dodge came from near Coffs Harbour and has been over that side for some time. I have a photo of it at the 100 years of Dodge Rally in Forbes NSW in 2014. It came to be mine when I saw an advert online and I commented to my wife what a beautiful looking vehicle it was. Her reply was, "if you like it that much do something about it before someone else does." It ticked all the boxes for me as it was a 5 cylinder, had hydraulic brakes, was a Roadster and most important, it had wire wheels.

With the car came a lot of spares, including motors, gearbox's, axles and lots of smaller stuff. The previous owner had done some work on the motor and gearbox, and an owner prior to him had done the body restoration. The inside needs a bit of love. A leaking sump plug fitting and problem vacuum fuel tank have been fixed (thanks Dick Hart).

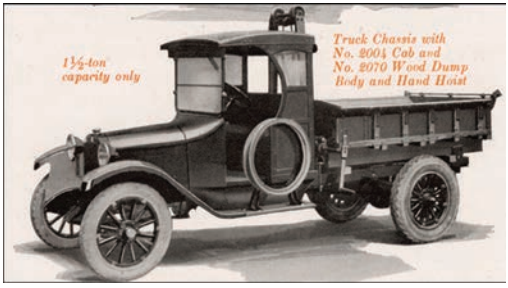
I welcome contact from DBCA members who need help with something or have ideas for future club gatherings/events. I am thinking a future Tweeny similar to the successful Portland Rally with our Victorian members would be a good one to plan for 2028 (between National Rallies) possibly in Naracoorte, Bordertown or another town close to both state members.

Geoff Rowett - SA Representative.

COMMERCIAL CORNER

Early Graham Brothers Model L5 Truck.

From your Editor's reading it seems this vehicle was produced around 1923, the saucer shaped headlights and curved cowl giving some indication of its model year. This vehicle likely preceded the L-5 Hydraulic Dump Truck, produced in Chassis CB, MB and MBM, which was used for coal delivery, with a capacity of 2 and 2/3 cubic yards.



FEATURE ARTICLE

Paige, attracting the female motorist; and beyond.

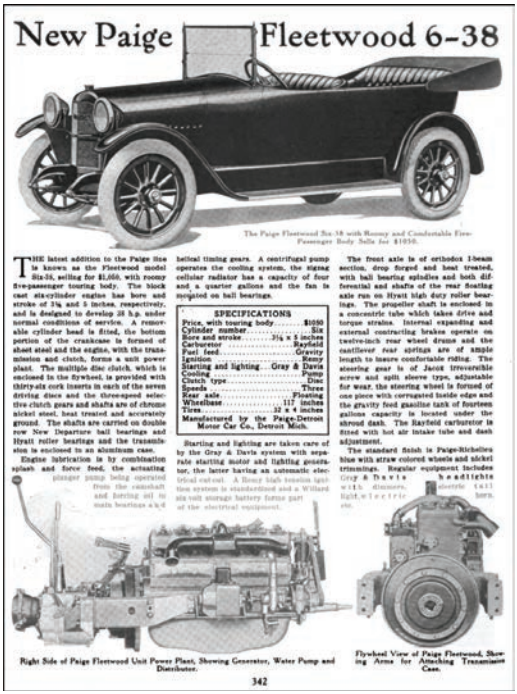
At this stage Paige's attention was now focused upon the female influence in the purchasing of an automobile. Bodies were sporty and stylish, but not just with the male breadwinner in mind. Elegant names, nicely appointed interiors and elegant colours were directed toward the female's attention. A new slogan: introduced in 1916 titled, The Most Beautiful Car in America, although neutral, was specifically used with women in mind. While Paige-Detroit did publish sales brochures with the male as target, viz All That a Man Wants in a Motor Car, the new tag line was prominently featured in all print advertising. Many advertisements likened the Paige interiors to those of the American woman's home. Continuing the theme another suggested; The woman of refinement demands more than mere utility in her motor car.

The chic white bodies, supplied by the Springfield Body Company were both well received and highly regarded. 1916 was Paige's best year thus far, it's near 900 workers producing 11,262 motor vehicles. It's capitalization in that year rose from $1 million in May to $1.5 million in September. For $1000 invested in 1913, $36,998 was returned in 1916, cementing the company's reputation in the minds of the public as a successful manufacturing enterprise.

