

Country Motor

Australia



Issue 74

**Magazine Produced
for Pre-1960 motor
enthusiasts**

Produced by David Vaughan
countrymotor@aussiebb.com.au
Phone: 0439 429572

Back copies of Country Motor are
available upon request



Doug Stevenson's Graham Paige

Country Motor is a E-magazine created for and by country motor enthusiasts who have passion for ancient motor vehicles, engines, in fact any motor that is curious and old

Please forward all editorial enquiries and contributions to
David Vaughan

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Editor's Entries

Welcome to issue no. 74 of Country Motor Australia. As can be seen the stories in this issue's focus is on the Graham Paige.

In past issues we have become familiar with the name Nigel Steele Scott who has a nice fleet of classics. On this occasion he discusses one of his first restorations of a vintage Buick tourer.

A lovely autumn day enabled an very pleasant motoring experience in the Alvis and viewing the Eddington Sprints. I had a chat with many friends at the event and in this story I have shown some of their cars.

A further local event was the Rheola Family Charity Carnival where many local car enthusiasts displayed their cars. This year it was the best ever with over 120 cars to ponder over.

Bill Buys has provided a story on the interesting history of the Paige, then Graham Paige and finally Graham. I've added the post war iterations, the obscure Kaiser and Frazer.

The ultimate vintage Graham Paige must be the eight cylinder models and Doug Stevenson has presented a story on his 1929 model 827 sedan.

The last story on the brand is Bill Buy's story on a 1933 Blue Streak Coupe.

The Stirling Motoring Festival must be the premier event on the WA calendar. Liam Darlaston-Jones, the clubman enthusiast we read about in the past issue has provided a great coverage of vehicles that were on display in 2026.

For the motorcyclist a story of a James motorcycle ridden to Artic Circle. Below is a similar 197cc James motor cycle.



At motor events often a rare or unusual car turns up that I have not seen before. These may only ever turn up at that particular event once and never be seen again. Anyone around in the 1960s will remember the Studebaker Lark. Larks came first and third in their class at 1961 Armstrong 500 and Larks were used by the police force in some states. An interesting variation of the Lark was the early 'hard top' seen at Edington Sprints. Note the model didn't have a door pillar and has a huge wrapped around rear window. Larks were assembled in Australia by Canadian Cycle and Motor Co (Vic) Pty Ltd from 1960 to 1966, although I suspect this car was fully imported.

In a few weeks it's the National Motoring Heritage Day, Sunday 17th May. Historic vehicle displays are at many locations. See AOMC web site for locations: <https://www.aomc.asn.au/aomc-events/national-motoring-heritage-day>. Make sure you are out in your classic car on that day either on a club run or just to get a coffee at the local café. With the huge number of old cars owned by enthusiasts in this country every other motorist will surely see that the old car movement has both vitality and is an enjoyable hobby preserving our historic motoring past.

All for now, till next issue.

David



Following is Doug's account of a recent Graham Paige rally centred around Swan Hill. (see photo above)

I have added some photos of the make taken in the 1960s. Robert Bonnar has been a keen restorer of Graham Paiges since the 1960s. Before I got my car licence I used to enjoy going in the car below to Vintage Drivers Club meetings at Whitehorse Road

David's Miscellaneous Ramblings

I would like to clear up a misconception that Country Motor Australia is only concerned with car activities that occur in the country. The magazine is produced in the country. All stories on pre-1960 cars (or any vehicles) are most welcome from any location and any country.



My First Serious Attempt at a Restoration

1928 Buick 25/30 tourer

Nigel Steele Scott, Adelaide, South Australia



As a small boy, instead of pulling the wings off flies, I took the wheels off my toy pedal car and my tricycle and when I got a bicycle of course I pulled it to pieces and constantly fiddled with it in the belief I was making it better.

From the age of 9 or 10 I regularly spent most of the school holidays at one of my relatives' farms where it was expected that I would join in as a workman (of sorts) and this meant interaction with lots and lots of mechanical devices and processes from shearing to fencing and engine driven implements. One of my uncles would have none of this and insisted on teaching me to manage a single furrow plough behind a horse in his vineyard. Fortunately, the horse knew what to do.

However another uncle put me in charge, at the age of 10, of driving a prewar Fordson tractor pulling a harrow to spread the cow poo in the bull paddock. I could steer it, manage the speed and stop if necessary by standing with both feet on the clutch. I was off!

In that farm my uncle and aunt as they set up their property from newly subdivided land were very generous in their hospitality to many, including a group of three RAF Airmen who came out to Edinburgh Air Force Base in South Australia as World War II ended to work at the Weapons Research Establishment at Salisbury.

They drove down in a magnificent 1928 Buick 25/30 tourer. They had bought it from a retired farming couple who had bought it new at Smithfield in South Australia near the airfield. They

used this machine many times to drive from Edinburgh to Poolaijelo in Victoria to visit my uncle and aunt. In due course they returned to the UK by which time the Buick was no longer a valuable article so they left it on the farm for my uncle to use. At that time it was in perfect original condition with excellent trim and paint work and had done about 70,000 miles.

From the age of 11 or 12 I got to drive it around the farm and on the local roads for particular errands. Dave Shayle, one of the RAF owners, later told me he thought they had paid around £400 for it in 1945.

In 1945/6 any motor car was extremely expensive and hard to find.

The RAF boys had really looked after it even though travelling at high speed as they drove it to Poolaijelo in Western Victoria, some 250 miles.

Sixty mile per hour, they all told me, was easy and of course they had access to petrol (maybe aviation fuel)! The bitumen finished at Murray Bridge in the 40s. I have never gone above 50 and that is plenty.

In 1948/9 it had a permanently flat 6V battery, not enough to crank the engine. While the car was cheap, petrol was rationed and hard to obtain. My uncle fitted a small one gallon auxiliary petrol tank on the scuttle. By turning that on and flooding the carburetor and retarding the spark the car could be cranked over 6 compressions, not that there was much compression anyway; turn on the ignition and the car started immediately on the 7th. As a small boy I could do this easily. Once the engine was warmed after 3 or 4 minutes the car was turned over to power kerosene from

the main fuel tank as that was easily obtained for agricultural purposes. Quite suitable for inspecting the water, the sheep, the cattle, the fencing etc. for any problems and carrying minor fencing gear and travel in the district. No matter how long I let the car stand sometimes for years, all that was necessary was to turn on the fuel, full choke and on compression seven it always started

In due course the tyres wore out and the car was left in the woolshed where it lived for 20 years. In 1971 I was living in Sydney and my uncle and his family had no further interest in the Buick so they gave it to me. After 20 or so years as a farm hack it was pretty battered but it was intact and nowadays would be an



ideal candidate, had I known better, for an Oily Rag restoration.

On a holiday in Adelaide I drove my brothers in a very early Toyota Land Cruiser and a trailer down to Poolaijelo and brought the Buick back to Adelaide.

The Land Cruiser was an excellent vehicle travelling down to Poolaijelo at 60 miles an hour and 13 miles per gallon, and returned at 60 mph and 13 miles per gallon apparently not noticing 1½ tons of Buick on behind except on hills.

I was able to arrange through a motor trade friend to get the Buick moved to Sydney out near Parramatta and I went to collect it with my EH Holden station wagon towing a trailer to take it back to Turrumurra where we lived. All went fine along Ryde Road

until the uphill approach to the Pacific Highway at Pymble. Despite being back in 1st gear and starting at 30 mph the Holden could not manage the load. Of course it was peak hour and there I was.

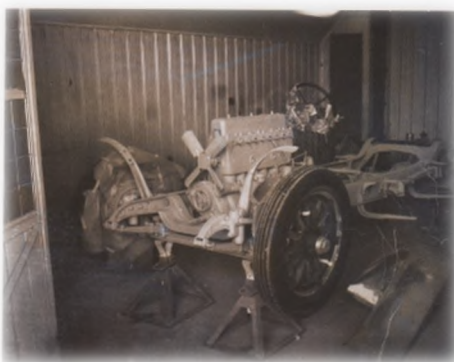
Through the NRMA I was able to find a tow truck and persuade the driver that all I needed was a tow up the hill and across the Pacific Highway and I would be fine. We agreed on a fee and half an hour later I was home. In retrospect I probably could have just rolled the Buick off the trailer started it up and driven it home and got away with it.

The engine and transmission at that time all worked so got no attention, the brakes were fine but I did reline the handbrake, all the wheels and wheel bearings were good but the kingpins and spring shackles were seriously worn. Ivan Hughes, "The Buick King" was still trading in St Peter's and had new bushes to suit.

I was very busy with my career and family at this time but used spare hobby time in the car. So I set about it using the plan I have used for the last 50 years. One thing at a time as I took a piece off I repaired it, or got it re-plated, or replaced. I began with the king pins and springs and then started on the body attending to the body with minor dents knocked out of the mudguards and a lot of help from a colleague at work to straighten the beautiful big nickel plated lamps. The car was completely original with all original nuts screws and little

several years and discovered that the clutch would not disengage. I jacked up the rear end disconnected and wheeled the rear axle torque tube and gear box away.

I took the rust fused clutch to Ivan Hughes. "Give it to me" he said and threw it on the floor of his workshop. Clutch plates everywhere and their order all mixed up. He decided they were worn and gave me a new one to replace one of the worn ones. Since then the gearbox has always grated if engaging from neutral when stationary because the wear marks on the flywheel no longer match the order of the plates. Solution: do not put the gear in neutral until the car has stopped. That means one crunch on starting only.



Moving to Adelaide in the 70's I did a body off repaint in the late 70s to the original colour, Crash Supplies matched the body paint and the line paint. I had all the bright work re-nickelled (Chrome appeared on 1929 Buicks) and the plater dissolved and lost the 2 die cast nametags that fitted on the windscreen pivots.

I was fortunate to find another Buick enthusiast who had commissioned the leather works in Sydney that had supplied the original trim to Holden's to roll up several hides for him in the correct crocodile

pattern and black colour.

When he took the hides home his wife objected strongly as she wanted the car upholstered in red so he had to go back to the leather works, I bought his black hides and Ken Hird reupholstered the car.

I did a valve grind fitting new old stock valves and springs. I did this work over 1980-82.

The paint work was done by Sid at

ME Dale of Edwardstown SA. The trim by Ken Hird, following the identical patterns on the original battered trim, added some door pulls and fitted a new hood and side screens. The trim and hood fitting etc are exact copies of the original.

When complete the car was as it left Woodville except for the Vinyl, not Canvas hood, and two die cast washers on the windscreen. I also added extra rear and front winker lights. The fuel gauge does not work because when I put the body back on the car I crushed the gauge cable between the body and the chassis and I have never fixed it.

