

Motor Vehicle Enthusiasts Club



No 100

Sept 2015

TRANSMISSION

If you find you need more information about this club or just can't wait to join ring Peet Menzies on 0417855222.

GPO Box 911 Darwin 0801
In Katherine call 89710605 .
Newsletter enquiries to Ted
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Graham Paige Country



Maybe you get sick of pictures of shiny cars on this front page? Just to break the monotony, this month we have a rather sad example of a Graham Paige. But this vehicle isn't one of those that lie forever rusting where they drank their last gallon of petrol. This photo was taken near Murray Bridge in SA. The car

had been derelict for years near Cooma in NSW until discovered by Alan Haggard and brought back to his property not to be restored but as a source of parts for other restorations. Graham Paige is not an unusual make of motor car on this property.....

Alan and Marlene Hagger's place was my second visit around Murray Bridge

My visit started in the workshop where Alan was working on a '56 Dodge Powerflite doing some rust repairs, some trim work and a paint job. But this wasn't his own vehicle, nor was it a complete resto, just a tidy up for someone else. But it was a neat shed, and like any real good shed there was more than one job happening at the same time. As well as the Dodge there was Alan's 600cc M20 BSA and dusting sidecar, and part of a '58 Dodge ute. His grandfather had bought it brand new and it had passed into the hands of Alan's uncle where it sat in a shed for some time, then when the shed roof blew off, uncle offered it to Alan, who is in the process of doing it up. Naturally, as any good shed has, there are acres of good stuff adorning every available space. Stuff like signs hanging from the roof and rusty petrol bowsers peeking out from behind even more good stuff. Then we moved on to the next shed...



Above: The Golden Fleece is but one of many signs around the workshop. This one had been used as a table by the local mason for working on grave headstones. Alan swapped him for a conventional table.



Dodge Powerflite gets a tidy up.



Signs, bowsers and loads of good stuff, but still plenty of room to work.



Above: Dusting sidecar and Right: The engine from the BSA M20 that will get it moving .



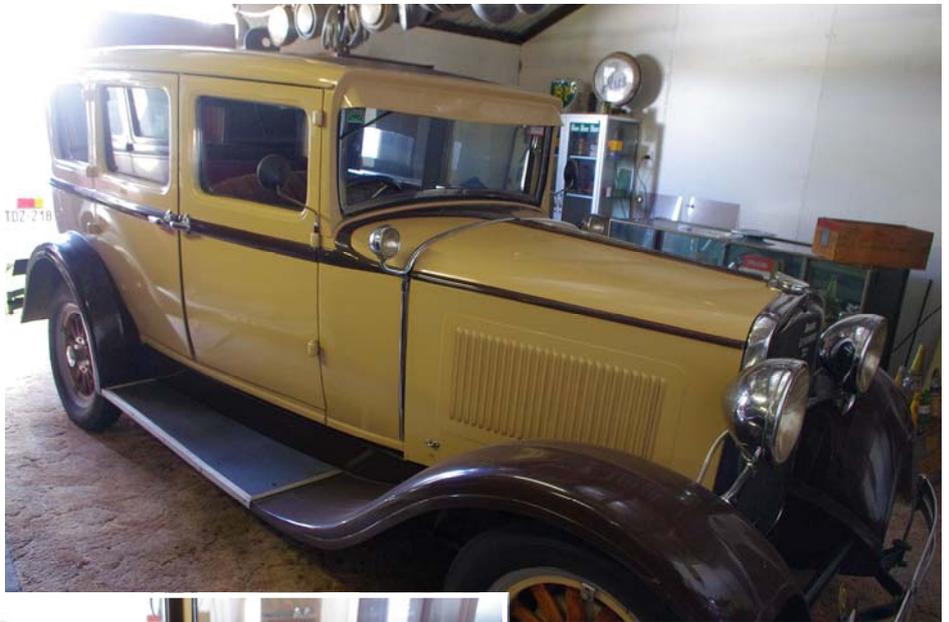
Back in the early 1980's Alan came across an old Dodge in Murray bridge, a sedan. Once you have one of something, more of them or bits of them seem to get attracted to you. In this manner someone told him of a wreck in a backyard in the small town of Swan Reach. He checked it out and found something that had been shoved about by a bulldozer with the springs and radiator missing, dented and partly buried, and bought it for \$10. Then celebrated with \$20 worth of beer. And there was one more Dodge involved, a buckboard ute. What is parked in the shed now, you would never guess had had a hard life.