Paige automobiles were often raced during the nineteen twenties, but seldom by the factory, producing many privately sponsored racing and hill climbing victories. One notable racer won the 273-mile road race between Douglas and Phoenix, Arizona in 1916. A Paige, driven by a salesman from a Phoenix dealership, eclipsed a pack including a Stutz, Cadillac, Hudson, National, Franklin, Pierce-Arrow, and Stearns-Knight. The salesman's name was one E.L.Cord.

The year 1916 saw the introduction of the Model 38. While the Model 46 continued in production, the 38 featured a 117" wheelbase compared with the 46's 123" offering. In 1917 three series were available: the Six-39, Six-46 and Six-51. While sporting added features, including a 6-cylinder engine, the Six-51 was rather expensive, and the line was dropped after just one year.

There was a trend emerging within the automotive industry for practical, reasonably priced closed cars, evident in a minor shift downwards in the popular Touring Car sector. Manufacturing technology allowed greater economies in closed auto production, as well as the appealing streamlined designs which were gracing the showrooms. Paige was among the leaders in this design trend, seen most notably in its convertible sedan and coupe, which boasted a convertible body which, when the side posts were removed, the side windows could be lowered into the


New Paige Fleetwood 6-38

The Paige Fleetwood Six-38 with Roomy and Comfortable Five-Passenger Body Sells for $1950.

THE latest addition to the Paige line is known as the Fleetwood model Six-38, selling for $1,950, with roomy five-passenger touring body. The block cast six-cylinder engine has bore and stroke of 3¼ and 5 inches, respectively, and is designed to develop 38 h.p. under normal conditions of service. A removable cylinder head is fitted, the bottom portion of the crankcase is formed of sheet steel and the engine, with the transmission and clutch, forms a unit power plant. The multiple disc clutch, which is enclosed in the flywheel, is provided with thirty-six cork inserts in each of the seven driving discs and the three-speed selective clutch gears and shafts are of chrome nickel steel, heat treated and accurately ground. The shafts are carried on double row New Departure ball bearings and Hyatt roller bearings and the transmission is enclosed in an aluminum case.

Engine lubrication is by combination splash and force feed, the actuating plunger pump being operated from the camshaft and forcing oil to main bearings and to the helical timing gears. A centrifugal pump operates the cooling system, the zigzag cellular radiator has a capacity of four and a quarter gallons and the fan is mounted on ball bearings.

SPECIFICATIONS

Price, with touring body	$1950
Cylinder number	Six
Bore and stroke	3¼ x 5 inches
Carburetor	Rayfield
Fuel feed	Gravity
Ignition	Remy
Starting and lighting	Gray & Davis
Cooling	Pump
Clutch type	Disc
Speeds	Three
Rear axle	Floating
Wheelbase	117 inches
Tires	32 x 4 inches

Manufactured by the Paige-Detroit Motor Car Co., Detroit Mich.

Starting and lighting are taken care of by the Gray & Davis system with separate starting motor and lighting generator, the latter having an automatic electrical cut-out. A Remy high tension ignition system is standardized and a Willard six-volt storage battery forms part of the electrical equipment.

The front axle is of orthodox I-beam section, drop forged and heat treated, with ball bearing spindles and both differential and shafts of the rear floating axle run on Hyatt high duty roller bearings. The propeller shaft is enclosed in a concentric tube which takes drive and torque strains. Internal expanding and external contracting brakes operate on twelve-inch rear wheel drums and the cantilever rear springs are of ample length to insure comfortable riding. The steering gear is of Jacot irreversible screw and split sleeve type, adjustable for wear, the steering wheel is formed of one piece with corrugated inside edge and the gravity feed gasoline tank of fourteen gallons capacity is located under the shroud dash. The Rayfield carburetor is fitted with hot air intake tube and dash adjustment.

The standard finish is Paige-Richelieu blue with straw colored wheels and nickel trimmings. Regular equipment includes Gray & Davis headlights with dimmers, electric tail light, electric horn, etc.

Right Side of Paige Fleetwood Unit Power Plant, Showing Generator, Water Pump and Distributor.

Flywheel View of Paige Fleetwood, Showing Arms for Attaching Transmission Case.

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Paige, attracting the female motorist; and beyond.

body, converting it into a fixed top open car. Added to these features was the option of a two-tone paint finish on certain models, of which 14,952 were sold. These cars were produced by the C.R. Wilson Body Company for the 1917 season.