I had originally repaired the manifold system which allows exhaust to circulate around the inlet manifold when the system is cold. This can be closed off when engine is warm. However returning from a nephew's wedding the car caught fire around the carburetor.

I was wearing shorts thongs and a T-shirt. I took off the T-shirt the shorts and my vest wrapped around the carburetor and put the fire out. When it all cooled down, I completed the journey nervously (in underpants only).

The central core of the inlet manifold had corroded allowing exhaust going out and petrol coming in to mix. This has been replaced with a stainless-steel tube and the system is blanked off as it serves no useful purpose with modern fuels.

Apart from the cylinder head, mechanically I did not touch it until November 2011 when piston slap and oil usage got the better of me.

Getting it out of the shed was so uncomfortable because the fumes. By this time, I needed physical help to manage the engine and a friend helped me to take it out and repair it.

I had rebuilt the head many years before, but the bores were way oversize, no doubt due to power kerosene stripping oil from the cylinders, so it was re-bored to oversize with new JP Pistons. The mains were near perfect



tricky bits like a cover for the crank with the crank handle, special locking pieces for the spare wheel and original lenses in the lights.

My 1928 Buick Standard Six Tourer was bodied by Holdens in Adelaide. Body No 1224, Model Buick 25T, Series 28/III, Job No 340, Engine no 2168127.

With a move to Adelaide imminent I started the car for the first time in

and the journals were polished and refitted.

One of the big ends was failing so the journals were ground .010" under and new big ends poured and fitted by Tom at Rick Corbett Engineering .

The fibre timing gear was close to its end and a NOS gear was found in USA. The rest was all excellent. I also took the opportunity to fit a new sealing ring to the gearbox end of the torque tube and that has stopped the migration of gearbox oil to the differential and out through the axles. Do not fill the gearbox too full as this is always an issue.

I also changed the generator and starter motor and starter motor to 12V with suitable resistors to the coil and horn. 6V batteries are increasing difficult to come by and with a 12V starter the car is easy to fire up.

The ignition changeover using resistors to compensate for the change in voltage was not satisfactory so it now has a standard 12v coil.

In my ownership the car had sporadic use. Every Bay to Birdwood since 1983/4 some family and friends'

weddings and occasional short runs for fun.

I am not a very active club member so it did not appear often. I always enjoyed driving it as it was so smooth and powerful. Having been kept in a Woolshed for many years the car always had the characteristic smell of a busy Woolshed above all else.

I also own a 1922 20 hp Rolls-Royce and critics of this car often say that Royce copied the overhead valve system from Buick.

The design is vastly different and there is no resemblance. The Buick is solid rugged and powerful. The Rolls-Royce is solid, not so powerful but a much lighter car to drive and much more comfortable for travel. On the previous page it has been bogged by a daughter in law on the way back from a Bay to Birdwood.

I have always encouraged my family to drive my old cars, but over the years they decided the Buick was too heavy and too like many other American cars so I took it to Gary Rainsford to sell.

We agreed a price of \$17,000, a price I doubt I could have achieved, and Gary said he would sell it for \$22,000. But sitting in Gary's showroom was a ratty looking MG TD for \$17,000. Gary said it ran and stopped and was complete with hood and tonneau cover. All true.

My second car and my wife's first was an immaculate MG TD, 50% of which was a wedding present to us from my sister. We sold my Austin 8 and raised 200 pounds. So I did a swap with Gary.

The MG was an immediate success, disappearing within a few days for the first of many times, to a granddaughter.

Unfortunately in the 2023 Bay to Birdwood in a grandson's hands it was rear ended by an old Chevrolet truck. No one was hurt but the trucks dumb irons eviscerated the fuel tank, spare wheel, rear tub and chassis.

The Buick went to WA and I heard from the new owner who was very pleased with it. The rebuild of the TD is another story.

Nigel

below finished 1983



More on the Buick Standard Six

The **Buick Standard Six Series 20** was an automobile produced by Buick between 1925 and 1928. Powered by the overhead valve (OHV) Buick straight-6 engine, it was the junior model to the Buick Master Six, and shared the GM A platform with Oldsmobile, Oakland and Chevrolet.

The Standard Six evolved from the earlier Buick Six when the Buick four cylinder was cancelled.

The Standard Six was the most popular Buick sold while being more upscale to the Oldsmobile Six. It was the senior brand to Marquette under the General Motors Companion Make Program until Marquette was cancelled one year later. It replaced the earlier Buick Six that was introduced in

1916, and was replaced with the Buick Series 50.

Coachwork continued to be offered by Fisher Body, which was the primary supplier of all GM products at this time, and its Duco automotive lacquer paint, introduced by DuPont was the first quick drying multi-color line of nitrocellulose lacquers made especially for the automotive industry. The Series 20 was manufactured at what would later become known as the Buick City factory on Hamilton Ave. in Flint, Michigan.



1928 Lake Perkolilli Buick This Buick was an impressive looking car. It appeared to have been based on a Buick Standard Six built between 1925 and 1927, with more 1927 than earlier parts. It had the wire wheels, which were an option at that time and the 12 inch mechanical brakes.

Eddington Sprints 2026



I have often reported on the Eddington Sprints as it is about an hour away from home and it is one of few events that I can catch up with many guys that come from other towns. I am always on the look out for any different cars that may attend occasionally or new on the

As gold diggers did in 1857 who called it 'Blanche Barkly'. Makes those tiddly quarter ounce nuggets frequently found in the district look pathetic!

The excursion ended at the Logan Pub. I still had to go through Dunolly, not that I minded.

due to a brick wall that is too close to the track. The omission last year apparently considerably reduced the attendance to the event.

Safety is a major concern at speed events so much so any car that achieves the time of 13secs or less at this day's sprint would not be able to participate. Some modern classics such as a few Pontiac GTOs and Le Mans were very close to those tyre shredding times.

Eventually I reached Eddington and was surprised to see so many spectator cars parked along the road leading to the sprint. Also there appeared to be record entries.

A large contingent of motorcycles added to the numbers.

It is one of few events they can participate in, as not only have they been banned from Mt Tarrengower Hill Climb but racing at the Winton Histories from what I was told

scene. Prior to the drive I checked apple maps to see if there was any alternative route other than the back roads via Dunolly. Yes there was a turn off at Inglewood that went through Tarnagulla. However I turned off at the wrong corner and motored via a tiny hamlet of Kingower with a population of 46.

The lovely residence above was no doubt once the local watering hole, the historic Bridge Hotel. It's a wonder the village didn't prosper as huge gold nuggets were found in the area. Imagine finding a nugget weighing 1743 ounces!



The day wouldn't be complete without seeing Peter Donald's Morris engine GN special. Peter seems to specialise in motoring oddities, no doubt having lots of fun in the process.



MG collector Colin Tracy's splendid MGY saloon along side Geoff Cainfield's neat MG TF

I am sure I have mentioned before that many people I meet at events are very friendly and love to chat about their cars. Needless to say asking suitable questions always helps to keep the conversation going.

Unlike an occasion many many years ago when I took a girl, Liz, to the Kalorama rally in my Austin 12/4. We were standing over an open bonnet of an expensive vintage car which attracted the attention of sophisticated observers. She pointed to the fan and out loud asked if that was the propeller? Did I shrink away!



I really admire Mark Burns in his Alvis 12/50 as he is always present at historic speed events. On this day he had driven all the way from the other side of Cranbourne, leaving at 6am. Being an early 1924 Alvis it only has rear wheel brakes.

The Alvis was incomplete and poor condition when he acquired it some years ago. Most of the body had to be renewed, later on so did the mudguards after a car accident. The exhaust pipe is heavily insulated at the absent door. He said the car doesn't gain any advantage having a such an exhaust system, it just looked sportier in its day. A small muffler is at the end of the copper exhaust pipe. He does about 6,000 miles a year in the Alvis and finds the rear tyres don't last more than two and half years. The Alvis gets 25mpg regardless of the driving conditions



I discussed with Steve Barnett his Austin 7 special inspired by the Type 32 Bugatti 'Tank' see issue 72. However this was the first time I had seen it in the flesh and really appreciate how much

work was involved building the tribute up. For any potential customer for Steve's Harcourt workshop work they should closely examine this unusual car as an indication of



the engineering skill and body fabrication Steve's workshop has developed.

As most people are aware the Austin 7 chassis is very minimal to say the least. To build this exotic streamlined shape he had to fabricate light weight sub frames to secure the boot and another for the clam-shell bonnet.

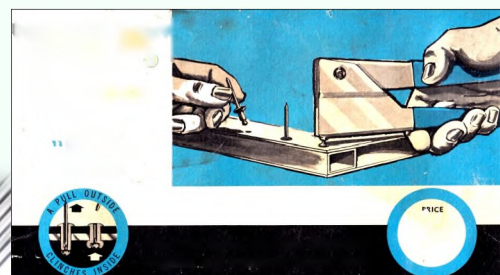
You may observe the multiplicity of louvres on most panels. He has a machine to slot out the louvres into three different lengths as long as the panel is only one plane.

Another observation you may make is the rows of round rivets holding the panels. Each rivet is precisely spaced out and in perfect rows. For authenticity he used

rounded rivets rather than pop rivets which were introduced many years later.

The little rear hatch is where the spare wheels and tools are stored.

Steve's next project is to get his Bristol 401 onto the road. Mechanically it is restored, however the body requires some attention. Restoring Bristol bodies are



Pop Rivets

Pop rivets, invented in the early 20th century, revolutionised fastening technology by allowing for one sided installation, making them essential in aircraft and automotive manufacturing.

Hamilton N Wylie, a British engineer, patented a method for installing tubular rivets from one side in 1917. This innovation was crucial for applications where access to both sides of the assembly was not possible, such as in aircraft construction.

In the 1920s, Wylie worked with the Armstrong-Whitworth Aircraft Company to further develop the design, leading to the creation of a rivet that utilised a pull-through mandrel, allowing blind riveting.

not for the faint hearted. Unlike contemporary cars the body was welded to the chassis.



Steve's Bristol 401 seen several years ago

Amazingly enough Australia was the recipient of the majority of exported type 400s and 401s, around 70% of each, totalling 156 cars. From 1947-1986 39% of Bristols went to Victoria. In that period 250 Bristol cars had been imported to Australia.

The 400 was produced from 1946 to 1950, superseded by the 401 made from 1948 to 1953.





succession of owners until it was crashed and put in an earth moving storage yard.

