

# DBCA - NEWSLETTER

AUTUMN 2024

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[www.dodgebroclub-australasia.asn.au](http://www.dodgebroclub-australasia.asn.au)



# 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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## IN THIS ISSUE

Presidents Report	3
Vice President	4
NATIONAL RALLY UPDATE	5
Registrar	6-7
Membership Officer	8
Editor	9
State by State reports / National	10-13
Feature Articles	14-21
Restoration & Repair	22-23
Seating	24-27
For Sale	28
Reminders/ Humour	29
References	30
Commerical Corner	30

Next issue: The Graham Brothers: The Stockton start-up and eyes on the Northern border.

*Front cover: Richard Wood's grandparents resting on the Dodge running board during a family picnic. See story page....*

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Send all articles, advertising for sales and wanted items to the Editors.

Send all general Club enquires to  
[secretary@dbca.asn.au](mailto:secretary@dbca.asn.au), or contact Committee or  
state representatives as indicated on this page.

Send membership requests or queries to  
Email: [registrar@dbca.asn.au](mailto:registrar@dbca.asn.au)

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# PRESIDENT

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G'day Dodge folk! Welcome to the best time of the year for vintage motoring in Dodge Brothers vehicles. With the hotter days of summer hopefully behind us it's time to get out and about in our cars as the car show scene starts up again. If there's a local car show on in your area and you'd think it'd be a good idea to line up a few of the Dodges locally, why don't you reach out and speak to your State Representative and suggest doing just that. Following Covid, the club purchased teardrop flags for each state for this exact reason, so you are welcome to use these if you decide to have a gathering at such an event. Going forward the club needs to have more of a presence in the movement. A healthy club is an active club. The best way to stay active is to organise small informal get togethers either at an existing event or take a leaf out of Queensland's book and have a regular monthly get together. You don't have to be a State Representative or Committee member to organise an event for the club, you just need to let the committee know your plans so we can ensure our insurance commitments are up to scratch, and that the date doesn't clash with any other major events happening within the club.

Details of this year's National Rally to Tasmania can be found elsewhere in this newsletter. Those that have filled in expression of interest forms will be getting entry details in the not-too-distant future. So far, it's looking like it will be a fantastic rally with a great selection of Dodge Brothers variants expressing interest, and John Allport is an expert Rally Director, and I can guarantee won't disappoint. If you're still sitting on the fence and undecided if you'll make the trip down to the Apple Isle, I can seriously recommend that you do!

On the committee front, Nick Hunt and Lauren Evans have been busy changing the Treasurers role into Lauren's name. As part of this we are working on streamlining the current set up of State accounts to simplify it going forward. This has required much co-operation from the various signatories and State Representatives all around the country and I thank you all for your efforts so far. With banks phasing out the use of cheque books in the next five years, we want to be at the forefront of this and ready when it occurs.

With memberships due at the start of January each year, I'm happy to report that the membership has remained steady. We lost a few, but we also gained a few. As we are spread out across the whole country, it's really important that we make an effort to get some "local" events happening to keep people interested in the club as mentioned earlier. My experience in other car clubs has taught me this is key to running a successful club. Many varied events appeal to a wider range of enthusiasts, so get your thinking caps on and consider running an informal event in your local area.

I've entered the poor old yellow Dodge tourer into more motorsports this year with a run booked in for the quarter mile sprints at Eddington in March and in regularity at Historic Winton races near Benalla on the weekend of 25th-26th of May. The organisers of Historic Winton have contacted me to invite the club to have a display of around 10 cars as this year marks 110 years of Dodge Brothers motor vehicles. (Can you believe the Forbes Centenary Rally was a decade ago?) If you wish to attend and bring your Dodge along for the display, please send me an email and I'll forward the details onto you so you can obtain the free tickets! First in best dressed!

Enjoy the rest of your newsletter and I hope to catch up with some of you over the next few months enjoying the roads in our great cars.

Stuart McCorkelle

***Future National Rallies: 2024 – Tasmania, 2025 – New South Wales, 2026 – Queensland, 2027 – Victoria.***

# VICE PRESIDENT

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Hi, all DBCA members for 2024, I wish to firstly welcome back all renewed members and thank you all for your ongoing support of the club. Also, a big welcome to all new members who have joined us recently for 2024. I hope you make or rekindle some great Dodge Brothers friendships through the club.



Since the national rally I have been very inactive on the Dodge front from almost every perspective. I have had very little time to undertake any committee duties, and my 1920 Dodge has sat in the shed largely untouched. She is currently decorated with an assortment of tools on the running boards and fenders, with the floor out and the bonnet up. I'm sure many of you have a vivid visual of such things. Sadly, she is needing quite a few items attended to before she is road ready again, and I'm lacking the time, knowledge, and motivation right now. Maybe the tooth fairy knows someone who can just do it overnight if I leave two bob out.... I'll send her an email to enquire.

As Easter approaches, it tends to signal the looming end of fine weather in Victoria so maybe some 'wet weather calendar days will force me into the shed. Time will tell.

The Tasmanian rally preparations are well underway, and I hope all who wish to attend have signed up. I'm sure it will be a wonderfully unforgettable tour. Please get your paperwork in early to assist the organising committee with planning, and to ensure you don't miss out. It'll be quite a few years before we are back in Tasmania again.

Stay safe and happy motoring.

Randall Pye

DBCA Vice President

# NATIONAL RALLY UPDATE

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## Updated Information re the 2024 DBCA National Rally to be held in Tasmania.

The 2024 Dodge Rally will be held in Tasmania from the 6th October to the 12th October, (Bass Strait crossings on 5th October and 12th October). First night 6th October will be in Launceston and final night 11th October also in Launceston, the nights in-between will be in Hobart.