While bodies were receiving the most attention by Paige designers, continual improvement was made in the engineering of engine and drive trains. The clutch was redesigned for increased smoothness, a pre-heating device to heat fuel before entering the cylinder was adopted and a Model 10-D Continental engine was utilised on the larger models. This engine also featured an automatic valve polishing device. Owner security was a consideration, with all models incorporating a locking transmission. Of course, a Stewart Power Tire Pump was a bonus for the eager salesman to clinch the deal, ready to go and inflate at any hour.

The innovation, progress and success stood in stark contrast to a company which just ten years ago stood on the verge of bankruptcy. Led by Harry M. Jewett, with a board of supportive directors by his side, Jewett was a talented and dedicated man; a leader in his chosen field destined for success. This success, however was not confined to industry, as his interest and love of sport continued. From Maplehurst, his home estate, Jewett indulged in his love of boating, and his crew was often called upon for excursions, both business and pleasure, into Lake Sinclair. Jewett later wrote that he continued to combine business with a healthy, active interest in many sports, including running and swimming, horse riding and competing, but the favourite among all was hunting and fishing.



The Jewett Family Home Lakeshore Drive, Grosse Pointe Shores

Through all his years of hunting and fishing Jewett had become aware that the depletion of natural resources, especially in the Mid-West, was taking place at an alarming rate. His love of nature would not allow him to be still and silent among this trend. As a regular visitor to the woods surrounding his Grosse Point home, he relished the company of his 23 Llewellin Setter hunting dogs. While enjoying the woods he did so not just for personal pleasure, he also saw the need to preserve it natural treasures; thus becoming one of Michigan's pioneer conservationists.

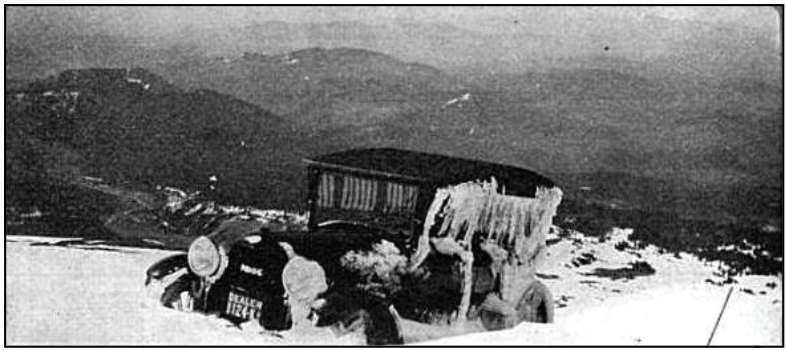
Next issue: Conservation, innovation, mass production and preparation for confrontation in The Great War.

A PAIGE TAKEN FROM HISTORY

By Dale Robbins

Can a car climb a mountain? You can't be serious – impossible you say! But a 1916 Six-46 Paige Fairfield 7-passenger touring car did just that and climbed to the 9,500 foot level of 11,235 foot Mt. Hood in Oregon near Portland. Mt. Hood is one of a chain of majestic snow-mantled volcanic peaks that dot the Cascade Range from British Columbia to California. This was done in part by laying latticed boards ahead so that it could cross the snow fields.

In the early decades of the 20th century America boasted scores of automobile companies, ranging in size from mom and pop affairs using ready-made components to giant industrial concerns such as Ford and General Motors. All were seeking publicity to sell their cars in a time when few media channels existed except print. This was the era of jalopy and stock car racing, hill climbs, endurance trials, speed trials, and economy runs. Paige was no exception. These events were often dealer or factory sponsored or supported.



As reported by *Automobile Topics* August 19, 1916:

Paige Climbs 9,500 Ft. Up Mt. Hood

Following a climb to Government Camp on Mt. Hood and the winning thereby of a silver cup offered for the first car to reach that point in 1916, a Paige Fairfield Six continued the climb until it reached an altitude of 9,500 feet, three miles beyond the best previous car climb and three-quarters of a mile above the timber line. The car halted on a 50 per cent, grade in a blizzard after bucking snow, crossing a 75 foot gorge and dodging 2,000 and 3,000 foot crevasses. Grades of 35 percent were not uncommon. There was no road or trail and the car worked for a month in accomplishing its climb, assisted by two professional Swiss mountain guides. The climb to Government Camp, 4,000 feet, took from Saturday at 2 p. m. to Monday at 8 p. m. The car was a stock model of the Paige-Detroit Motor Car Co., Detroit.