Alan used the best bits off all the cars and fixed whatever was needed or manufactured what was short. He did his own painting as he did the upholstery. There sits a brand new 1929 DA Dodge. The thing that might be surprising is that since it was finished in 1984, it has travelled only 5000 miles!

When you cast your eyes further down the shed you might understand why. This car is not alone!

Alan decided the Dodge was very nice but there were quite a lot of them around, maybe not common, but he decided to look for "something different".

In the Saturday newspaper he spied an ad for a Graham Paige at an address of Cortina Ave, Magill, (a suburb of Adelaide) but no house number and no phone number. Back then everybody didn't have the phone on and they hadn't invented mobiles yet. Alan was busy on Sat so went for a drive to Adelaide Sunday morning. He assumed the car would probably be parked out the front but after walking up and down the street looking over fences and such, an old bloke washing his Woody Mini asked him what he was looking for. It turned out the person selling the car was straight across the road and he was cranky at the newspaper for leaving the number out. He was also not at home. So Alan went for a drive to kill a couple of hours and returned to find not only the seller to be at home, but



Below: The second shed complete.

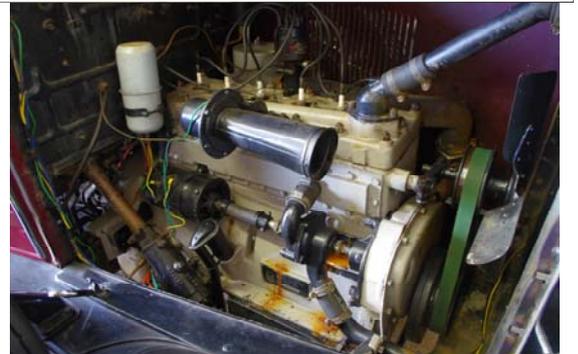
The 1929 DA Dodge. Not bad for something that was partly buried.



the old car had not been sold. A short walk to a small dark shed in the back of an old ladies' house and there was the very sad and uncared for Graham Paige with a seized engine. But the Graham Paige emblem with 3 heads, (the 3 Graham brothers) the hubcaps and the 6 wheels (one spare on either side) impressed him. Here was something that was definitely different! He bought it for \$225. That was in 1974. The seized engine turned out to be a seized waterpump. He was able to drive it shortly after. By 1976 He had rebuilt the car to new condition. Once again he did the whole job himself, except for the interior trim. This time he allowed himself to be talked into letting that job out to someone else. To my eyes it was nice but no better than the trimming on all the other cars that have been done by Alan. Next door was a really flash red 1936 Chev Sports Road-



Something different. The 3 heads on the badge, the hubcaps and the 6 wheels configuration sold him on it!



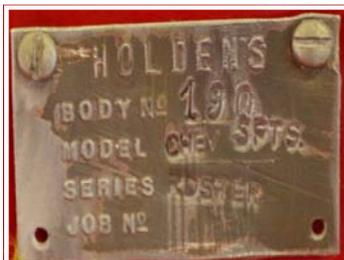
ster. Alan is the second owner. When he was a young feller about 13 yr old, he used to spend time on his uncles fruit block in the Murray Riverland. He and his sister would go exploring and over the back they found what they described as a deserted house but there was a brand new shed and through the crack in the door they could see a shiny car. Mentioning to