A block allocation has been made on the Spirit of Tasmania and the suggested accommodation in Launceston and Hobart. The actual entry forms will soon be emailed to those who have sent an expression of Interest and once the entry form is received along with payment of the entry fee, entrants will be provided with details required to book the Spirit of Tasmania and accommodation. A form for activities and meals will be sent out at a later date.

Stuart McCorkelle has arranged vehicle/trailer parking in the Geelong area and trailer parking will be available in the Devonport area. Those who intend participating and have not yet sent an expression of interest should do so via the form on the website as soon as possible.

John Allport  
Rally Organiser  
troplla@bigpond.com



*Tasmanian Sunrise. Photograph by Francois Monnier March 2015, source Flickr.*

# REGISTRAR

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All is good with the Register and there is little to report that is not on the Summary which follows.

If you know any members who have not renewed, please remind them that subs are due. If they wouldn't mind, could they tell us why they are not renewing if that's what they are doing. Thanks. We hate to lose members and are trying our best to contact them, your efforts might help us there.

As the Club has a new Treasurer, we will be changing over from Nick so the address for cheque payments and snail mail letters to the Treasurer will change. We should get the details soon. Nick has done a great job keeping the money circulating so a big **THANKS** to him. The email address will still be to the treasurer@dbca.asn.au. This is another reason to pay any subscription through the web site so that nothing gets lost in the Post Office system when the club changes its Officers.

New members keep rolling in, helped by our raised profile and activities plus the easy access and payment process on the web site. Membership is currently 378 members made up of 52 single memberships and 163 family memberships. See the Summary for more details. We had 47 new members in 2023.

Should you know someone with a Dodge or a Graham vehicle who is not a member talk them into becoming one. Then again if you know someone who would like to own one do the same, help them find one. There are a good lot of tours coming up and a few pop ups to join. **Just refer them to the web site. You should get a new Register in April** when the database is tidied up.

Watch out for it as there might be some new members near you.

**Ian Neuss. Registrar DBCA March 2024**



# REGISTER SUMMARY

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

<b>MEMBERS</b>	<b>Total DBCA Members :</b>	378	
	<b>including Life Members :</b>	2	
	<b>Membership</b>	<b>Single:</b>	52
		<b>Family:</b>	163
	<b>Internet</b>	<b>Members have email address:</b>	214
		<b>Members have no email address:</b>	11
		<b>Receive Newsletter by EMAIL:</b>	94
		<b>Receive Newsletter by SNAILMAIL:</b>	124
	<b>Year Joined</b>	<b>2005-2009:</b>	124
		<b>2010-2014:</b>	75
<b>2015-2019:</b>		62	
<b>2020-on:</b>		117	
<b>Last Year (2023):</b>		47	
<b>Location</b>	<b>Victoria:</b>	116	
	<b>NSW:</b>	72	
	<b>SA:</b>	57	
	<b>Queensland:</b>	83	
	<b>WA:</b>	34	
	<b>Tasmania:</b>	8	
	<b>NT:</b>	0	
	<b>NZ:</b>	4	
<b>VEHICLES</b>	<b>No. of Vehicles</b>	293	
	<b>Average Age:</b>	1926/98.9 yrs	
	<b>Condition</b>	<b>Original:</b>	26
		<b>Restored:</b>	183
		<b>Unrestored / Under Restoration:</b>	75
		<b>Parts:</b>	6
	<b>Year</b>	<b>up to 1915:</b>	2
		<b>1916-1920:</b>	28
		<b>1921-1925:</b>	96
		<b>1926-1930:</b>	139
		<b>1931-1935:</b>	14
		<b>1936-1940:</b>	14
		<b>Unspecified:</b>	0
	<b>Make</b>	<b>Dodge Brothers:</b>	285
		<b>Graham Brothers:</b>	8
		<b>Other:</b>	0
	<b>Body</b>	<b>Sedan:</b>	58
<b>Tourer:</b>		131	
<b>Roadster:</b>		27	
<b>Truck:</b>		12	
<b>Van:</b>		3	
<b>Ute:</b>		28	
<b>Buckboard:</b>		13	
<b>Coupe / Hardtop:</b>		13	
<b>Other:</b>		7	

# MEMBERSHIP OFFICER'S REPORT

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Greetings Fellow Club Members,

I would like to welcome all the new members who would have received the Clubs latest Summer Edition of the Newsletter and I hope you enjoy reading this, and if you feel you may have a story or an article of interest, please get in touch with Ron Bishop our Newsletter Editor. I am sure Ron would love to hear from you, and this also applies to all the existing members who tell me how much they enjoy these stories and articles, so please give this some thought as we all enjoy knowing the history of you Dodge Brothers vehicle, or maybe even your own experiences with Dodge Brothers vehicles and Graham Brothers trucks. New memberships continue to come in, but slower over the past few months due to the Christmas break and associated holidays, and I am now anticipating more new folk applying for Club membership in the coming months. It was pleasing to see so many existing members renew their memberships thank you to all who have done this, and with Club memberships they seem to ebb and flow which seems to be the norm, but I must say it is great to see so many new members from last year renewing their memberships again.

New memberships received since our last newsletter are as follows:

- Paul & Tracey Nelson. West Pennant Hills. NSW. 1923 Dodge Bros Tourer. (UR)
- Alan & Maree Early. Tamworth. NSW. 1924 Dodge Bros Tourer (R)  
1933 Dodge Bros KC Coupe (R)
- Joe & Kate Keen. Booral. Qld. 1929 Dodge Bros DA Sedan. (UR)
- Alan & Elizabeth Carter. Vale Park, S.A.
- Peter Colleen Ducat. Armidale, NSW. 1928 Dodge Bros Senior Six Tourer
- Glenn Harris. Raworth. NSW. 1924 Dodge Bros Tourer (UR)

Welcome to you all and I hope you all will benefit from being members of the DBCA, and please know if you need any help or advice on your Dodge Brothers vehicle we are here to help or advise on anything to do with said vehicle, be it a restoration project or a restored vehicle, and most importantly you will receive sound advice on where to obtain parts and accessories.