The car was later found and restoration began. It was the current owner Derek McLaughlan who over 20



1960 Elfin entered by Matthew Scott powered by a supercharged MGA 1600cc engine.

Racing cars are a genre different to road cars. They are specific for racing and are engineered for speed. Often with powerful engines and light weight bodies, made to thrill their daring drivers and spectators.

In the 1950s, a period when grand prix were in full swing, racing drivers became famous if they accomplished many wins. Australia had its greats, such as Stan Jones, Lex Davidson and Les Murray. On occasions European drivers came down-under when the northern racing season was having a their winter's recess.

Stirling Moss, a race winner that never achieved a World Championship visited our shores. Due to the comradery of the select drivers the foreigners were enabled to experience local racing cars.

Stirling I guess couldn't help himself when offered a drive in racing cars that were native to Australia. No doubt he wondered if the Australian engineers of the day had the ability and finesse to build world equivalent racers. I hope he was pleasantly surprised that some very confident indigenous machines were thrashing around Australian race tracks.

We can be proud to acknowledge that racing machines and drivers have over the years become world renown, such as the brilliant Jack Brabham and more recently our cool Oscar Piastri

It is reputed that Stirling Moss had the opportunity to make a few laps around Albert park in a racing car called the Edelbrock Special. The name Edelbrock is familiar to anyone who has hot rods or acquired go-fast pieces for flat head Ford V8 engines. The then current rule stated no advertising was permitted on racing cars hence to promote the product's name the car was called the Edelbrock Special.

It was built by an experienced racing car constructor Hedley Thompson in 1956. Hedley was inspired by Reg Hunt's Maserati 250F. Hedley spent a few years campaigning the special and sold it onto a more successful Barry Stilo and then a

years meticulously completed the car. The body was renewed using the damaged panels as patterns and no doubt is far better finished than it originally was back in 1956. It runs a late 1940's Ford Mercury 4.9 litre engine with triple Stromberg carburettors. It was raced by young Ross McLaughlan.



Mike Southgate's 1934 MG PA 4 cylinder 847cc



Phil Stafford's Fiat special did 19 secs

After many conversations trying to talk over the extreme noise when cars were taking off on the sprint, the dust in the pit area and the heat that usually gets worse after lunch in North Central Victoria I decided to make tracks home.

I stopped

Another racing car based in the same period (1953) is 'Big Red' that is built around Jaguar and Ford components, with 4.7 litre engine, raced by Derek McLaughlan.



Robert Sales left his Dodge special home this year and attended in his pretty 1934 Fiat Balilla. The Fiat was built up from a pile of parts and has a later Fiat 1100 engine.



briefly at Dunolly outside their museum. Note the antique mail box and did a drive through the car and bike show at the Logan Pub, which is for sale so it may not be on again. Hot and tired and home in time for a nice roast. **David**

North Central Victoria country has many events but none a large as the Rheola Family Charity Carnival



It has been a few years since I attended the Rheola Charity Carnival in the Alvis, adding to the classic car display.

The settlement is less than 30k away from Wedderburn. It is a brisk 25 minute drive on the back roads. I am always interested to see what cars are lined up in the paddock that is at the Rheola reserve. Usually a few cars attend only on one occasion, so the chance to see them is limited.

The carnival has many attractions as seen on the board at the main gate. Also lots of food stalls to nourish the hungry.

The morning started with light rain but as the day progressed the clouds cleared and it was well into the low twenties by 12am.

When attending car displays the Alvis always gets parked along side some modern classics, however this day a lovely MGTF and two early Holdens were parked that were within the period of my car. A nice change.

The MGTF 1250cc is owned by Geoff Cainfield a farmer from Serpentine

way. It has been in the family for 40 years and was restored in the 1980s.

The black Holden FJ Special is in original condition having covered only 72,000 miles. It was purchased 15th February 1954 by Mr EJ Trippitt of Sydney Road, Campbellfield from Preston Motors for £1076. Original registration was GCY622. Noel Roberts bought the car in 1994 being the second owner. Salter Panel Works evidently did an excellent job of the paint work.



1928 Austin 7 Meteor owned by A Hargreaves



1958 Ford Zephyr owned by Macca. Banner of the recently formed Dunolly Vehicle Club

The 1952 'FX' Utility has covered only 67,500 miles. Original reg AFK811 (NSW). Purchased by Brent Roberts in November 2024. The ute was restored in 2006 by its second owner and retains original matching engine and gearbox.





*1965 Chrysler 300 convertible owner by Greg Ralph. Note the decorative detail on the lower swage line, also the general shape of the side panels which would give some panel beaters a challenge to repair or duplicate. Aside from the 'moon' disks it is all original.
1967 Pontiac Catalina coupe owned by Greg's son. A 1966 Thunderbird at home completes their set of American cars.*



*1955 Ford Crown Victoria. Specifications include 272ci Y-block V8, producing 120hp, 115 wheel base and Ford-o-matic automatic transmission
1965 Chrysler Newport 2 door hardtop. The standard engine was 383ci (6.3L) 2 barrel carburettor producing 270hp*

The Rheola Charity Carnival was supported to almost capacity. Over 4,000 visitors to the remote settlement! A \$10 donation at the gate for the display cars would have netted an easy \$1200 as there were about 120 cars on display plus there were trucks and tractors that no doubt paid their way.

The increase in recent petrol costs
Ronaldson Bros & Tippett of Ballarat, Austral oil engine circa 1932 originally used to drive a travelling chaff cutter. Dodge & Fargo trucks

did nothing to deter enthusiasts of big gas guzzling yank tanks.

Several hours were spent talking to the St Arnaud based club members before checking the attractions. You were more likely to see the local farmers at the vintage tractor-pull. Many older men gathered to see tractors pull the sledge.

Their bent over backs and weather beaten

faces showed their working life in the open air did no favours to their rugged appearance.

The winner of the running sprint won a \$300 prize. The pony club gave youngsters the opportunity to ride their horses over low jumps, developing their skills to one day when they grow up to move onto dressage events. **David**



McCormack tractor on the tractor-pull

Graham Paige

The wheels may have fallen off Graham-Paige, one of the most respected American car companies of the 1920s and 1930s, but unlike many of its contemporaries which simply disappeared during the depression years, Graham-Paige ended up changing its name and direction.

It's now known the Madison Square Garden, the world's most famous sports arena. A far cry from its once-bustling plant in Detroit and a lot further from a little town in Indiana where the three Graham brothers grew up in the late 1800s.

Joseph B, Robert C and Ray A Graham were born in 1882, 1885 and 1887 respectively, on their family's farm in Washington, Indiana.

In 1901, Joseph Graham and his father Ziba became stockholders in the nearby Lythgoe Bottle Company and at the age of 19 Joseph invented and patented a new process for blowing better bottles.

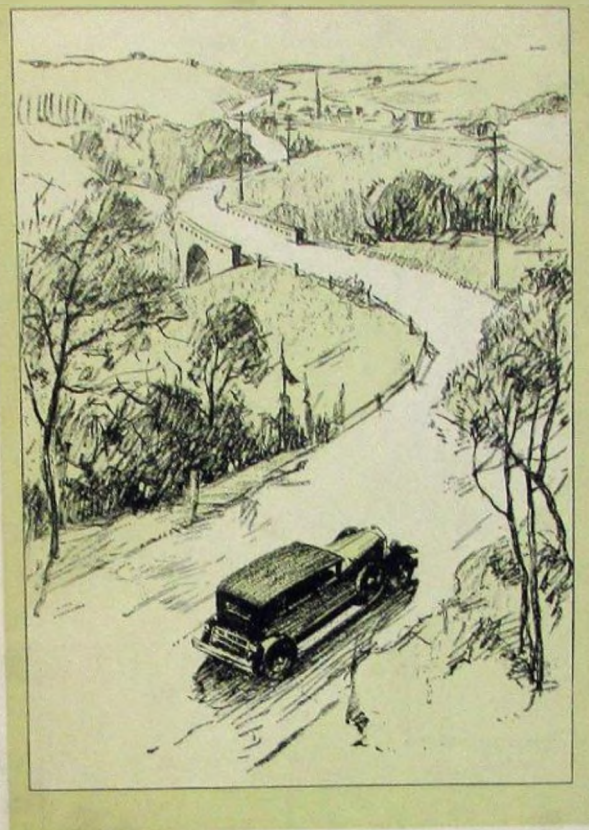
In 1905 the Grahams took over Lythgoe, and renamed it the Graham Glass Company. Business prospered, new factories were added in Indiana and Oklahoma, in 1916 the Grahams got a merger bid from the Owens Bottle Company of Toledo, Ohio.

Ray who graduated in 1908 from the University of Illinois, had invented a special rear axle combined with a spliced frame, whereby Ford cars could be converted into one-ton trucks at low cost.

That looked promising, so the Grahams sold their share of the glass-works to Owens and the Grahams set up their truck-body business in Evansville, Indiana. It soon attracted the attention of Frederick J Haynes, president of Dodge Brothers.

In 1921 an agreement was signed whereby the Grahams would build trucks with Dodge drivetrains, selling them through the Dodge dealer network. The agreement was enormously beneficial to the Grahams, who moved to a new factory in Detroit and production soared from 1086 trucks in 1921 to 37,000 in 1926, making Graham Brothers the world's top exclusive truck manufacturers.

Dodge meanwhile sold their company to an investment firm and the new owners reorganized the management, ending up with the Graham brothers running the show.



GRAHAM-PAIGE Six Fourteen

MODELS

Ray was vice-president, Joseph vice-president for manufacturing, Robert vice president for sales. Life looked good, but trouble came within a few months and the Grahams all resigned their positions.

Since they were running the show they'd hoped to replace the Dodge brand with their own name, but that just was

never going to happen within the Dodge company.

So they looked for a smaller company to acquire and found the Paige-Detroit Motor Car Company. It was a minor independent firm, set up in 1909, that had passed into the hands of Harry Jewett and his brothers in 1911 who successfully built Paige cars and



Indispensable Oil!

Outlines cover the Petroleum Industry as a national resource, showing with abundant examples and facts, only the "Oil Man" knows of the hardships, the toil and the financial risk involved in its development. He is man in charge of transportation a new has been entered in the industry search for new fields and better methods of production and distribution. What this staggering new has done for the nation's progress is almost beyond imagination. What machine could turn what vehicle could operate under industry could survive—without one of more of the indispensable by-products of "light gold"?

GRAHAM BROTHERS
DETROIT - EVANSVILLE - TORONTO
A DIVISION OF DODGE BROTHERS



1925
1280
1345
P. O. BOX
DETROIT, MICH.