The Mt. Hood climb finished July 10, 1916 when progress was stopped by a sheer wall. The event was staged by a Portland Paige dealer to demonstrate the car's capabilities.

In the spring of 1921 a special-bodied 1920 Paige Daytona Model 6-66 broke every stock car speed record when it covered a measured mile at a speed of 102.8 miles per hour in 35.01 seconds. This success provided the basis for the limited-production Paige Daytona Speedsters, before going to Australia to set a new Brisbane, Australia record in 1925. Also in 1921 a Paige seven-passenger touring car climbed to the summit of Pikes Peak in Colorado. This was believed to be the longest, steepest, and highest climb ever made by an automobile up to that time.

Paige-Detroit was the company's name from 1909 until the 1927 acquisition by the Graham brothers - becoming "Graham-Paige." Paige was advertised as "The Most Beautiful Car in America" and boasted many laurels in various competitions.

For the complete history of Paige, the people and the cars, visit www.wcroberts.org/Paige_History.html.

FEATURE ARTICLE

The Interview: Michael Buxallen from South Australia.

Michael was born in Kalgoorlie, Western Australia. His father was a Ganger in charge of rail workers constructing lines across our continent from The West to South Australia, with two years in Alice Springs. This was in the days of steam trains; when many of the rail workers were immigrants from such places as Italy, Greece, Czechoslovakia and Poland. Aside from caring for her family of six, Michael's mother took up a position teaching English to the new arrivals. He cites highlights of those early years as the dirt roads of the outback, living with no electricity, nor telephone and of course the steam trains.

Michael's formal education finished at year seven, having endured the frequent relocation and interruption caused by of his father's occupation. He called it quits at year seven and sought an apprenticeship as a motor mechanic. He knocked on many doors in Beverley, SA, without success; until a man in overalls crossed his path in one enterprise; young Michael asked the employer, "What does he do?" The reply came, "He's a Panel Beater." "I want to be one of them," was Michael's reply. The interview continued, a few papers were signed, and the lad became an apprentice Panel Beater at fifteen. Even though he failed Maths in his final year, he still became indentured in the fields of Panel Beating, Sheet Metal Work, Vehicle Building and Welding.

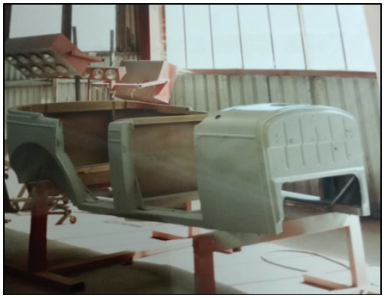
When asked about his interest in old vehicles he stated that it has been with him since childhood. His father drove a 1946 Bedford Utility, and the cars of the time were mainly 30–40-year-old British makes, such as Morris, Humber, Standard etc. At one stage he owned four Vauxhalls. In those times there was a bit of number plate swapping going on, and one particular day he was stopped by police three times in a Vauxhall, each a different car and each with the same number plates. His first Vintage Car was a Dodge Fast Four, which he bought quite by accident. He dropped into Goodes Restorations in Clare where they were restoring a 1927 Dodge of that model; he showed some interest and



A tired Fast Four.



Down to the bones.



A very nice scuttle.



Now for some comfort.



Getting close now, the boy with his toy

the man from Goodes walked him around the corner to see a damaged 1928 model which had been left out in the weather and was wearing the effects. Michael bought it, restored at and it is his pride and joy today.

Of future vehicle ownership ambitions, Michael would love to own a Veteran High Wheeler, and he recently purchased a 1919 Dodge, which he had to sell due to a lack of space. He notes that he owned a Harley Davidson motorcycle at age 16, among other conveyances. He and wife Lyn joined the DBCA in the year 2000, both enjoying it very much, and he is pleased that we are reverting to biannual National Rallies and is looking forward to the Tweenies. Lyn is also very interested, but as many events/outings happen on a Sunday, the grandchildren are often unable to join them due to church activities.

Michael retired at seventy, and as well as giving up motor racing, he uses the boat less these days. But they have a caravan and love travelling, particularly in the outback, which brings back memories of the early years: dirt roads, steam trains, no electricity, campfires and hard yakka.



A beautiful transformation; enjoying the company of friends.