On another matter the DBCA, S.A National Rally has come and gone, and we now channel our thoughts and efforts toward getting to the DBCA, Tasmania National Rally that is scheduled to take place this October. The dates for the event being the 6th to the 12th October 2024, and it will be a fantastic event, so if you are interested in going contact your State Representative, or contact the Rally Director John Allport via email at [troplla@bigpond.com](mailto:troplla@bigpond.com) for further advice or lastly you can contact any of the Committee who will only be more than happy to help you out. The Committee contacts can be found in the front of this newsletter or in our Club Registrar booklet or finally on the Clubs Web site, [www.dbca.asn.au](http://www.dbca.asn.au) In closing if you have any questions or suggestions that you feel could benefit our Club then please get in touch, as we are always happy to hear from you our members, as to what you like what you may not like or what should we do more of or less of, so if you have something let us know.

I hope to see you all soon or at the 2024 National Rally in Tasmania later this year, but in the meantime and with this fine weather get out in those magnificent Dodge Brothers vehicles and help keep the Historic Vehicle movement alive. And if you see any other 1914 – 1938 Dodge Brothers vehicles not known to you, then maybe suggest joining the DBCA. Until the next Newsletter, stay safe, keep well and travel well.

Lachie Jackson  
Membership Officer – DBCA Inc.





Greetings Dodgy brothers and sisters

Well things have been a bit quiet on the old car front. We have had some very hot days down in the hills recently, not good for most of the oldies, but things are starting to move. In January I attended a Saturday assessment of a 1949ish Morris Minor which had been gifted to the Morris Register, to which I belong. This car had not been started for 49 years; and to begin we were all (around 10 folk) were given a pre prepared sheet on which to note things that needed attention. Then we put that aside, gave it a thorough wash with detergent and a power washer, outside and under the bonnet; and put pen to paper. I could not believe how much needed to be done on a vehicle that looked fairly sound. Once we got under the bonnet



*Before the wash, a little grubby.*

and body the cracks started to show. I left early but thought it was a great exercise for anyone contemplating a restoration project. The next question is, who does the job, and who pays the piper?



*After the wash, unbelievable transformation, I will definitely try it.*

Around this way I attended the Monbulk Car Show . The whole main street is blocked off and cars line up on both sides, the local traders do very well, and everything is compact and within easy reach. The downside for me is there is very little original vintage or veteran representation, but the workmanship on the later cars and modified vehicles is amazing. Next Sunday Kalorama has its turn, as do the cars I missed today. Of course, the big news here is that my truck is ready (I think) to register. There are a couple of administrative hoops to jump through, but she should be roaring around dem dere hills in no time; can't wait.

In this issue we have an update on the upcoming National Rally to be held in Tasmania in October, some new members to welcome, most states have something to report, the Graham Story continues, the Dodge in Mongolia ends, and we get to know Richard Wood's family and his Dodge a little better. Alan and Maree Early introduce one of their cars, there are two good restoration articles and plenty to buy, sell and grab if you are quick. We have a nice utility/light truck to savour, a curious laugh, and of course our advertisers to support. Enjoy your Autumn my friends, tis the season I love best.



*A cool '27 Ford, beautifully done but not my cup of meat.*

## STATE BY STATE - QLD

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Hello to all, I hope this finds you all well.

At the time of writing, we have had a very hot summer which is not so good for driving our Dodges around.

As a result, we have not been out and about much in our cars, but we have managed our monthly runs and hope to have another new member join our runs soon. Another like-minded Dodge owner will be welcome to our local group.

I attended the yearly Toowoomba swap meet again this year and ran into a few Dodge members and had a good old chin wag, as we do.

I have noticed the distinct lack of vintage parts at the local swaps over the last few years and the large number of not so old parts filling the store holder's tables. So, keeping our old cars going or restoring a car is getting harder every year, unfortunately, so we have to be more aware of any parts or cars being sold if we are to keep our passion for old vehicles alive.

Until next time, stay healthy and happy and keep those wheels turning.

Regards Kym

QLD State Representative

## STATE BY STATE - VIC

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G'day Everyone

I hope everyone has had a great Christmas. I have some news for you all. Kate and I are expecting a baby girl this year! She is due in July. We are both very excited and can't wait to meet her.

I have recently bought the white metalling side of Bill Eldridge's business, which includes the machining. The machines are a conrod boring machine and line borer etc. As part of the deal Bill has been training me along the way. I finished my Apprenticeship as a machinist at the end of last year, so this is good timing. Over Christmas we extended the shed over 7 ½ metres and set up the machines and I have already finished my second job! The future plans are to purchase a Cylinder Borer and a head facing machine.

On the Brown Family front of projects, Pop Brown is now working on a 1947 Matchless that my dad has had sitting in the shed for quite a while. We might have to find a side car for it in case he decides to ride it; so he can keep it upright ha ha ha.

Hope you are all well. Talk soon.

Tom Brown

# STATE BY STATE - SA

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On behalf of Michael, Lyn, Fran and myself we would like to thank the DBCA Committee and members for the glowing reports on the Barossa National Rally in the last Magazine plus multiple verbal thank yous. We originally planned the Rally for a month earlier, but it was requested that we avoid the NZ Event. Next, we were into school holidays (SA, Vic, NSW) so the then following week had to be chosen. It was too late when we realised the week of the Rally ended on the same date as the Bendigo Swap!! Our apologies to those who could not attend.

Michael and I have made regular phone calls and visits to Dave Valov and brother-in-law Ron after being hit by a vehicle with the driver asleep at the wheel. They are both recovering with Dave still having whiplash pain at night. Dave is planning to write an article for our Magazine on the whole event when Insurance is finalised.