Graham Brothers Standard Ford Body Truck

GRAHAM BROTHERS
SOLD BY DODGE BROTHERS
DEALERS EVERYWHERE

trucks with peak production of 43,500 vehicles in 1923.

But in 1927, with sales declining and the company not as profitable as it once was, Jewett was anxious to sell. The Grahams were attracted, because Paige came with a good history and had just built a modern factory on a 45 acre site in Dearborn. The Grahams acquired control in June, 1927.

Along with their father, the brothers became Paige directors, and Joe announced that they were "in the automobile business as manufacturers to stay."

At the next shareholders meeting the title was changed to Graham-Paige Motors Corporation and the new line of cars, made up of four models with six-cylinder engines and a lone eight-cylinder. They had advanced features, the most outstanding being a carryover from the last Paige eight, a Warner Gear four-speed transmission.

It was standard on all but the lowest priced six-cylinder model. Many advantages were claimed for the unit, which was heavily promoted. First gear was latched out and used as a reserve or emergency gear, second was for normal starts, while third and fourth were in effect two high ratios, third useful in traffic and for brisk acceleration and fourth being direct drive.

In those days the British press was the main source of road test commentary, and Graham-Paige sales published a little booklet quoting their reviews of the new cars.

The London Evening Standard called them "the most interesting American cars of the year in that they have a four-speed gearbox or a 'twin top' gear." The Sunday Times reported that "the driving of the Graham-Paige is really fascinating ... Graham-Paige has earned our highest approval."

The Sheffield Independent found "an altogether remarkable car, with road performance of unusually appealing qualities" and the prestigious Motor magazine said it was "an exceptionally attractive proposition, being possessed of a fine performance and providing the comfort of many vehicles costing nearly double."

The new cars were launched with flair and at the New York show, a lavish luncheon was held at the Hotel Roosevelt.

Besides the three brothers, speakers included football star Knute Rockne and heavyweight boxing champion Gene Tunney.

The Graham Paige was a huge success, as was everything else the brothers did in 1928. Car production climbed from 21,881 in 1927 to 73,195 in 1928 - a sales record for a new make of car in its first year.

Worldwide distributors rose from 832 to 2270 and the Grahams had turned a \$4.6 million loss in 1927 to a \$1.1 million profit in 1928.

The 1929 line comprised two series of models. All six-cylinder models, the 612, 615 and 621, had larger wheel bases, with the two smaller sizes rebored to increase power. Eights now came in two sizes, the 827 and 837, also on larger wheelbases, and all engines were rubber mounted.



1929 Graham Paige 827 roadster

The company added rumble seat roadsters and five passenger phaetons to most models, and dual cowl phaetons with hood and cowl side colour sweep were available in 621 and 827 models.

Stylish LeBaron custom bodies, sedan limousine, limousine and town car, were offered in the 837 line, and at least one style of LeBaron body continued to be available through the first series 1931 cars. One custom model even found its way into the Vatican. In 1928 the Grahams were honoured by Pope Pius XI for their contributions to church and humanity by induction into the Roman Catholic Order of St Gregory the Great.

Returning the tribute, the brothers presented the Pope with a LeBaron town car, which is still displayed in the Vatican Carriage Museum.

However, when the Depression hit, Graham-Paige production followed predictable patterns of the industry. Output dropped to 33,560 for 1930, less than half the 1929 high, and the company lost \$5 million.



1930 Graham drop head coupe

Like all other brands, the Grahams at first to reply to the Depression with a less expensive car, introducing their new Prosperity Six, and at \$785 for the coupe, it was their cheapest car, but it made little difference. Sales continued to fall, totalling only 20,428 for 1931.

Then, rather than further reducing models and production, the brothers chose to fight and did so with a car

destined to become the most famous of all Grahams.

For 1932 the Paige names were dropped from all models and the new car was called the Graham 'Blue Streak Eight' - although the umbrella company remained as Graham-Paige Motors Corp. The Blue Streak sure had the look of a leader.

All bodies, the sedan, coupe and convertible had graceful, flowing lines and were more than two inches lower than previous models.

The styling was the work of Amos Northrup, design director of the Murray Corporation, whose credits included the Hupp Century, the Willys-Knight roadster, and the splendid Reo Royale.



Blue streak four door sedan

A stiffer frame and the springs mounted outboard of the side rails, plus a wider rear track, the Blue Streak was a car of great stability.

The Blue Streak Eight was available in standard and deluxe editions priced between \$995 and \$1170.

The car received wide acclaim and carried the main hopes of the company.

The Tootsietoy Company was also impressed, and offered a line of model cars patterned after the Blue Streak which proved so popular that 4.2 million in 21 different styles were produced.

Unfortunately, the cars did not prove as popular in full size versions. In normal times they would have been a top seller, but even the Blue Streak was no match for the depression.

Production declined to only 12,967 for 1932, a year rendered doubly difficult by a family tragedy. In August, Ray Graham, sick and despondent over declining fortunes, suffered a nervous breakdown. He was being taken to the East Coast for a complete rest, but en route he broke away from an accompanying priest and threw himself into a creek.

His death at 45 as keenly felt by the Graham family, but his brothers carried on.

By 1933 the brand's skirted fender was widely copied by rivals, and Graham was justly advertised as "the most imitated car on the road." It was also an awful year of bread lines and bank closings, and production dropped

again, to 10,967, though a tiny \$67,000 profit did result.

The company would simply have to come up with more innovations and for 1934 their answer was the supercharger. Standard on the second series Custom Eight, the Graham blower was the first on a moderately priced American production car and you could get it on the coupe for only \$1245.

Previously, only the sporty likes of Stutz, Franklin and Duesenberg were associated with supercharged induction. The result was a horsepower boost from 95 to 135, and a 20 per cent increase in torque.

Top speed exceeded 90 mph, (about 145km/h) and Britain's The Autocar reported achieving 60 mph (100km/h) from a standing start in 15.8 seconds – very impressive for the era.

'Engine performance,' said the magazine, 'is extremely good, especially considering that the engine is not a monster unit.'

'The Graham is not in the least noticeable as being a supercharged car in the sense to which we are accustomed on some machines. Anyone driving this Graham without knowledge of the design would find nothing in the car's behaviour, no added noise, no fussiness of the engine-to denote any difference whatsoever from the general run of similar machines. 'Nor, as another practical point, does oil have to be added to the fuel.'



1937 Graham Cavalier

With the economy in dire straits, Graham sales were more or less lineball with the industry for the next few years until, in 1938, a solution appeared, in what the company called the 'Spirit of Motion' series.

Body styling was completely new, with a lunging front end housing square headlights that soon had people referring to it as the 'sharknose.'

Graham should have sold well in 1938, when the economy was showing the first signs of recovery but the sharknose proved to be a flop. Though the wild styling won the Grand Prize at the Paris Concours d'Elegance, the conservative car-buying American wasn't impressed.

Many thought it was too radical, and for the first time, the company was in real trouble.

The firm's 10th anniversary in 1939 was marked by shutting down the plant at the end of July.



The dealer network had shrunk to only 460 shaky agencies, only 292 of which handled Grahams exclusively. Money was short and the company was stuck with a product whose styling had been firmly rejected by the public. Many in Detroit were betting the firm would never recover. But Joe Graham had other ideas.

A replacement for the sharknose was clearly needed, and the possibility for one arose with Norman de Vaux, general manager of Hupp, whose plant had also closed that summer.

De Vaux had persuaded Hupp to build a small car called the Skylark, based on old 1936-37 Cord body dies, but Hupp had not been able to get the new car into volume production despite over 6000 orders.

Like Graham, Hupp was also in trouble. At meetings between Hupp and Graham officials in late summer 1939, a joint manufacturing plan were hammered out. Hupp needed relief from the crushing burden of producing cars by itself, and Graham badly needed a new car to supplement the poor selling sharknose.

An agreement was reached whereby Graham agreed to build the Skylark for Hupp on a contract basis, while receiving the rights to use the distinctive Cord Skylark dies to produce a similar car of its own, to be called the Hollywood.

Hupp would build its own engine and chassis parts but the Skylark convertible would be built alongside the Grahams in the Graham-Paige plant. Both companies retained their own separate organisations, including sales, engineering and administration. Graham chose the four-door Beverly sedan shape for the Hollywood rather than the two-door convertible, believing the Hollywood to be a more popular, mass-market car.

Both versions used 6-cylinder engines.

The Skylark was powered by a 4 litre Hupp, the Hollywood with a 3.5 litre unit with the option of a supercharged version.

After its public introduction, orders poured in. But manufacturing difficulties caused months of delay before deliveries began.

Having bodies built by Hayes did not help and most of the orders were cancelled by customers tired of waiting. So, despite an enthusiastic initial public response, the cars ended up being a worse flop in sales for both Graham and Hupmobile than either firm's respective preceding models.

The company suspended manufacturing in September 1940, only to reopen its plant for military production for World War II.

Only about 1500 Hollywoods were



ever built.

In August 1945, Graham-Paige announced plans to resume production under the Graham name, but the plan never materialized and car production resumed in early 1946 with the launch of a modern-looking new car, the 1947 Frazer.

It was named for new Graham-Paige president, Joseph W. Frazer, in partnership with Henry J Kaiser. In 1947, Graham-Paige stockholders approved the transfer of all their automotive assets to Kaiser-Frazer, a car company formed by Frazer and Kaiser,

in return for 750,000 shares of Kaiser-Frazer stock and other considerations. Graham's manufacturing facilities on Warren Avenue were sold to Chrysler.

In 1952, Graham-Paige dropped the 'Motors' from its name and branched into real estate and under the direction of Irving Mitchell Felt, bought properties such as the Roosevelt Raceway in New

York, and in 1959, a controlling interest in the old Madison Square Garden (built in 1925).

In 1962, the firm changed its name to the Madison Square Garden

Kaiser-Frazer

With an Allied victory imminent late in World War II, Frazer left Willys-Overland to lead the struggling Graham-Paige company and quickly put together a plan to produce a new automobile bearing his Frazer name.

But instead of revitalizing Graham-Paige, Frazer teamed up with Kaiser to hatch the Kaiser-Frazer Corporation, which absorbed and dissolved the Graham-Paige marque.

Now with Kaiser's manufacturing and logistics infrastructure behind the company, both Frazer and Kaiser had aspirations of thwarting the Big Three's market dominance. The strategy was to position the Kaiser brand as the more mainstream line, while the Frazer moved upscale to serve the luxury market.

Both lines shared similar mechanical architecture—with sleek, modern bodies penned by legendary designer Howard "Dutch" Darrin.