Now this is the life, takin it easy!

RESTORATION AND REPAIR

Dodge Brothers D8 Sedan



A Restoration

Late last year a local vintage car mate told me about a Dodge Brothers D8 sedan for sale on a car trailer parked outside his home in Willunga, where I also live. This car belonged to a mate of his, also a local from Willunga and was reported to be in very nice unrestored condition, I apparently would love it. I already have two Chevrolet's early '20s and a 1925 Dodge Tourer on club registration; I really did not want another project as I was getting close to retirement and still had some work to do on the two Chevs. I said no way to Phil that I would be over for a look and told Mother and she felt I had enough projects already. I was on 6 weeks leave at the time, a couple of weeks later Phil suggested that I might like to meet his mate Ken who had a lot of vintage Dodge stuff. I said yes and later that day he took me to meet him, and low and behold, the D8 was waiting to drygulch me in his driveway, I had completely forgotten about it. Well, it is a nice tidy car, no rust, no dents, complete except for needing a new windshield to be fitted. Motor in frame rebuilt, new radiator and water pump. Started first go, ran like a watch. Did not even argue the price, he was keen for me to have it as I would not do either a full restoration or hot rod it. We shook hands and that was that.

It took me a couple of months to make room in my big shed; she then came over.

Work done, wheel cylinders and master cylinders re sleeved with stainless steel, the drums had been already machined, and new linings and hoses fitted some time ago. I took the wheels off and had

FEATURE ARTICLE

Dodge Brothers D8 Sedan

5 new 205/16 tyres fitted and balanced, for the price of conventional 600/16 tyres! I found out that Nissan Navara shocks would fit, so a new set all round. A bit of slop in the drag link was adjusted out. Next a local chap fitted new carpets and refurbished the rear arm rests. I had the original wireless shipped to a chap in Melbourne for a service., radio works well, no engine interference, its AM only as 6 Volt positive earth meant he could not add any Blue Tooth or FM. I also refitted the windscreen with a new rubber which was obtained locally.



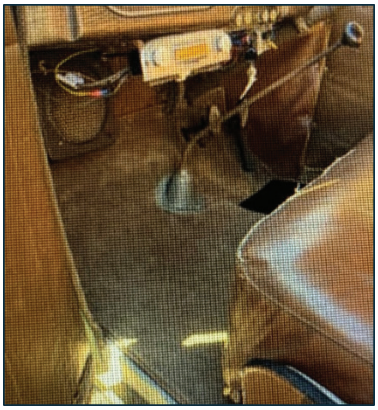
Nice new tyres for the D8.

I fitted a New Old Stock engine temperature gauge and inner speedo cable. I also sorted the fuel tank level sensor, refitted the blinkers and tail-lights. I was lucky enough to find a NOS rear tail-light, come number, come brake light glass lens from a chap in WA. Headlights were a bit of an issue as I had some different reflectors loosely fitted. had to do some extensive fettling to make them functional and now have both high and low beam.



Tidy interior, not bad for an 88-year-old.

The only outstanding jobs are the driver side wiper which needs the chain to be re coupled, a job for when I have lost another 10 or 15 kg, so I can fit more easily under the dash! I also need to remove the tail shaft and grease or replace the universal joints, as well as replace the output shaft seal on the gear box, clean up the emergency brake, and replace the pinion seal. I may need to get the tail shaft balanced.

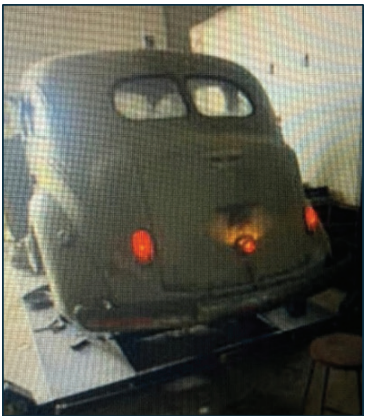


Nifty AM radio to entertain the passengers and crew.

She is a great car to drive, handles surprisingly well, seems to have plenty of torque and once run in should pretty well keep up with contemporary traffic.

Gordon Hazel

May 2026



Illumination all round.

Decluttering the garage

Why Every Dodge Brothers Owner Should Declutter the Garage

A Well-Meaning Intervention for Owners of Vehicles Built 1914–1938

The morning papers recently advised readers to declutter their homes to reduce stress, improve wellbeing, and—most importantly—stop tripping over their own laundry.