On a sad note, DBCA- S.A. member Richard Lang passed away on 24th Feb 2024 after a battle with cancer. Our condolences to Richard's family and friends. We did not realise how ill Richard was on the Barossa National Rally. He had a great time driving his Dodge with friends and passengers. **RIP Richard.**

Gil Purdie



*Richard with his sister Caroline on the Gawler to Barossa Veteran and Vintage Run several years ago.*

# STATE BY STATE - WA

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It has been suggested that we write a little about our Journey to the Tanunda Rally, we had made the commitment after the Busselton National Rally that we would try and get to the South Australian Rally.



*Ron & Kerry at the Tanunda Rally in the Caravan Park.*

Our plans were put on hold in February because Ron was in a lot of pain with arthritis, but by the grace of God we found a rheumatologist who would see him now, not in October. So, all of a sudden, the trip is back on, and Kerry quit work, organised the van and house sitter. Ron enclosed the back of his 1990 Isuzu tilt and slide truck.

We set off from WA in May with the tilt and slide having the Dodge in the back and our caravan behind; we needed to be in Tanunda in November. We went via McKay in Queensland (as you do) to visit a friend of Ron's, spending a couple of great weeks there. We then slowly made our way back to South Australia.

Along the way we visited some other Dodge Members and caught up with family and friends. We often changed plans because of an invitation or a call from WA friends travelling to the National Veteran Rally or seeing somewhere interesting we wanted to see.

The trip was not without problems the first being we had battery troubles in the truck before we even got out of WA. Other problems included the water pump and the clutch slave cylinder in the truck died but luckily on both occasions Ron was able to access spare parts quickly. In Tamworth Kerry had to call an Ambulance as Ron was not well. Special thanks need to go to the fantastic staff at the hospital and all turned out OK. We arrived at Terry and Cheryl Carroll's place to find out we had caught Covid when visiting relatives in the days before. Thanks Cheryl for your help and sorry Terry for sharing with you.



*At Hervey Bay: Kim & Liz Wilson, Kerry & Ron Lawson, Gwyn & Ken Wells and Keith & Jill Fowlie. Absent are Bob & Di Carruthers.*

The trip had different highlights for both of us. Highlights for the Dodge included getting a new top and side curtains plus a new radiator made by Robert Brimms in Murwillumbah (looks really good) and getting to travel over the same bridge that it travelled over 71 years ago when it was driven from South Australia to WA in 1952. What a thrill that was, also going on rallies with other cars was great. For Ron highlights have to include meeting Matt Weeks after

# STATE BY STATE - WA

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talking to him for so long on the phone and travelling down so many roads. For Kerry it was very little housework, seeing so much of Australia and The Puffing Billy Railway. Both of us enjoyed seeing family and friends, meeting new people along the way. We also enjoyed the no time frame part of the travel and that after 6 months 1 week and 3 days (not that Ron was counting) we are still happily married.



We travelled 18,560 kilometres in the truck and put 1160 miles on the Dodge odometer. Ron has been too scared to add up the fuel bill. When we got back, we had the honour of presenting John Young with his life membership at a barbeque with other Dodge members and hearing a little of the history of our club as told by John. We are now in the planning stage to go to Tasmania this year. We are looking forward to seeing many of you there. Special thanks to all the Dodge members that welcomed us into their lives as we travelled around.

Kerry Lawson

*John Young and Ron Lawson*



*Congratulations John, from all of the DBCA members; past and present.*

# FEATURE ARTICLE

## The Story of our 1925 Dodge 4 Tourer

In response to receiving the People's Choice Trophy, at our recent rally at Tanunda, I felt obliged to prepare an article about our Dodge for our DBCA magazine, as it is almost 60 years since I bought the car in March 1964.

At the young age of 19, why was I so keen to own and drive a Dodge as my first car? The following background goes back to my grandfather, Duncan McRae Wood who bought a new Dodge 4 tourer in 1918 from the Cheney Motor Company in Broken Hill. Duncan's work with the AMP Company, required considerable outback travel, visiting station



*Granddad's family trip to Victor Harbor to Dubbo NSW in 1920.*

properties in northern and western New South Wales. My father, Tom has written in some detail of their family's road trips in a family publication "Dust, Bumps and Mileposts". Between 1920 and 1932 the Wood family travelled almost annually long and dusty roads from NSW to visit my grandmother's family farm ("Bayfield") between Clare and Burra. in SA. They made an epic journey from Dubbo NSW to Victor Harbor in a new 1920 Dodge tourer. (see photo) My father, Tom was almost 2 years old at that time.

During the late 1940's and into the early 1960's, being the oldest of Duncan's grandchildren, I had many holidays on their 52-acre Wood mixed farm at Clare. After the evening meal, we would sit in the dining room and besides listening to the popular radio quiz shows of that time; granddad would reminisce of his former motoring trips and adventures, mostly in NSW. I quickly learned that Dodge 4 cars of the 1920's had a fine reputation for dependable motoring. The term "the Old Dodge" became a household name in the Wood family!



*My grandparents on the running board at a family picnic.*

My first experience of driving a Dodge 4 was during a holiday at Bayfield in 1956. I was asked to steer their 1925 Dodge buckboard when feeding hay to the sheep. I was hooked,

# FEATURE ARTICLE

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## The Story of our 1925 Dodge 4 Tourer



*The Bayfield Dodge Four Buckboard- I had my first drive in 1956.*

and from that time onward, I looked for any opportunity to drive the Dodge when staying there.

Fast forward to 1964, when I had completed two years of a 4-year Agricultural Science course at the University of Adelaide. The third year of the course was based at the Waite Institute at Urrbrae, and I was sure that I needed my own wheels to commute from home in Blackwood to attend lectures and practical work.

Dad and I had been looking around for a suitable car for some time and I was hoping for a Dodge! One evening, Dad told me he had seen a grey 1925 Dodge tourer for sale in a car yard at Wingfield, a northern Adelaide suburb!