uncle at tea time they found out "Old Ozzie Richter the Batchelor" lived there and that was his car. Over time Dave would see Ozzie driving around the district. As a couple of years went by Ozzie moved in to the big smoke at Berri and at 70 yrs old he had to take a driving test to retain his licence, something he could not be bothered with. Dave had let it be known previously he would like to own the car if it ever came up for sale and at 15 ½ yrs of age became the owner of his first car, the 36 Chev. It had done 32000 miles at the time. Alan got it registered straight away in his own name and at 15 he wasn't old enough to have a drivers licence. Then when he was old enough he drove it around for years as his everyday car. There were a couple of times he almost sold it, once was when a car dealer offered to take it as a trade in but the price offered was a bit poor and he kept it in the shed until 21 years ago his daughter remarked that the Bay to Birdwood was on in 6 months and she could drive it in it. Alan did a 6 months restoration job and the Chev changed from grey to red and had a wow of a time on the run driven by a carload of ladies.

He did pull the motor down and rebored it. He was given a brand new set of cast iron pistons which are in it now, but being cast iron they tend to rattle a bit. Alan is looking for a set of std 161 Holden pistons which, be-

That's Alan with his first car. The whole thing is restored to just how Holden's built it 79 years ago. The round bizzo on the rear fender is a step for getting into the dickey seat. Of course he made the roof.



ing alloy would solve that prob. It still runs its original white metal mains and big ends in good condition.

This year one of his tyres went flat. There was no puncture so he replaced all the tubes. At a smidgin off 80 years old that's not a bad run for the original set. And he drove it to Darwin a few years ago.

Between the Dodge and the Graham Paige rests a Graham. Very similar to the Graham Paige but in 1930 the Graham bros decided to do the dirty on Paige by dropping that part of the name. (they had gone into partnership with Paige with the agreement on the Graham Paige badge) This model is an 837 which denoted 8 cylinders and a 137 inch wheelbase. This particular one also has 7 seats plus a glass partition which was added when the car was used for weddings by a previous owner. Alan heard of this vehicle being available in Qld. One part of its history was of it residing in a very decrepit shed at the rear of a property which had been sold. The new owner was advised to bulldoze the worthless shed into the creek but before he did , decided to check out the contents. The contents being the Graham which after a clean up gave years of good service. When it came up for sale, Alan reckoned the thought of 8 cylinders out there in front made him feel good. The car is safe in the shed but to come up to the standard of the cars that flank it, it needs some work. That's one of those jobs that probably won't happen tomorrow, but will happen one day. Once again the stuff hanging around this shed was great but there are more sheds. The next one is the double garage under the same roof as the house. Luckily it wasn't built small.....

As you enter you just can't help but be awed at this big long blue gleaming magnificent looking



The Graham pokes its grille out between the Dodge and the Graham Paige. The thought of eight cylinders sounded good but this car hasn't got the resto treatment yet. It has a partition and extra seating in the back.



Two pics above are of the 1939 837 as found at Tibooburra. The one at left is how it appeared when Alan got his hands on it after passing through the hands of 2 more owners.



The same vehicle after it fell into the hands of Alan Hagger

car. This one is from the last year they built Graham Paige in 1939. It is another 837 but this one is as if it never left the showroom. And even these days it only comes out on very special occasions and is not currently registered. This particular car was not one of those that came to Australia to be assembled with a locally built body, it was a complete import with the body built by Briggs in the United States.

It is certainly something lovely to behold now but during its life it sunk to the lowest pits of despair. It was discovered on a station near Tibooburra (far northwest NSW) where it had broken down. It had the radiator and the front of the engine pulled off then had apparently been abandoned way back in the days. It appears what had stopped the car was that the timing chain had broken. Once the motor was pulled down the rest of it was found to be in perfect condition. It appeared that it had just been reconditioned when it broke down. While having a close look at photos taken when it was found at Tibooburra it was noted that the gearbox was all caked with grease and dirt but the engine was quite clean. So it was assumed that the motor in fact had been pulled out and reconed and wasn't back in long enough to get dirty again. Sourcing the correct timing chain was a problem and one of the sprockets was worn so the modern day fix was to re machine the sprockets to take a chain that was readily available. The rest of the engine was fine, just pulled down to check it out. The cylinders received a light hone and put it all back together again.