Great advice, if you've never been knee-deep in vintage Dodge parts that may or may not have been manufactured when the Model T was considered "the future."

Welcome to the real decluttering challenge: your Dodge Brothers garage. Not just a place to store a car, but a sanctuary for mechanical relics, some of which have been gathering dust longer than the Queen's Corgis have been alive.

Your Garage Is Not a Dodge Brothers Spare Parts Ark

At some point, your garage stopped being a workspace and morphed into an excavation site for vintage car fossils. And, yes, those parts might technically be from a Dodge… but let's not kid ourselves. The garage is filled with:

• Parts for Dodges you've sold to your neighbour, who still doesn't know what you did with the rear axle.

• Parts for Dodges you might own one day—just as soon as you sell your kidney on eBay.

• Parts that might be Dodge… but could also be from a broken toaster.

• Parts that are DEFINITELY NOT Dodge, but they're so cool you couldn't throw them out—because one day, one day they might come in handy.

If it takes a magnifying glass, a local historian, and a priest to identify a part, it's probably time to let go. Or at least consider passing it along to the "Museum of Things You'll Never Need" in your neighbour's garage.

If You Haven't Used It Since Carburettors Were New…

Be honest, if you haven't touched that mysterious part since the time you were still pretending the carburettor was the "engine thingy" in your high school car workshop, it's time to reconsider its fate. If the part hasn't seen the light of day since before disco, then:

• You don't need it.

• You won't need it.

• You're keeping it out of some misplaced loyalty to a man who probably never knew how to use it either.

Decluttering doesn't betray the Dodge Brothers—it frees you from a future of apologizing to them at car shows for holding on to things that weren't even useful in their heyday.

Decluttering Improves Safety (and Profanity)

Every Dodge Brothers garage is home to the following treasures of chaos:

• A shelf that could collapse under the weight of a toddler and five boxes marked "Do not touch until the end of time."

• A mysterious box labelled "Important—Do NOT throw out" (which no one has dared open for fear of releasing a curse).

• A pile of parts that threatens to topple the moment you look away (and possibly flatten your cat).

Decluttering will:

• Keep you from breaking your leg on a stack of ancient carburettors.

A Radical Concept.

• Save your skin, preventing that bruise you get every time you reach for a spanner under a pile of rusted springs.

• Significantly reduce the number of swear words you invent when searching for something that "definitely" wasn't misplaced in that mountain of metal.

You'll even be able to walk through your garage without performing an intricate, parkour-inspired sideways shuffle.

Someone Else Needs That Part More Than You Do

That vacuum tank bracket you've been saving "just in case" since 1983?

• Another poor soul out there is sweating bullets, scouring the earth for it.

• They're practically holding vigils in the hope you finally decide to part with it.

• They will talk about you like you're a god—THE god who just saved their vintage car project.

Letting go of that spare part doesn't make you a bad owner. It makes you a hero—a true club member with grease under their fingernails and a heart of gold.

You May Rediscover Things You Forgot You Owned

Decluttering is like an archaeological dig in your own garage:

• "Wait, what is this? I thought it was gone forever!"

• "How did this spare radiator cap end up in my sock drawer?"

• "Why on earth do I have two of these, and one of them's made of cheese?"

Parts you thought were long lost suddenly reappear—often in places that defy all logic—when you start giving your garage the attention it deserves.

A Radical Concept: The Dodge Fits in the Garage

This is shocking, but true: the garage was originally designed to hold… wait for it… A CAR.

If you declutter, you might just find:

• Your beloved Dodge parked indoors (where it belongs).

• Your garage door closes all the way without that gap the neighbours have been complaining about.

• Visitors stop asking, "Where do you park it?" and instead begin whispering, "Did you see that? It's a Dodge Brothers in there, not a Dodge junkyard."

While reports of improved domestic harmony remain unconfirmed (your spouse might still ask if you've seen the lawnmower), it's a good start.

Final Thoughts from the Shed

Decluttering your Dodge Brothers garage doesn't mean you're abandoning history—it means you're honouring it. You're keeping:

• The parts that matter.

• The ones that will make future generations swoon.

• The genuine Dodge parts, not the ones that might just be an old washing machine motor you once thought looked exactly like a carburettor.