But more importantly, a big part of the Kaiser-Frazer game plan was to come out of the gate fast with

hoped Frazer's head start with contemporary styling would give its cars a big market advantage.

By 1948, Kaiser-Frazer was the country's fourth largest automaker and its line up included convertibles, "utility" sedans, and even a taxi cab variant. But the success was short-lived, as internal battles within the company put stress on the Kaiser-Frazer partnership. As a result, Frazer's influence began to fade, and by 1949, he was on his way out of the Kaiser-Frazer Corporation.

More importantly, around that same time Detroit's Big Three had caught up and started bringing all-new models to dealer showrooms. Not to be outflanked by its rivals, Kaiser-Frazer had anticipated the increased competition

editions—and the end of the Frazer automobile was in sight.

Without Joseph W. Frazer at the helm and a dim future, the marque was shuttered in 1951. 1951 Frazers were largely carryover models from 1950.

With the luxury marque gone, Kaiser-Frazer sold the once-shared Frazer models solely as Kaisers. Also, despite Frazer's departure, the Kaiser-Frazer Corporation continued producing several new stylish models—thanks in large part to a continued relationship with styling master Howard Dutch Darrin.

Then in 1953, Kaiser-Frazer purchased the Willys-Overland company and was rechristened Kaiser-Willys, dropping the Frazer name completely.

With increasing demand for Jeeps



1948 Kaiser Special Sedan

completely new car models as soon as the War ended, which resulted in Frazers hitting public roads by the summer of 1946.

Since GM, Ford, and Chrysler were still retooling from the war effort and wouldn't be able to refresh their lines until the end of the decade, executives

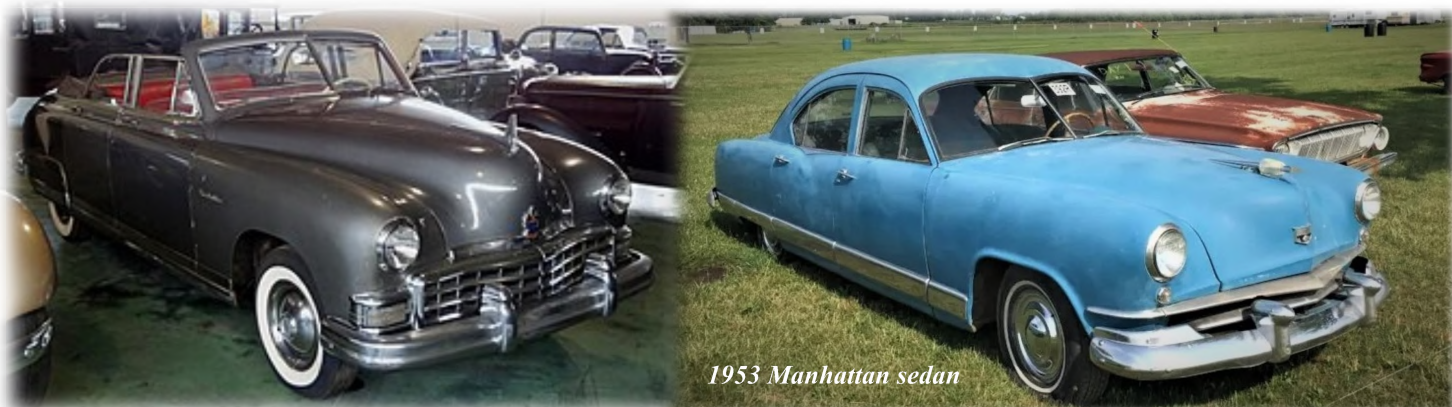
and gave its 1949 models a facelift.

Yet despite the 1949 mid-cycle refresh and a favourable public reception, Mr. Frazer's absence was felt as more resources were being shifted to the Kaiser brand. The lack of attention to the Frazer line meant that 1950 models were virtually identical to the 1949

and other rugged trucks and wagons, Kaiser-Willys left the passenger car market altogether in 1955. A few years later, the company name changed again to Kaiser-Jeep.

Ultimately, Kaiser-Jeep was absorbed into American Motors in 1970.

(from the Internet)



1953 Manhattan sedan



HER MAJESTY'S THEATRE

1929 GRAHAM PAIGE 827 SEDAN



Doug Stevenson

The car is a right hand drive export model manufactured in USA, with Briggs body on a 127 inch wheelbase, hence Model 827. These models were only manufactured by Graham Paige in 1929 with 2,535 of the 827 model and 1,395 of the 837 model with the same mechanical specification on a 137 inch wheelbase.

Engine:

Continental 14K, In Line 8 Cylinder
3.375" bore x 4.500" stroke. 322
cu in - 5,278cc (Motor currently
5,378cc) Comp Ratio 5.54 to 1
120 BHP @ 3,200 RPM. Max Torque
225 ft. lbs. @ 1,400 RPM
Ignition Delco Remy Twin Point
Distributor with twin coils.
Johnson R 1.75 Carburettor (now
Stromberg SF4)

Transmission: Warner Hi-Flex T-4-A.
4 speed with internal gears for 3rd gear.
These gear boxes were advertised as
"Twin Top" or "Two High Speed"
transmissions, as 3rd gear was quite high
and fairly quiet. Rear axle ratio 3.643 to 1.
Original mechanical specifications
show at 60mph the engine operating at
about 2,500 rpm in 4th gear and 3,500
rpm in 3rd gear.

The early history of the car is not
clear. It is believed that the initial sale of
the car was from Maughan-Thiem the
Graham Paige agents in Adelaide, with
delivery to two sisters at Angaston in
the Barossa Valley.

The car was recovered from near
Broken Hill in the 1960's. It was
complete but a lot of the paint work had
been removed by wind-blown sand. A
Graham club member knew the car
when it was stored in an Adelaide
suburb after being recovered. He tried
on many occasions to purchase the car
but the owner would not part with it.
While he was working interstate the car
was sold.

It was then restored in 1972 and
owned for some years by John Lasscock
the owner of a well-known Adelaide
Nursery business. He was also well

known in the vintage car movement in
South Australia as he had a number of
cars.

The car was used fairly extensively
when owned by John Lasscock as he
would lend it to others for rallies etc.
The restoration in 1972 was only partial
as it appears that the body has not been
removed from the chassis.

Some of you may remember seeing
it during the 1974 National Veteran and
Vintage Rally.

The car appeared in some
publications during the 1970's including
the 'Third James Flood Book' and

Most likely our car was first registered
in 1930.

The next owner of the car had the
misfortune to have the engine throw a
rod while he was preparing it for the
Bay to Birdwood rally in 2004. He put
the car away with the intention of
repairing it. In 2011 he decided to sell
the car unrepaired and this is where we
come into the story.

Edith and I had owned a 1928
Graham Paige 614 sedan 6 cylinder
(recently sold) for about 10 years at the
time and had a lot of fun both on rallies
and our own trips in the car. I was keen

to have another
vintage car and
was very
surprised to see a
vintage eight
cylinder Graham
Paige on "Just
Cars" web site.
At the time there
was only one
other 8 cylinder
1929 Graham
Paige that we
knew of on the
road in Australia.
A quick visit to
Adelaide,



*When owned by John Lasscock (SA), driven by I Kerr on the
1974 National Veteran and Vintage Car Rally*

'Veteran and Vintage Cars' by Pedr
Davis. It was usually referred to as a
1930 Graham Paige, it is actually a 1929
model as confirmed by the matching
chassis and engine numbers which are
correct for production in the first half of
1929. Graham Paige listed as "1930
Second Series" cars manufactured from
July to December 1929. The 1930
produced cars were badged Graham.

accompanied by the owners of the other
Graham Paige eight cylinder, who live
in South Australia, confirmed that the
car was still in very good condition
except for a large hole in the crankcase
and the broken con rod. One piston was
damaged but the bores and crankshaft
were undamaged. The rod had not only
come out through the block, but it had
knocked the starter motor right off the

motor badly damaging it and destroyed the engine ID plate.

Before purchasing the car, I had done an initial search for another block without any success. I had shown photos to some engine repairers with only Metalock being willing to repair the motor, but they wanted it completely stripped and at their workshop. So, I repaired the crankcase with a steel plate attached to two steel straps set-screwed to the inside of the block. I filled the space around the plate with Devcon Steel Putty.



The connecting rods are the type with a clamp bolt on the piston pin. The rod had broken at the bolt and at the bottom of the slot in the rod. Another rod was found to be cracked during crack testing. I was able to get some con rods "on loan" from the South Australian Graham Paige owner. The motor was reassembled with a new set of pistons and re-metalled big end bearings.

When the repairs were nearly complete someone in New Zealand advertised what they described as a pair of 1929 Graham Paige 8 cylinder cars. The photos showed a large collection of parts including two chassis and two engines. They were actually an 827 sedan and an 837 sedan that had both been converted to trucks and were now completely dismantled. After much haggling, over a few months, we eventually went to NZ as the seller would now sell some parts rather than the lot.

Luckily we know another Graham club member in NZ and eventually we bought all the parts for a moderate price and transported them back in many trailer loads to their farm. We sorted the parts and packed a large crate with about 600kg of parts, including a complete motor in pieces, for shipment



home.

We also brought a lot of parts back on the plane including a much needed starter motor. Edith likes to tell people that she was allowed to come as she had a suit case in which I could pack parts. Pity she had some clothes in it! We had the car back on the road just in time for the Graham Owners Southern Cross Region Rally that we were organising at Ballarat in March 2012. The Club Permit was issued five days before the rally started.

While the car has needed a little sorting out, we are very pleased with it. In the 15 years that we have owned "Buttercup" she has visited Queensland, NSW, Tasmania & South Australia travelling about 39,000 miles including a trip to Adelaide for Bay to Birdwood.

We were really surprised in Adelaide because many people approached us to tell us that they had known the car, including the son of the man who originally found the car near Broken Hill.

The owner of the other eight cylinder Graham Paige had advised that it would cruise easily at 60 mph or more provided you can afford the fuel. We have found this correct, with 50 mph being a bit more economical. Fuel consumption has been between 10 and 17 mpg. Normal consumption around 13 mpg.

The bright yellow with black colour of the car has drawn many comments such as "It would go well at Richmond Football Club" or "it looks like a taxi" – but we call her

Buttercup. While our car was originally a conservative dark blue and black it was repainted during restoration in 1972 (still the same paint work now with a few touch ups).

Graham Paige advertisements from 1929 show various colours including the combination of yellow & black.