But it wasn't Alan that pulled the wreck out of the bush. It went

Note the nifty green tinted glass sun visor.



through 2 owners and several years before falling into his hands. With each new owner it had deteriorated a bit more and it was a serious mess by the time he got his hands on it. But 2 years later and a lot of hours, that included replacing every single piece of timber, what came out of the shed is what is here today. Absolutely lovely and as per normal Alan did all the work, including the interior. That was over 20 years ago and since then he has driven it all over including up the east coast up to Qld.

About here I realized that the “something different” tag now meant a different model Graham Paige.

And next door in the same garage is, would you believe it...., no....., another Graham Paige, a 1929 roadster. Alan had another sedan but since he already had a couple of these, and someone offered to swap him a roadster body for it, he accepted. The rest of it is made up of bits from about 10 cars. This is not a car you could have bought off the showroom floor. This had to be exactly as he wanted, with features such as a fold down windscreen and the six wheel layout. This necessitated him manufacturing a substantial amount of it, so much of it in fact that you could call this one a “Hagger body”. They didn’t have the well for the spare wheels in both of the front guards so he made them. He made the doors, he also made the boot lid and the entire roof and windscreen assembly, not to mention countless small parts and fittings. And the trunk on the back, as in the previous vehicle is an absolute work of art.

For the next part of the story we had to go for a walk. This is a farm after all, and the set-



Inside the 837. This is one luxury vehicle. Naturally Alan did the interior. Same deal with the rest of the car.



The roadster. Hagger bodied, the closer you look at it the better it gets. And there are no before and after pics of this one. It was created right here.

Right: Alan had the windscreen frame cast in gunmetal using one of the other cars' frame as a pattern. He also laminated the hood bows and made the whole roof.

Below: He manufactured the doors too.



Right: The boot lid opens to reveal a beaut Dickie seat.

Below: The trunk is no ordinary box. It is a copy of the trunk on the car from Tibooburra and the attention to detail is unreal. Even the corner pieces are fabricated by Alan.



That Graham Paige never actually made mudguards to accommodate a spare on each side of a roadster was a minor hurdle. Is it a surprise that Alan did the painting and the trimming as well?



ting in the next shed was just perfect. This time it was an oooooold shed complete with dust and cobwebs and stuff with even more dust. (Reminded me of home except iT was freezing cold). And this time the vehicles weren't all spiffy and gleaming. There was an EJ Holden ute and an old Valiant parked up years ago. But you probably guessed there would be another Graham Paige. You would be only half right, it was a Graham, a 1928 6 cylinder Graham Bros truck. This particular truck was the mail truck between Wistow, near Mt Barker, and Adelaide, but originally a C cab body, Alan is a bit of a pussy and had to have doors. And those that are familiar with the late Trevor Feehans Dodge 2 1/2 ton truck might notice it looks remarkably similar to this one. It turns out Dodge made the trucks for Graham brothers. This vehicle is an early example of badge engineering. Even though it sports dust and cobwebs, it gets driven, and it's off to Alice Springs this month for the trucking reunion at the Road Transport Hall of Fame.

And as we walked about the farm there were more Graham Paiges (along with other makes) stopping the grass coming up in the paddocks. And in lesser sheds there was always the odd Graham Paige engine (I was getting to be a gun at picking the shape of those engine blocks) poking out from under the other stuff, not to mention diffs, axles and any other bits of a Graham Paige. We went past a large shipping container that contains one more car that Alan is considering hotrodding. And just to keep himself busy, there in another shed was the body of his grandfathers 1958 Dodge ute. It is well on it's way to be ready for painting and is remarkably rust free, but it would appear it might have been put on its side sometime in its life.

And there are engines all over. Graham Paige of course.



Above: A beaut A H Macdonald Imperial diesel engine for sure but that rustic old shed in the background contains lots more treasures.



In the shed is the Graham Bros truck. By the time you read this it will have been to Alice Springs for the reunion at the Hall of Fame. This shed is a bit different than the others. It has that great old time look with dust and cobwebs. And there is stuff here other than Graham Paige.