Because if you don't sort it out now, someone else will—and they won't know which part is worth saving. And they'll throw it in a skip bound for the scrap metal merchant, where it will meet its untimely, tragic end.

That, my friends, would be the real tragedy.

ChatGPT 2026

HUMOUR



THE TWO DROMIOS
Angry Cowboy to Brtitish Nobleman. (Villard Variety)
- "Methinks, thou art my mirror!"

And another contribution from John Churchill, from the section labelled, Dating ads for Seniors, as seen in 'The Villages' Florida newspaper.

MINT CONDITION

Male, 1932 model, high mileage, good condition, some hair. Many new parts including, hip, knee, cornea, valves. Isn't in running condition but walks well.

REMINDERS

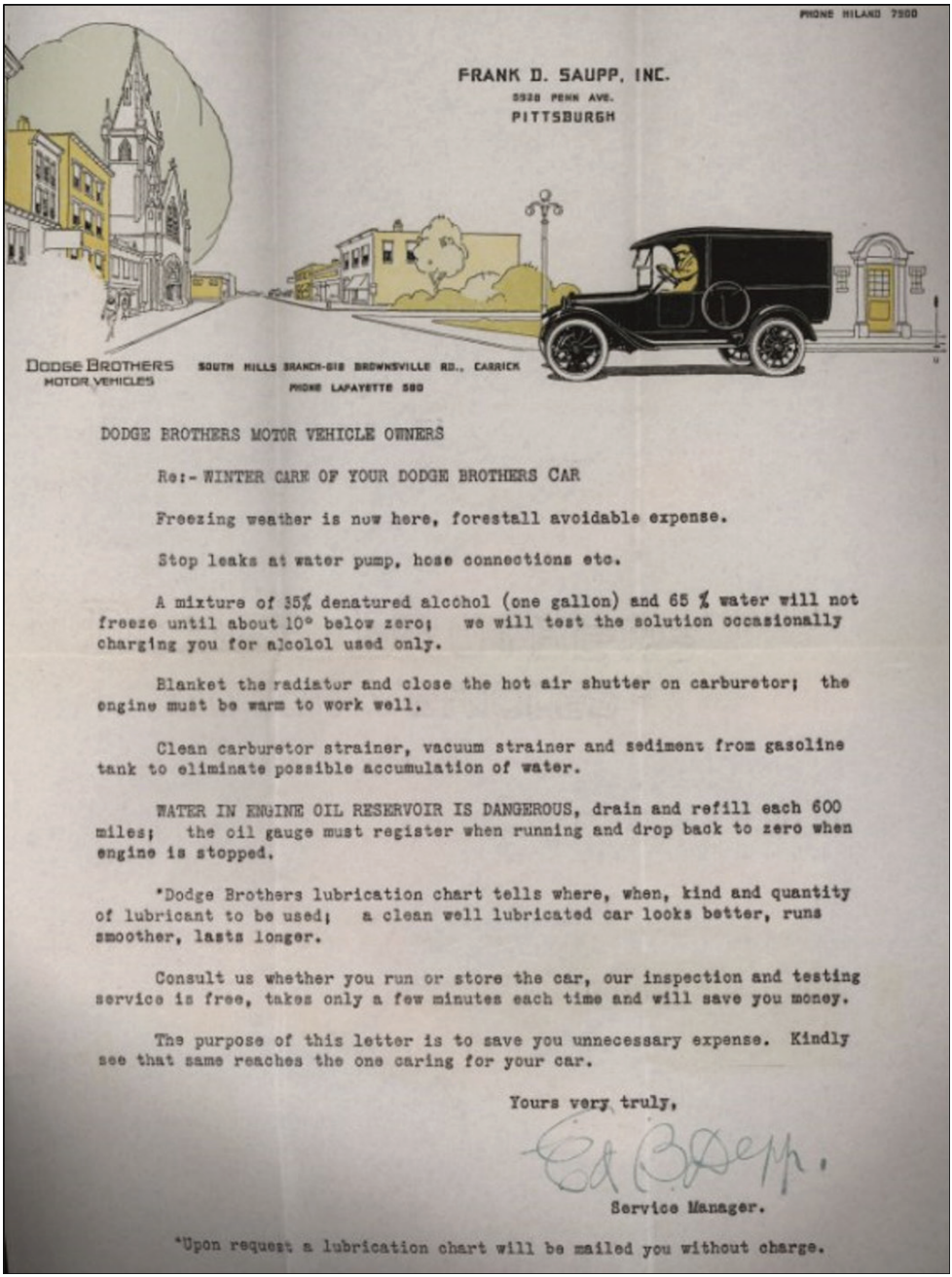
Future National Rallies: see President's report.