Early the next morning, a Saturday, we drove out to Wingfield, and there in the front row of a rather small car lot was a tidy looking grey Dodge tourer with a khaki canvas top. I must have looked very keen, so we asked the proprietor to take us for a demo drive. After attaching his trade plates, and starting the engine, he pointed to the full-scale oil pressure gauge reading and inferred that the engine was in good condition, but of course we dodgy people know that the oil pressure gauge on a Dodge 4 just indicates that the oil pump and splash feed are working! The car started easily and seemed to run well; the brakes worked well enough to skid the back wheels, so we agreed to buy the Dodge for the asking price of £45 (\$90) "full & final". I still have the receipt! The odometer reading at the time of purchase was just under 93 000 miles and the registration number was S/A 45-678.

Next issue: A closer look at the Dodge, and then a long test run.

# FEATURE ARTICLE

## The Dodge in Mongolia Part 4.

### 26) PERFORMANCE OF CAR REMARKABLE.

**Andrews Says His Trip Through Vast Desert Was Considered Impossible.**

**Dozens of Dodge Brothers Cars Now In Use, Developing New World; 30-Day Journey Made in 48 Hours**

*This is the fourth and last of a series of interesting articles regarding the recently ended third Asiatic Expedition of the American Museum of Natural History, written by Roy Chapman Andrews, leader of the party of explorers and scientists. It will be remembered that the many discoveries made during Dr. Andrews' three exploring trips have contributed valuable additions to the science of Geology and interesting information regarding many monstrous animals which roamed over the earth millions of years ago.*

**By Dr. Roy Chapman Andrews**

This great practically unknown territory half as large as the United States which we refer to as the "Gobi Desert" is not any more all desert than was our West when the old geographies labelled it the "Great American Desert." Much of it will never be good for anything except grazing, but there are vast regions where water for irrigation can be found at 15 feet.

The motor car will be the means of opening this vast country to the world.

the only means of transportation known in the interior to be traversed before we made our explorations. Those most familiar with the country assured us that to ford the streams and cross the hilly wastes of unknown land beyond the desert was utterly impossible. Nevertheless, I had confidence in Dodge Brothers Motor Cars, and determination to carry out our plans.

What these cars did was a revelation. With terribly overloaded cars we crossed rivers, thumped over boulders and dropped into holes until we thought they must be shaken to pieces—but they continued day after day to accomplish the seeming impossible.

Without motor cars the work we were able to do in a few months would have taken many years.

The cars which we used on our first trip were eagerly bought—they had done what no other car had done.

Now a 700-mile trip across the desert requires 48 hours—with camels it took 30 tedious days. Now 60 or 70 Dodge Brothers Cars are making regular trips far into the interior of this vast waste bringing out loads of sables and other precious furs, wool and other valuable products.

Transportation is the greatest need of the country, and Dodge Brothers Motor Cars are supplying the need just as the "covered wagon" drawn by horses or oxen supplied transportation to the tardy pioneers and emigrants who were the early settlers in our own great West.



# FEATURE ARTICLE

## The Dodge in Mongolia Part 4.



*The stumbled-on prize of the trip: Dinosaur Eggs*



*R.C. Andrews at the nest of an Oviraptor*



*R.C. Andrews and Tserin taking fresh radio batteries from a caravan at camp.*



*Yvette Borup Andrews, photographer, feeding a Tibetan Blue Bear cub in 1917. She travelled to Central Asia twice during the AMNH Scientific Expeditions, first wife of Roy Chapman Andrews.*



*Could Indiana Jones be modelled on Roy Chapman Andrews? Someone knows but nobody is telling.*

# FEATURE ARTICLE

## The Graham Brothers-Further Expansion and moving Westwards.

By 1922 the plant at Meldrum Avenue in Detroit was at full capacity, and across the nation dealers were clamouring for the ever-popular Graham Brothers trucks. To assist in meeting this demand, the former plant of the King Motor Car Company, a 60,000 square foot capacity facility on Canant Avenue was purchased. While this relieved the pressure

on production, it did not completely solve the problem. Neither Dodge nor Graham anticipated the demand their association would produce; a proven product with a global reach, backed by effective, targeted advertising was benefiting both companies, and blitzing sales records. In 1923 the addition of 36,000 and 50,000-foot capacity to the assembly plant still did not totally meet demand. In 1924 the Graham factories produced almost 11,000 trucks, and from 1923 to 1925 bus sales trebled.

[ 1925 ]

**Graham Brothers**  
Detroit, Michigan  
Evansville, Indiana

Bus Chassis, 158-Inch Wheelbase	11600
Thirteen-Passenger Sedan Bus	13400
Seventeen-Passenger Sedan Bus	16400
Twenty-Passenger Street Car Type Bus	16600
Twenty-to-Twenty-Eight-Passenger School Bus	19900
Twenty-Eight-to-Thirty-Four-Passenger School Bus	21800
Bus Chassis, 140-Inch Wheelbase	15500

**Graham Brothers Seventeen-Passenger Sedan Bus**

GROSS WEIGHT	7700 pounds
(Chassis, Body and Load)	
CHASSIS WEIGHT	3700 pounds
WHEELBASE	140 inches
GAUGE	56 inches
WHEELS	Spoke type, all metal
TURNS	Front, 32 x 6 inches, cord
	Rear, 32 x 6 inches, cord
BRAKES	Service, expanding on rear wheels
	Emergency, expanding on rear wheels
ENGINE	Four cylinder, vertical, cast in bloc, 216 x 116 inches, load removable; valves in side; horsepower 24.00, N.A.C.C. rating

Chassis price includes speedometer, ammeter, tire pump, front lamp, two electric headlamps, tail and stop light, dash light, oil pressure gauge, grease gun, demountable rim and cartier.