There are now two recent restorations of vintage 8 Cylinder Graham Paige cars:

A 1928 835 Boat Tail Speedster owned and restored by Robert Bonner and a 1929 827 Roadster owned and restored by Alan Hagger.

Doug & Edith Stevenson



Five models—six and eight—prices ranging from \$285 to \$2495. Car illustrated is Model 827 Cabriolet with Rumble Seat, \$2145 (special equipment extra). All prices at factory.



GRAHAM-PAIGE

Graham Owners Southern Cross Region Rally

Swan Hill March 2026

Doug Stevenson

Lake Boga

The Graham Owners Club, Southern Cross Region (A region of Graham Owners Club International) held its 13th Biannual Rally in March this year. It was a hub rally based in Swan Hill for seven days.

This was a well-attended rally with 38 members gathered at the cabin park in Swan Hill. There were 33 from Australia as well as 5 GOCI members from Canada.

The Rally was organised by Richard and Anne Wilson together with Geoff Bartlett and Helen Couch. Both couples are the proud owners of 1926 Paige cars that are celebrating their centenary year.

The rally took us to many places we did not know around Swan Hill and was enjoyed by all who attended.

At Moulamein in NSW we had morning tea and lunch at the relocated Jeraly Shed and visited the historic Mooloomoon shearing shed. On another day we visited a large Mallee farm where we were all impressed with the size of machinery now used.

Catalina Flying Boat

The Lions Club of Lake Boga restored Catalina A24-30 flying boat and the original secret communication bunker as a commemoration to the service men and women who served at No. 1 Flying Boat Repair Depot Lake Boga, Victoria from 1942 to 1947.

The museum holds more than 500 artefacts relating to Lake Boga's proud history associated with WWII, including the historic Catalina Flying Boat and a range of wartime treasures that have been preserved for future generations.

Lunch one day was at the Royal Hotel in Sea Lake. This hotel had been



There were three Paige cars, four Graham Paige cars and one Graham car attending the rally along with some modern cars.

1926 Paige Sedan – Richard and Anne Wilson

1926 Paige 6-72 Brougham – Geoff Bartlett and Helen Couch

1927 Paige 6-45 Sedan – Frank and Kath Allan

1928 Graham Paige 835 Boat Tail Speedster – Robert Bonner and Val Musgrove

1929 Graham Paige 612 Sedan – Jed Wittig and Emma Clifton

1929 Graham Paige 827 Sedan – Doug and Edith Stevenson

1929 Graham Paige 827 Roadster – Alan & Marlene Hagger

1936 Graham Crusader 80A Sedan – Albert Barreto and Maria Sorluca.

The Catalina Flying Boat Museum at Lake Boga provided an insight into the involvement of Lake Boga during World War two.



closed and was in a run down state when purchased by a group of locals. It is now owned and operated by The Sea Lake Hotel Co-Operative Ltd.



At Nyah we had the choice of visiting either Dolls or Tractors and both were very interesting.

Just Part of Lucey Dacey's Doll Collection of more than 3,000 dolls at Nyah West.

We were fortunate to have three of the Canadians stay with us before the rally and travel with us from Melbourne to Swan Hill.

One of them, Kim Widrick, has a recently restored Graham Paige 827 Sedan in Canada and was able to share some of the driving of our 827 Sedan on the trip to Swan Hill.

Interesting comment from Kim "Why is the accelerator pedal in between the brake and clutch". We all probably know the reason, but does it make sense?

Doug & Edith Stevenson



Cars in Main Street of Pioneer Settlement Swan Hill





Old photos taken of Graham Paiges



Above: An eight cylinder Graham Paige outside a garage in Kalkallo on the Sydney Road in the mid 1960s.

Left: Don't read this if you don't like sad stories. A Graham Paige 610 sedan was sitting amongst more modern cars in a Campbellfield wreckers on the Sydney Road. The foreign lady allowed me to take a few shots as she thought I needed them for a photographic competition. I told local Graham Paige enthusiast Robert Bonner, however when he visited the premises only the radiator was left of the original, restorable and previously complete car.



Many Graham Paiges have changed hands over the years, but one person who has been loyal to brand since the 1960s is Robert Bonner. These shots were taken when he lived with his parents (remember Hilber Bonner?) in the ANA Estate, Glenroy. His collection of Graham Paiges in the mid 1960s.

1933 Graham

Coupe

American car enthusiast David Anderson had been a hot rod fan for most of his life. Then he bought a 1934 Graham, got hooked on the brand – and fell in love. ‘Grahams are so rare, you wouldn’t dare hot-rod them,’ he said. That’s how I became an ‘original car’ guy’.

The Graham company offered a six-cylinder Blue Streak, an eight-cylinder Model 64 on a 119-inch wheelbase and the eight-cylinder Model 57A on a 123-inch wheelbase. David’s car is the Model 64 on the mid-length wheelbase.

‘They sold both non-supercharged and supercharged eights and that is what started this whole crazy thing’

That ‘crazy thing’ is his collection of 1932 to 1935 Graham Blue Streak models. It started with the supercharged sedan that he quickly fell in love with and as a second-generation hot rodder, he soon found himself in search of a Blue Streak coupe.

With the Graham Blue Streak’s overall low and sleek looks, especially as a three-window coupe, it looked custom from the factory, something rodder and restorer alike can appreciate. ‘From my hot rod days, the coupe was the hot car, so I have always loved coupes and I had been chasing Graham coupes for 15 years,’ he said. ‘Grahams are so few and far between and they don’t come for sale that often’

One of the very few differences between a 1932 and 1933 Graham Blue Streak is the swish angled two-piece bumper added for 1933; the 1932 bumper was a straight-across bar.

The 1933 Blue Streak coupe came up for sale in 2017 a few years after its long time owner and fellow Graham Owners Club International (GOCI) member David Corbin had passed away. ‘I bought the car from David’s son-in-law,’ David said. ‘He contacted the club, and I was immediately on the phone making the deal. There was no hesitation whatsoever.’

He had known about the 1933 Blue Streak coupe for years as it had been on the GOCI’s roster of cars since the club’s founding in 1971. Early club members Andrew Whittenborn and Bill McCall shared an interest in Blue Streak models and maintained a registry of known 1932-1935 Blue Streaks since the club’s first years.

Their records showed that the original owner of David’s coupe drove it to the 1933 Chicago World’s Fair, then died shortly thereafter. His widow parked the car until it

was spotted by James Rohen of Evart, Michigan, who drove a school bus in addition to operating his service station. He spotted the coupe on his bus route and in 1959 inquired about the car. The widow sought \$25 for it but James doubled that to \$50.

During Rohen’s ownership, the car had 11,000 miles on its odometer and required minor engine work. He also added some non-Graham parts before selling it to an unknown owner in 1974.

That person had it for about six years before selling it to club member Harry Sjaarda in the early 1980s. During next owner Joe Harvath’s time with the car, McCall noted the coupe had mileage in the 13,000 range. It registered the same mileage when David Corbin acquired it from Harvath at an unknown time. Although the mileage remained extremely low, Corbin found it needed to be painted and re-upholstered, and some wood in the body structure needed replacement.

Aside from a few minor improvements undertaken by David, the car currently appears much as it did when Corbin owned it: a fine example of an innovative but rarely seen marque in an extremely uncommon body type.

‘There are three of the Model 64 eight-cylinder coupes on the registry that had a serial number and a name,’ David says of his car’s rarity. ‘There were two on the registry that just have the state and a question mark.’

‘There are probably parts cars and others out there, but there are three documented, known ones, so if I had to guess, there’s probably five out there’ The totally restyled and re-engineered 1932 Grahams blazed onto the scene to combat tanking sales caused by the Great Depression.

According to Graham historian Michael Keller, Graham Brothers Joseph B, Robert C and Ray A knew by 1930 that to keep their Detroit-based car business afloat, they would have to fight hard for any slice they could get of the quickly shrunken

new car market. That meant designing and engineering an innovative, all-new car that represented value.

For the new 1932 model, Graham chief engineer Louis Thoms developed a new ‘Deep Banjo Frame’ that gave



Grahams a lower centre of gravity by running the rear axle through a flat-topped frame with just a minor kick-up over the openings for the rear axle.

Being flatter, the frame was also stronger and combined with the rear axle being located within the frame rails, it allowed the Graham body to be mounted lower. Additionally, the chassis springs were placed outboard of the chassis for a wider wheel tread, further improving its roadholding qualities.

Graham adverts read: ‘this car is wider than it is high’ Since its low-slung stance and wider-spaced springs made the Graham an unusually good-handling car for the time, Graham also advertised the safety of the Blue Streak, which now incorporated safety glass as an additional security measure. The company also addressed the power of its cars.

Since re-entering the car-building business by buying the failing Paige-Detroit Motor Car Co. in 1927, Graham-Paige Motors Corp. (just ‘Graham’ by 1930) offered six and eight cylinder engines. For 1931, Graham had developed a new eight cylinder engine of 245.4 cubic inches, but saw a need to make it more reliable and powerful for 1932.



With resources limited, it tweaked this existing power plant by improving its construction and internal components. Most notably and visibly, this eight-cylinder was now topped with an aluminium instead of a cast-iron cylinder head.

That allowed higher compression and a bump up to 90hp. Graham christened its revised eight-cylinder the Blue Streak, and adapted the name to the six-cylinder models that followed in mid 1932.

Backing all Graham engines was a new Synchro-Silent three-speed transmission, with synchronized second and third gears, and dash-controlled free wheeling, plus Super-Hydraulic Brakes at all four wheels.

Topping all of these performance and safety improvements were racy new Murray Corp. bodies designed for Graham by a team led by famed automobile stylist Amos E. Northup.

The team included equally talented stylist Raymond Dietrich, who worked on details of the new 1932 Graham bodies. Northup's team designed streamlined bodies that leapt into the immediate future with smoother edges; a raked-back windscreen, a sloped grille, skirted fenders, painted head-lamp housings, a hidden radiator and a slim grille.

To emphasise its stylishly modern streamlined body, Graham introduced "pearl essence" paint. finishes using fish scales suspended in lacquer for an iridescent effect. Graham was the first mass producer of automobiles to offer this paint type on its automobile bodies.

With a swift-looking exterior and a stable chassis packing 90hp, the Graham

Eight looked every letter of its Blue Streak name.

It was a good value, too, costing \$785 for a six-cylinder coupe and \$1225 for the top Deluxe Eight coupe — about the price of an entry-priced Buick coupe.

The range of Graham introductory prices was about twice as much as that of a 1932 Ford or Chevy coupe, but one could argue the bigger Graham was also about twice the car. While the 1932 Graham's styling was thoroughly copied throughout the industry for 1933 and beyond, sales dropped from 1931's total of 20,428 to 12,967

for 1932, one of the worst years for the Great Depression.