REFERENCES

Graham Owners Club International.
Michael E. Keller: The Graham Legacy: Graham Paige to 1932
Wikimedia Commons- Cartoon – The Two Dromios and image of Jewett Family Home.
The Villages; Florida Newspaper via John Churchill.

Once again, I thank all contributors to the Newsletter and wish you all a warm, cosy and restful Winter.
Ron Bishop

COMMERCIAL CORNER



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MOTOR VEHICLES

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PHONE LAFAYETTE 580

DODGE BROTHERS MOTOR VEHICLE OWNERS

Re:- WINTER CARE OF YOUR DODGE BROTHERS CAR

Freezing weather is now here, forestall avoidable expense.

Stop leaks at water pump, hose connections etc.

A mixture of 35% denatured alcohol (one gallon) and 65 % water will not freeze until about 10° below zero; we will test the solution occasionally charging you for alcolol used only.

Blanket the radiator and close the hot air shutter on carburetor; the engine must be warm to work well.

Clean carburetor strainer, vacuum strainer and sediment from gasoline tank to eliminate possible accumulation of water.

WATER IN ENGINE OIL RESERVOIR IS DANGEROUS, drain and refill each 600 miles; the oil gauge must register when running and drop back to zero when engine is stopped.

*Dodge Brothers lubrication chart tells where, when, kind and quantity of lubricant to be used; a clean well lubricated car looks better, runs smoother, lasts longer.

Consult us whether you run or store the car, our inspection and testing service is free, takes only a few minutes each time and will save you money.

The purpose of this letter is to save you unnecessary expense. Kindly see that same reaches the one caring for your car.

Yours very truly,

Ed B Depp.

Service Manager.

*Upon request a lubrication chart will be mailed you without charge.

FOR SALE

Selling your Dodge Brothers Vehicle?

*In an effort to keep as many Dodge Brothers /Graham Brothers cars/trucks active within our club, why not offer the new owner of your pride and joy free membership to our club for the remainder of the financial year. Simply tell the new owner to get in contact with our membership coordinator, Lachie Jackson and we'll take care of the rest. *This offer is only for new members to the club, not existing members.*

Wanted

A1915 - 1919 restored and driveable Dodge Tourer.
Contact Gary Trist: 0425 737 839. Email gary@buttermanstrack.com.au

Free Gift

A lot of Dodge magazines/newsletters from the late 70s to late 80s in excellent condition. If interested call Billy 0409 967 022. I would love to hand them over; I live in South Gippsland. Geoffrey Bloch

For Sale

1925 Dodge. Car has been sitting for approximately 15 years.
It started up quickly with fresh petrol, Engine has been overhauled by Southcots.
Needs some TLC. More photos available on request.





1927 Chrysler Roadster. Customer has decided to not continue with the project.
Is a complete car, disassembled for restoration. Bodywork has been started but not finished.





Contact Graham 0418 894 304 Email: graham@gooderestorations.com.au

FOR SALE

For Sale
1938 Dodge restoration project. Complete car, 1 family ownership. Contact Bruce Hall on 0418 313 763.

For Sale
1925 Dodge Fast 4 Tourer. An older restoration last registered in 2013 on NSW Historic plates as a member of the South Coast Vintage Car Club in Wollongong. My father car whom passed in 2008. It is currently parked up on stands & covered in Albion Park Rail south of Wollongong.

- It has not been running since it has been parked up.
- It will require a battery (reverse polarity) which could be arranged locally.
- It has had a Magneto conversion to distributor/coil.
- Radiator surround is rusted at the bottom there is a spare surround that requires rechroming or paint.

Asking $12,000 as is. John Churchill is familiar with this car & it's history.
Contact Michael Booth Email: boocru@bigpond.com Mobile: 0477 513 005








For Sale
1924 Dodge Buckboard Utility.
Four new tyres, reconditioned motor, gearbox and differential, all painted under vehicle black. All seats done, new glass windscreen, runs and drives very well, been driven around on club registration.

Contact Demi Parker on 0438 832 617, email, morry2010@bigpond.com



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