LUBRICATION	Force feed and splash
CRANKSHAFT	Three bearing
RADIATOR	Tubular
COOLING	Water pump
IGNITION	Storage battery and distributor
	Single coil
STARTING SYSTEM	Electric
LIGHTING SYSTEM	Twelve
VOLTAGE	Twelve
WEARING SYSTEM	Single
GASOLINE SYSTEM	Vacuum
CLUTCH	Dry multiple disc
TRANSMISSION	Selective sliding
GEAR CHANGES	Three forward, one reverse
DRIVE	Spiral bevel
REAR AXLE	Semi-floating
STEERING GEAR	Worm and wheel

1925 Graham Brothers Seventeen-Passenger Sedan Bus, part of the GB success story.

With their advertising focusing on the wide range of styles and models available, using general and trade publications, the 1925 production was 60% above the imposing '24 figure; still more space was required. To this end an existing building in Lynch Rd Detroit, erected by John Dodge in 1917 to contribute to the war effort, was purchased. Its initial role was to house production of the recoil mechanisms for the French 155 mm guns used by the Allies in Europe, but with limited use since the Armistice, it appeared to be the answer to the Graham Brothers production limitations.



The Graham Brothers Truck Plant in Lynch Rd, Detroit.

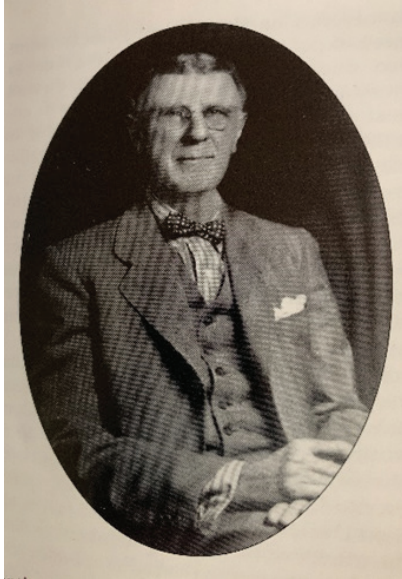
Of their early lessons learned in truck manufacture, engineering excellence was one that was ingrained in the thinking and decision making of the three brothers. Among their key

# FEATURE ARTICLE

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## The Graham Brothers-Further Expansion and moving Westwards.

assets was Louis Thoms, their chief engineer who was with them from the beginning; spent time at the Advance Rumley Truck Company in Chicago and was lured back to Graham. He is credited with helping design the first Speed Truck and was an important part of management. Another was Malcolm Lougheed, who in 1921 headed a team tasked with developing a better braking system for motor vehicles, leading to the creation of the



*E. Allen Test led the push to establish Graham Brothers in California.*

“Lockheed Internal Expanding Hydraulic Brakes.” These became available on Graham Brothers trucks in 1921. Both men were attracted by the progressive engineering attitude of the Grahams, in which they flourished. When the geometric sales in trucks was analysed, of the several trends noticed was those sales, although strong throughout the country, they were especially so in the far western states, particularly California. The largest dealer was also a distributor in Stockton, a community of 55,000 east of Oakland. The Dodge and Graham Brothers dealer there was a Mr E. Allen Test who had success at a local level mirroring that of the Grahams nationally. He had great faith in their product, and an optimistic view of its future in his state. He had approached Joseph Graham in late 1921 with a vision to establish manufacturing in Stockton, a proposal that did not gain traction. Ongoing communication continued, and as sales in that area continued to climb, it was eventually agreed that should a plant be located in the Pacific Rim, Stockton would be considered.

A decision was made to proceed in 1924, with strong local and national backing; the availability of local skilled labourers, suitable properties, adequate rail infrastructure, and on the back of a “Deep Water” project giving Stockton direct access to the Pacific. So, it was in the first week of December 1924, Joseph Graham issued a news release stating the establishment of a manufacturing plant in Stockton. It appeared that the time was right, and that this would be a deal beneficial to all parties. The Grahams would purchase the facilities of the former J.M. Kroyer Motors Company, manufacturer of the Wizard tractor. On a thirty-acre site with a plant of around 40,000 square feet of usable space, it appeared ideally suited to produce trucks.

It was decided that new plant manager Robert A. Houston would leave Detroit in short order accompanied by a skeleton crew to prepare the site for manufacture. On the 15th of February 1925 the men and machinery arrived. It was projected that 60 local men would be employed to organize the building and be trained in Graham processes. This number would grow to 100 when full production was reached.

*Next issue: The Stockton start-up and eyes on the Northern border.*

# FEATURE ARTICLE

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## **1933 KC DODGE COUPE : *owned by Alan & Maree Early, new members of Tamworth NSW.***

The “blue Dodge” as it has become known was shipped to Adelaide where T J Richards built the body and the completed new car was then sold by Harden & Johnston in Sydney. It was driven around Sydney by various owners for 30 years before ‘retirement’ in the North Ryde district and was unearthed during building demolitions in the early 1970’s. Luckily it was saved from the scrap yard by interested workers. Restoration followed with the car painted green. It was rebuilt in the 1990’s which included full leather interior and painted blue. I acquired the car from the family in 2008.

It is designated a KC series, and it appears that most KC Dodges were light trucks, especially in America. This vehicle has the light truck chassis, but a sports coupe body. It is powered by a 6-cylinder engine of 3302cc and designed to cruise at 50 – 55 m.p.h. where you get 22 – 24 m.p.g. Gears are 3 speed, with no synchromesh, and brakes are of an early hydraulic nature.

The light truck chassis might sound tough and strong, and it is, so you are guaranteed of a firm ride. For those following behind that wandering over the road isn’t the result of sloppy steering or driver brain fade, it’s just finding the smoothest part of the road and avoiding potholes. Either that or get your gizzard shaken up.

The motor was recently rebuilt and with good mechanicals the vehicle is reliable for long distances. However, the sports coupe body limits luggage space. After all, it was designed for taking your girlfriend away for a good weekend, not as a family hack. It attracts a fair bit of attention and filling it up with petrol can be a time-consuming affair. Like 5 minutes to fill it up and 15 minutes answering onlooker’s questions. And if you open the bonnet, allow another 15 minutes.