By 1934, the year supercharging became available on the Blue Streak Eight, sales had picked up to 15,745 Grahams of all types.

Unlike some automotive streamlining efforts that followed in the mid 1930s (notably the Chrysler Airflow), the sleek Northup styling of the 1932 Graham was praised, so the country's economic condition, rather than the car's styling, was likely to blame for its sales dip.

Graham dropped prices on its models by \$200 each in late 1932, and by 1933, the two-passenger Model 64 coupe had a base factory price of just \$875.

Also, many independent makes were slipping into oblivion, so car buyers were often hesitant to take a chance on an independent, because if the car maker were to go out of business, vehicle service and repairs could become a nightmare.

Even though David's 1933 Graham Blue Streak eight is one of the most low-mileage examples known to the

Graham Owners Club International, he is keenly aware of how repairs can turn into a nightmare on an orphan.

"Grahams are hard to find parts for, so people get creative," he said.

When he bought his 1933 Blue Streak coupe in 2017, it looked the part of the low-mileage car that it was. However, it was still an 85-year-old car that had received some changes in its eight decades, mostly by James Rohen.

Anderson immediately set to work reversing the changes to make it more authentic. Since the Graham had been parked for several years, he also had work ahead of him to make it drivable.

Rebuilding the Graham's engine is arguably a bigger task than on other 1933 cars, because some engine parts haven't been available since the 1930s. "David Corbin had the engine rebuilt, but there were several things not right and I had to rebuild it again.

With the engine freshly rebuilt, the Graham is ready to run again, although David says it doesn't get out as much as he'd like.

"I drive it once a year, maybe 15-20 miles," he says. "I have too many cars and they don't get enough attention."

In addition to his 1933 coupe and the supercharged 1934 sedan that started his Graham fandom, Anderson has a 1934 Blue Streak Eight convertible coupe and a supercharged 1935 Blue Streak sedan.

David's 1933 Graham Model 64 Blue Streak is a basic two-passenger model without a rumble seat.

Bill



Patina condition is a word usually used for an unrestored car. 1933 Graham coupe seen at Picnic at Hanging Rock 2011. Despite the Wisconsin plates it was right hand drive.



Stirling Festival of Motoring Show

Robinsons Reserve, Tuart Hill, Perth WA 19/4/26



Attached are pictures of the Stirling Festival of Motoring show that was held at Robinsons Reserve, Tuart Hill, Perth WA 19/4/26. The event had been rescheduled from several weeks before due to anticipating bad weather from Cyclone Narelle. The Sports Car Builders Club of WA had several cars at the event (above & below).



1938 Morris Eight owned by Clive Morgan

1937 VAUXHALL DX MK II ROADSTER
Owned by: Robert Ingle

Built by G.M.H. Fisherman's Bend, Victoria.
Sold by NETTLEFOLDS LTD, Hobart.
Serviced by @ Service Station Victoria Street.
Body No 129, out of production run of 257.
There are only 5 of these listed in the Vauxhall Australia owners register.

1781cc (108.8 cu in) six cylinder O.H.V.
14.07 HP (42bhp @ 3500rpm)
Compression ratio 6.25 to 1

Original owners Ernie & Gene Busch, proprietors of the Minterburn Hotel, Kettering, now The Oyster Cove Inn. The Roadster was used regularly and remained registered until 1954. It was then kept in a shed on the Minterburn Hotel property until 1984, when it was purchased by Mark Baker, of Kingston, who stored it for 12 years, before selling it in 1996 to Paul Walters, who carried out the restoration.

Panel Peter Eaton
Paint Allan Linton
Trim Peter Heron



WILLY'S JEEP
1/4 TON 4x4
THIS JEEP WAS BUILT IN SEPTEMBER 1944

THE FIRST WILLY'S PRODUCTION MODELS WERE TAGGED "MK" & LATER IN 1941 "MB." THE MB - BUILT FROM 1941-45 TYPIFIED THE WORLD WAR II 4x4 WORKHORSE, KNOWN AS THE "JEEP".

DURING THE WAR, THE JEEP SERVED IN EVERY THEATRE & WAS CALLED UPON TO PERFORM A VARIETY OF TASKS. IT WAS USED AS A RECONNAISSANCE VEHICLE, PICKUP TRUCK, AMBULANCE, LITTER BEARER, MOBILE MACHINE-GUN MOUNT, WIRE-LAYER, TAXI & FRONT-LINE LIMOUSINE.

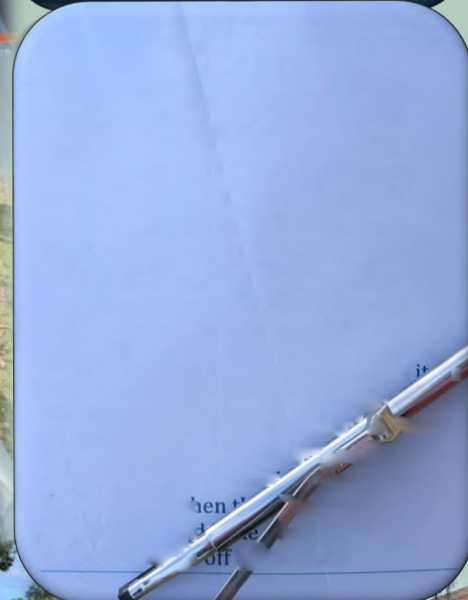
MORE THAN 600,000 ORDERS WERE TAKEN FOR JEEPS DURING THE WAR. WILLY'S & FORD PLANTS PRODUCED MOST OF THE UNITS.

THE WILLY'S DESIGN THAT WON THE WORLD WAR II MILITARY CONTRACT COST THE ARMY \$739 PER UNIT. ENGINE IS A 4 CYLINDER L HEAD TYPE. PISTON DISPLACEMENT 0.24 LITRE. HORSEPOWER - S.A.E. - 55.



1964 Renault Caravelle

1960 Aston Martin DB4



1934 BRITISH CHEVROLET 1 1/2 TONNE TRUCK
CANADIAN BUILT

MOTOR = 6 CYLINDER OHV STOVEBOLT MOTOR
3 5/16" BORE X 4" STROKE 207 CUBIC INCH
207 CUBIC INCH 60 HP
TRANSMISSION = 4 SPEED GEARBOX NON SYNCHROMESH
CAB = AUSTRALIAN BUILT BY HOLDEN No. 1213

HISTORY

The cab chassis came from a Chevrolet dealer in Adelaide. The truck was then transported by rail to Zanthus in WA which is a rail siding on the east west transline. It was then driven by Charlie and Maxwell Cook from Zanthus to the Cook brothers' Noondoonia Station which is situated approximately 200kms east of Norseman. The rear tray of the truck was constructed from a camel drawn wool wagon and modified by Charlie and Maxwell Cook to adapt to the chassis of the truck. The truck was then used for general station work entailing the carting of wool to the Norseman rail siding and also for the carting of water from Newman's Rocks to Noondoonia. It was also used to transport livestock (sheep). Later on in years when Noondoonia Station was sold in approximately 1968 the truck was gifted to Mort Harslett of Norseman. Mort was the Nullabour mail contractor for some 30 plus years. The truck was then stored at Mort's residence from approximately 1968 until 2005. On Mort's passing his will stated his wishes for the truck to remain in the family. In 2015 the truck was then passed onto Mort's Carnarvon based granddaughter, Leanne Thornhill who was at that time part of R & L Transport in Carnarvon, with the vehicle subsequently passing on to Leanne's son, Brendon.

Restored by Trevor Hudson a friend of the Thornhill family





*Bus Preservation Society of WA 1946 AEC
Regal Mark III 1962 Leyland World Master*

Chassis Details

Manufacturer	Associated Equipment Company Ltd (AEC), Southall, England, UK
Model	Regal Mark III 9621E
Engine	AEC A216, 9.6 Litre, 6 Cylinder diesel. Vertically front mounted
Transmission	4 speed, air operated epicyclic pre-selector gearbox with fluid flywheel
Brakes	Air operated drums
Suspension	Semi-elliptical leaf springs

Body Details

Manufacturer	Original body - Boltons Pty Ltd, West Perth, Western Australia (Substantially heavily rebuilt by the MTT)
Construction	All steel frame. Aluminium and steel panelling
Seating Capacity	43 (41 as built)

Information and History

The AEC Regal Mk III single deck chassis was unveiled in 1946 shortly after the equivalent double deck Regent Mk III chassis was announced and used the same recently introduced 9.6 litre engine, air operated brakes and pre-selector gearbox. The Regal Mk III chassis was initially intended to be an export model for the AEC as manufacturing companies were encouraged to export their products to bring in much needed finances for the British Government after the second world war. The Regal Mk III turned out to be a very successful chassis for the AEC with over 3,000 sold, with the majority going for export, before production ceased in 1957.

After World War 2 most of Perth's public transport was operated by the Western Australian Government Tramways (WAGT) and private bus companies, many of which were struggling financially and thus were unable to modernise their fleets. In 1958 the WA Government formed the Metropolitan Transport Trust (MTT) to take over the city's public transport system. From July 1960 the WAGT was absorbed into the MTT.

378 originally entered service in August 1950 with the WAGT as their number 73. After being transferred to the MTT in 1960, the bus was renumbered 378 and painted into MTT colours featuring darker shades of green and cream.

In 1965, the MTT embarked on a programme of rebuilding and modernising the aging bodies on a number of buses, including 378. The rebuild included, lengthening the body by approximately one metre, a modified and enlarged drivers cab, installing rubber mounted side windows with sliding ventilators and a revised front destination & route number layout. Not a lot of the original body was retained.

With their air operated pre-selector gearbox and light (for their day) steering, the Regal Mk III 9621E model bus was well liked by drivers. 378 was withdrawn in 1976 after a creditable 26 years of service to the travelling public of Perth and sold initially to Brunswick Junction School then to John Curtin High School (Fremantle). The bus was purchased by the Bus Preservation Society of WA (BPSWA) from a private owner in Bridgetown in 2004.

378 has been extensively restored in the BPSWA workshops and carries the MTT livery worn after its body was rebuilt in 1965.

Chassis Details

Manufacturer	Leyland Motors Ltd, Lancashire, England, UK
Model	Royal Tiger Worldmaster ERT1/1
Engine	Leyland O.600, 9.8 litre, 6 Cylinder diesel. Horizontally mid-mounted underfloor
Transmission	4 speed, semi-automatic (two pedal control), air operated epicyclic gearbox with fluid flywheel
Brakes	Air operated drums
Suspension	Semi-elliptical leaf springs

Body Details

Manufacturer	Campbell & Mannix, East Perth, Western Australia
Construction	All steel frame. Aluminium, steel and fibreglass panelling
Seating Capacity	49 (48 when new)

Information and History

The Leyland Royal Tiger Worldmaster, usually known simply as the Leyland Worldmaster, was a mid-underfloor-engine, heavy-duty single-deck bus or coach chassis manufactured by Leyland Motors between 1954 and 1979. Built primarily for export, it became Leyland's most successful bus chassis, with over 20,000 sold worldwide.

In 1958, the State Government established the Metropolitan (Perth) Transport Trust (MTT) to take over Perth's bus operations from the Government Tramways, Fremantle Municipal Transport, and various private companies, many of which were unable to adequately maintain or upgrade their fleets. The Metropolitan Omnibus Company Ltd (trading as Metro) was the largest of these private operators and one of the first to be absorbed into the MTT. The Trust adopted several of Metro's practices, including vehicle designs and fleet livery, which went on to define its standard for many years. Leyland buses became the backbone of the MTT fleet for around two decades, until the introduction of European-built chassis, mainly from Mercedes-Benz.

Bus 452 entered service with the MTT in September 1962. It was part of a group numbered 410 to 454 and operated on various metropolitan routes until its withdrawal in March 1983. The vehicle was then sold to Christian Brothers College in Fremantle for use as a school bus, and later to Mr Robert Pearce, who operated it on local charter services until mid-2006. In July 2006, Mr Pearce generously donated the bus to the Society for preservation.

Bus 452 has since been fully restored in the Society's workshops and repainted in the Metro Omnibus Company-inspired livery it carried when new.



A James Sidecar Outfit to the Arctic Circle, 1953

Taken from The Classic Motorcycle November 2014

It is not uncommon for motorcycle enthusiasts to take their machines to warmer, southern climates when they are stricken with wanderlust, but Kevin Gover and his companion – whose name is never mentioned – resolved to point their 197cc James sidecar outfit in the opposite direction.

The year was 1953 and their quest was to reach the Arctic Circle, which they attempted to do via Norway.

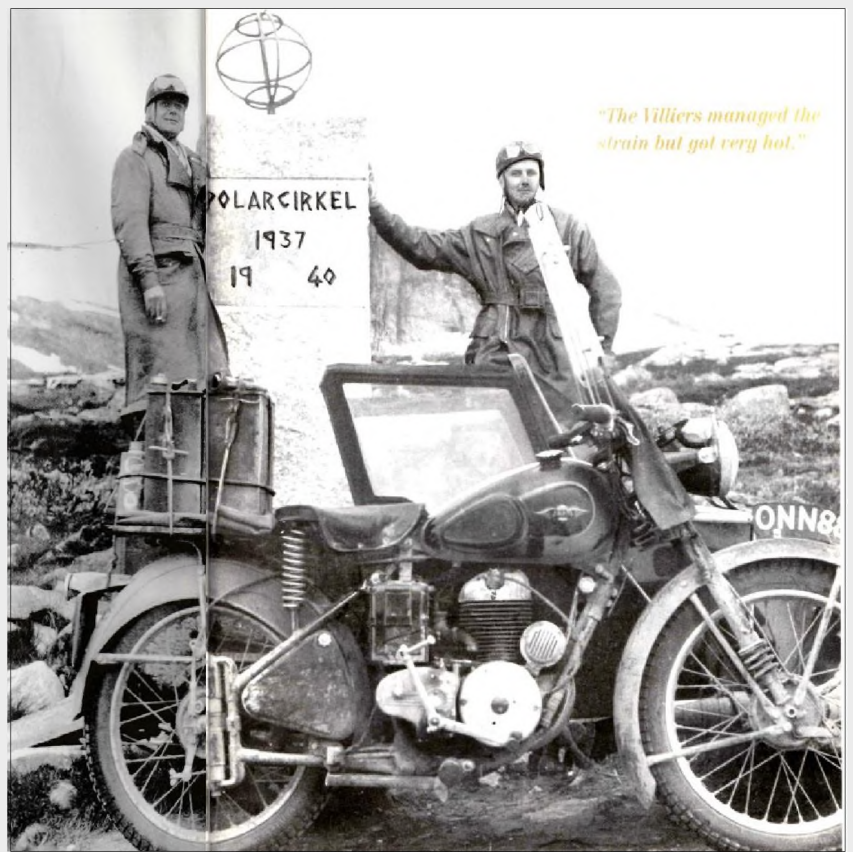
Their machines was a Villiers-engined James Captain. As a 197cc lightweight, the Captain may not have been the most obvious choice of machine to pair with a sidecar, especially with the added challenges presented by the icy roads and mountainous terrain, but the little James outfit proved to be as plucky as any heavyweight and just as durable.

This photograph marks the end of their adventure as they stand on the border of the Arctic Circle, some 2300ft above sea level. Their adventure through the rugged wilds and frigid tundra of Norway provided plenty of excitement and scenery every bit as beautiful as the Mediterranean south.

The first stages of their journey through Norway began in heavily wooded hill country. In his own account of the trip, Kevin paints a picture of a place where a rustic aesthetic and a more modern one coexisted quite harmoniously; the position of timber-built cabins, complete with stacks of firewood, against the occasional hydroelectric power station must've been interesting to behold. For the intrepid motorcyclists to reach their goal they first had to navigate through the Luktind mountain range.

This was not as arduous as it sounds, however, the road through the mountains was clearly marked and the ascent was consistently steady, even though the mountain range peaked at 4000 feet. Kevin recounts that for 12 miles the tenacious little sidecar outfit was climbing continuously and the Villiers engine bravely powered along in second gear, managing the strain very well-getting very hot at times! The road through the mountains crossed into the Arctic Circle at roughly 2300ft and so the duo carried on.

Their journey was interspersed with various points of interest, and stunning scenery. The Sodi plateau stands out as a



particularly striking landscape, the beauty of which was only matched by the innate harshness of it. Battered trees and broken timber marked the vista for as far as the eye could see, which was not terribly far, as it transpired, as a veil of grey mist blanketed the plateau – only the tallest mountains loomed imperiously out of the fog.

As they approached their goal, evidence of wartime occupation became more and more frequent. The abandoned Polarcirkel Barracks were certainly worthy of some exploration, and provided a good opportunity for the James to have a brief respite.

Several miles further down the mountain road, they encountered an old German steel helmet lying on the roadside.

The James sidecar outfit performed admirably throughout the whole tour, needing no serious mechanical attention except for half a dozen spark plug changes. The only real disadvantage to a tour of Norway in the 1950s, in the opinion of Kevin Gover, was the prices of the various boats and ferries required to reach Norway in the first place.

Other advice offered by Mr Gover included a friendly warning that, if your intention is to attach a sidecar to a lightweight, it is essential that the machine is fitted with very good brakes. He surely knew that after his experiences.

Veteran Motorcycle Competitors Assoc. of S.A. Newsletter

The James Cycle Co Ltd

Greet, Birmingham, England, was one of many British cycle and motorcycle makers based in the English Midlands, particularly Birmingham. Most of their light motorcycles, often with the characteristic maroon finish, used Villiers and, later, AMC two-stroke engines.

James were prolific bicycle and motorcycle manufacturers from 1884 to 1966. The company was taken over by Associated Motor Cycles in 1951 and combined with Francis-Barnett in 1957. In 1966 the company became one of the many British

motorcycle companies forced out of business by Japanese competition. In 1884 Harold "Harry" James founded The James Cycle Company in Birmingham to manufacture bicycles. The first works were at 121 Constitution Hill. In 1890, the company relocated to a new factory at Sampson Road North in Sparkbrook.

Harry James retired in 1898, and his partner Charles Hyde took over. Hyde introduced a freewheel mechanism that proved very popular. In 1902, the company introduced its first motorcycles under the leadership of Fred Kimberley.

The first machine was a moped that

had foot pedals and a Werner engine powering the rear wheel through a friction roller.

In 1908 the first "James Safety Model" was introduced, which used an engine designed by the James company and the first saddle fuel tank on a motorcycle. James produced the 98cc Autocycle, 98cc Comet, Commodore, also 1954/55 Colonel 225cc Villiers single cylinder, several Captains as well as trials and scrambles bikes. In 1956 they produced the Captain 200 K7, Cotswold 200 K7C, and Commando 200 K7T, all 197 cc.

Internet

Motorcycle Enthusiasts Event

We wish to invite you to attend the Veteran and Vintage Motorcycle Club of SA **70th Anniversary Rally**, based at the Goolwa Discovery Caravan park,

The ride days are from

Monday 12th October finishing on Friday 16th October 2026. Saturday 17th end of Rally, no ride day just your packing up day.

We have full 5 days of riding about the Fleurieu Peninsular. Each day Leaving Goolwa Discovery Caravan Park about 0930 each day.

Rally maps available to indicate where we ride each day. Each ride is lead by Brett Mitchell and Ian Hese, supported by corner marshals ensuring no one get lost.

Each day ride there is a Morning Tea stop and a Lunch stop before returning back to Goolwa Discovery Caravan

Park. Nearly each night we have something planned.

Wednesday 14th - we have a day of displays at **Gilbert's Museum in Strathalbyn from about 11am**, where all participants will be there displaying their machines, with SA Police Historical Society supporting and many more other people.

Enquiries email us -

at 70thvvmccsaanniversary@gmail.com

Entry form or any questions you have.

Forms can be email or posted to you if you wish to attend.

Regards

Brian Forth

Chairperson of the 70th Anniversary Rally.

Dave Taylor [mailto:dst@webmail.co.za]

Could you put me in connection with any Aussie bloke that owns a Shoebox Ford. Preferably a 1949 Fordor. Early Ford Car Club, Cape Town, South Africa.

ORIGINAL CONDITION 1911 T MODEL FORD TOURER

Engine number 48831.

With known history.

The car as it presents today is a wonderful example of what Henry Ford made in 1911

Price: \$48,000 ono

For more Information contact John

Phone 0413314196, Victoria.

VCCA QLD Veteran Torque



Check web site for newsletter concerning: Free Travel from Melbourne to Winton Motor Raceway, Benalla Historic Vehicle Tour, Displays, Supporting the Community - Bumblebee for MND and the CFA Scrutineers and Volunteers Needed. Also Friday 29th May Benalla Historic Vehicle Tour.

www.historicwinton.org Winton Motor Raceway, Benalla, Victoria