It is one of the earlier KCs and has always been identified and registered as a 1933 model. The Instruction Book that came with the car is dated May 1934, but this car differs from the vehicle described in the manual. As an example, the transmission illustration and description in the book state all gears are helical, whereas in this car first and reverse are spur gears.

All in all, it’s a good vehicle and provides plenty of fun, especially for occupants in the dicky seat.

# FEATURE ARTICLE

## 1933 KC DODGE COUPE continued



*As found – front.*



*Painted green after the original restoration*



*As found – rear.*



*Couple of big kids in the dicky seat.*



*Present condition.*

It is interesting driving my 2 Dodges, as the 1924 model has the 'upside down' gearbox. In the 1924 1st gear is up, whereas in the 1933 Dodge 1st gear is down. It pays to remember!

# RESTORATION AND REPAIR

## The Braidwood Dodge Restoration Part 4 - Engine In

Last Saturday the engine was wrestled onto position. It was guided in by the combined efforts of a team all talking at the same time. Nobody listening. Wayne, Nigel, David, Ted, Leon, Paul, Rob, Bruce, Mat and myself played a part on the day. Vince and Joel, who couldn't make it on the day, provided the critical preparation that made the final operation possible. Rob provided the important nod that indicated it was time to hit the gearbox with a block of wood.



# RESTORATION AND REPAIR

## The Braidwood Dodge Restoration Part 4 - Engine In



All good!

# SEATING

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## Seating - When enough is not enough.

This article is about issues I have had for many years regarding the seating position in the early Dodge Brothers' vehicles, specifically regarding the amount of room available when in the driving position. As all the Dodge brothers vehicles that I have owned share this common theme of no leg room, and when you combine this with the limited arm space available on all 20's Dodge Brothers vehicles, I find this complaint is shared with both the T J R built bodies and the Budd built bodies, as there is never enough room behind the wheel to even consider this to be a comfortable position when you out driving on the road. I personally feel if you are 5 foot tall then you have no issues at all, but if you are above that height and good luck if you are past 6 foot like some of us, then the seating position is simply impossible to drive in for any length of time, not only is it uncomfortable but I feel it also has its inherit risks that can affect your driving skills and ability.

So, can I start by saying that my first Dodge Brothers vehicle was a 1927 Tourer, and yes it was a nightmare to drive as it simply had so little room behind the steering wheel, and what upset me no end was the amount of room that was available in the back seat, it was almost big enough to hold a picnic.

I then decided to move the front seat back in the vehicle by 3 inches, and then lower the seat by 2 inches which does not seem to be a big amount but when you decide to do this difference is remarkable to say the least, and to do the job was not all that difficult you just need a plan and work out what nuts, bolts, screws and timber you may require and then go to work. The best part about the T J R bodies is that there is any amount of timber in the seat area, and also on the side pillars which give you many options on how you want to set the seat back and drop it down. So, my first go at this was a great success and driving the vehicle was so different and improved the driving position immensely as the seats were worlds apart, when you look back at what I previously had before shifting the seat back and down.



It is interesting when you study this issue as today you just hop in a vehicle, and if the seat does not suit your driving position you just push a button or move a lever on the side and it runs back and forward by means of a motor or just slides along, and if not then reach under the seat and pull up a lever and back goes the seat, and as for the rear section again just pull a lever on the side and back it tilts to your requirements, just so easy, something that was not available in the early Dodge Brothers vehicles.

I recall speaking to the late Arthur James about this issue and what he did with his 1927 Dodge Brothers Tourer. He cut a section of the floor out on the driver's side, then built a sump section made out of steel and then fitted this back in the floor space where he had made the cut, screwed this sump section into position and this meant that his feet were



# SEATING

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## Seating - When enough is not enough.

many inches further away from the pedals, simple but a very effective way of giving you more leg room for a better driving position.

I have seen many Dodge Brother's vehicle owners do modifications to the vehicle seating position by means of smaller padding in both seat sections, but I feel shifting the seat is the best option as you have the ability to make the seat fit to what you want and then if not completely satisfied the seat padding is another way out.

Some 12 months ago I did a front seat modification to my 1927 Dodge brothers Roadster with the help of Jeff McCorkelle, who is Ian's brother. Jeff made some excellent new seats but after driving the vehicle for some months I was not happy with how you felt when getting out after a long drive, so I spoke with my Dodgy Mate around the corner, who like me is over 6 foot tall and we sat down made up a plan. We went to work, and this vehicle also threw up its challenges as it was a roadster with only two doors which was very interesting, but the upside was it had a T J R body which meant that there was plenty of wood to work with. So, we got down to business; we measured all the seats up and we got to where we wanted to end up with then make all the cuts, move, reshape the many different pieces of wood and always remembering to ensure that the final result is road safe and as good as you can make it without it looking like something that you did in your lunch hour.

I am happy to report that this new seating position in the 1927 Roadster is simply excellent and is great to drive and the passenger has also commented on the extra leg room and how more comfortable the seating is in the vehicle.

So that is how I did the T J R body seats, and this now leads me onto the next seat adjustment, as I recently purchased a 1927 Dodge Brothers Budd Body 4 door sedan, and what this means is that the vehicle body is all steel. So, now we have a new challenge, as the front seat and frame are all steel and are bolted here, there and everywhere nothing like the T J R bodies who have ample wood to work with and this has really thrown up a very big challenge indeed.

The first step was to basically study very carefully what I had, and to work out where I wanted to be after shifting the seat back. Rough plans were drawn up and materials worked out as to what was needed and then I started the job by unpicking the fabric on top of the front seat where it attached to the centre pillar, to see how this was attached and this gave me a starting point and somewhere to work from.

I then removed all the material and the two bolts that held the seat frame to the centre pillar, and next step was to raise up the vehicle, get underneath and remove all the bolts that were holding the lower seat frame in place as this frame also had to be shifted back.

# SEATING

## Seating - When enough is not enough.



As you can see by the photos I moved the seat back about 5 inches, (excuse my old fashioned way of measuring but it works for me), then I decided to get some 5mm metal plate (metric now) and cut to the size where the seat was once and attached to the pillar, then use this plate on the seat, also drill some holes and bolt it to the centre pillar, and then bolt the seat onto this steel plate after some



tedious marking and drilling, which made for a very tidy job. Next was to mark the new holes for the bottom section of the seat frame and secure these bolts in place, and then I had the seat back where I wanted it and with ample room now to be comfortable when driving.



It always fascinates me as once you move something there are always things that need to be filled in or altered and this job was no exception, as I made up a piece of Australian Blackwood timber to fit on the inside of the centre post on each side, and I also had it stained which made it look very smart. On the outside of the seat, just behind the centre pillar on both sides I had some carpet sections made up to cover the gap which make it look most professional.

I also wanted to keep the storage room under the seat so I made up a new covering board and had some holes made in this so that the new seat lugs would line up with the seat giving me a base that did not move, and lastly I had a piece of carpet made and glued across the bottom of the front seat to hide the frame which was exposed when the seat was shifted back and to finish off the job.

The photos supplied may give you a better understanding of what I did and how far I move the whole seat back because as they say a picture is worth a thousand words, and when you see how far back the steering wheel is in two of the photos prior to the seat being shifted and after the seat was shifted there is one very big difference.

# SEATING

## Seating - When enough is not enough.



Could be a while before I do another seat alteration but if I did, I sure have some ideas and options which I picked up when doing the many alternations that I have done over the years in my Dodge Brothers' vehicles.



So, if your seat is too close to the steering wheel or you simply have limited leg and arm room then know that this issue can be rectified with a bit of planning and some hands-on modification work, and the secret to having a successful seat modification is not to rush the job, just take your time and think through what you are trying to achieve and have a plan to work with.

Lachie Jackson  
Membership Officer

# FOR SALE AND WANTED

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## **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.*

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## **For Sale**

Dodge Victory Six Motor (including manifold). Condition unknown.  
Pick up in Young NSW. Price \$12,000 Contact Col Harmer- 0419822975

## **For Sale**

1925 Dodge 4cyl pick-up with wooden "C" cab on concession licence AND 1933 Dodge H30 6 cylinder. Tabletop wooden "C" Cab with canopy on back tray. Ideal for camping; on concession licence. \$18000 ONO. For either of these vehicles contact Ian Lawson on 94595251 or mobile 0439465955.



1925 Dodge 4-cylinder pick-up.



1933 Dodge H30 6 cylinder 'C' Cab truck.

## **For Sale**

Two complete gearboxes, one assembled and one is in parts: \$250 for the pair; to suit a 1927 Dodge. Contact David and Heather Dodd at: [heatherjrdodd22@gmail.com](mailto:heatherjrdodd22@gmail.com) or phone 0403 669 160.

## **Wanted**

Dodge D engine, preferably complete AND I am seeking to contact the gentleman I met at the SA National Rally who said he had some spare crankshafts to suit my Dodge Semi. Contact: John Churchill on 02 4297 6770 or [jnchur@optus.net](mailto:jnchur@optus.net)

## **Gifted**

Hi Dodge friends, after some consideration I have decided that my restoration days are over and as a result I have quite a few bits and pieces left over. I'm prepared to offer them free to any financial Dodge Brothers Club member provided that they will be used to get a restoration under way or completed and are not for resale. Any cost will be for postage only. The items would suit 1926 to 27 models. Bruce Friswell email [glennmaggie@outlook.com](mailto:glennmaggie@outlook.com)

# REMINDERS

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National Rally Tasmania - 6th - 12th October

DBCA Pop Up Rally May 2024, Orange NSW.

Central West Pre 1931 Autumn Tour Orange 2-5th May 2024 NSW.

Future National Rally Schedule, see President's Report

Winter 2024 Newsletter Deadline 15th May 2024

# HUMOUR

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*Walking by steam*

*Riding by steam*

*Flying by steam*



I wonder if Stevenson had these modes of steam transportation in mind. Ron

Cartoon circa 1830, artist Robert Seymour provided by The Metropolitan Museum of Art, New York.

# REFERENCES

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*Graham Owners Club-International*

*Wikimedia Commons- Cartoon and Tasmania Photo*

*David Young for Dodge Brothers truck photos*

*1934 Dodge K34 Truck - photo by Christopher Ziemnowicz*

*Once again, I thank all contributors to the Newsletter, and a special delayed thankyou to Joy McCorkelle for her excellent report on the Tanunda National Rally, and to Nick Hunt and John Courteney for many of the photos.*

*AND: Congratulations to Col & Jeanette Harmer on their recent 60th wedding anniversary.*

## COMMERCIAL CORNER

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### **1937 Plymouth Series PT-50** *(not necessarily the one in the photograph)*

Plymouth entered the light truck market in 1937, it was a successful move on the back of their reputation for durability, economy and reliability. In 1937 they focused on safety, the PT-50 had safety glass all around, heavily padded front seat backs, front bumper as standard, but the rear was optional. Prices ranged from \$525 to \$740.

**Specifications:** Front engine L head 6 cylinder in line, rear wheel drive, 3294 cc, 4 main bearings, compression 6.7:1

**Power:** 82 BHP @ 3600 RPM, Torque: 145 ft-lbs @ 1200 RPM. Weight 2400 lbs.

**1937 Plymouth Series PT-70 Production figures:** Total 14,725 Chassis & Cab 158, Pickup 10709, Sedan Delivery 3256, Station Wagon 602.

*Source: conceptcars.com. Photo by Pinterest.*



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**Please note change of address and phone numbers**





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