*Top left: A Graham Paige engine converted into a 6 cylinder compressor.
Top R: Even more Graham Paige stuff up in the rafters.
Left: Just to show there are other cars other than Graham Paige around here. The '71 VG Valiant was bought new by Alan's father.*



Axles and diffs galore. Chances are they all fit a Graham Paige.



'58 Dodge ute . Alan's grandfather bought it new. In remarkably good nick but some slight damage on the left side makes it appear that he might have tipped it on its side at some stage.

And if you care to lift your eyes above the beauties below there is always a treasure trove in the rafters above!



Alan contemplates the contents of the container. You wouldn't have to guess very hard to figure what's inside but what to do with it is the real challenge. Alan is considering building a hotrod out of this one.

And while Alan is getting stuck into the heavy duty side of fixing up these old cars, his wife Marlene takes care of another aspect of the job, those badges that display a logo embedded in enamel. Because they normally look so flash, when they deteriorate with age they really bring down whatever they are attached to. Marlene has gone to great pains to educate herself into the dark art of bringing these treasures back to their former glory and has branched out doing restorations for anyone. The process is quite involved and once the enameling procedure is over, the badges go to the electroplaters to be chromed, or silver or gold plated. One of the more difficult parts of the process is getting the old enamel off. Quite often she finds people have tried to be helpful by attempting that part themselves and have damaged the badge. It seems the best practice is to leave the whole job to the expert. If you are interested in having a badge restored Marlene's card is in the ads section. Expect to pay between \$120-\$140 for the average badge.



This is called a core car, it is a model used as a Graham Paige promotional item.

Examples of Marlene's work. The Gardner badge is a before and after pic. The Nash badge was gold plated after the vitreous enamel process was completed.



Far out bikes!

From our on the spot reporter in China, David Rolfe.

I came across this motorbike in a museum in the city where I am living, called Jiangmen. The museum is about the many Chinese who left China in the 19th and 20th centuries to work and live in overseas countries. The motorcycle is completely out of context. As you can see from the notice it was designed for the Olympic Games.





Motor Vehicle Enthusiasts Club Inc.

GPO Box 911 Darwin Northern Territory 0801
Established 1996

2015/16 Committee Nominations: forms to be returned to the Committee at least 7 days prior to the AGM to be held on Sat 17 October.



Committee Position	Nominee's Name	Nominated by 2 members (Name & signature)	Nominee's Acceptance (Signature)
President		1	
		2	
Vice-President		1	
		2	
Secretary		1	
		2	
Treasurer		1	
		2	
Committee Position 1		1	
		2	
Technical Officer		1	
		2	
Committee Position 2		1	
		2	
Committee Position 3		1	
		2	
Committee Position 4		1	
		2	
Committee Position 5		1	
		2	
Committee Position 6		1	
		2	
Committee Position 7		1	
		2	
Committee Position 8		1	
		2	

The Distinguished Gentleman's Ride 2015, Darwin 27th of September

Giving the 'Heave-Ho' to prostate cancer, two glorious wheels at a time.

Question: What do you get when you cross a disease that kills over 1,300 men a day and a classic motorcycle?

Answer: The Distinguished Gentleman's Ride: A global custom motorcycle event that is giving the marching orders to prostate cancer.

On Sunday September 27th 2015, more than 30,000 smartly dressed gentlemen in over 400 cities will straddle the saddles of their café racers, bobbers, scramblers and other marvellous custom motorcycles to raise awareness and help fund the cure for prostate cancer.

In grand style, dapper gents and elegant ladies shall ride their steeds spreading merriment and joy throughout their communities whilst raising awareness for men's health.

In 2013, over 11,000 participants in 145 cities around the world raised over \$277,000 for prostate cancer research.

In 2014, over 20,000 participants in 257 cities in 58 countries raised over \$1.5 million (US) for prostate cancer research. Our fundraising goal for 2015 is \$3 million (US).

'Tell me more, sir!' - About The Distinguished Gentleman's Ride

The Distinguished Gentleman's Ride was founded in 2012 in Sydney Australia, inspired by a photo of *Mad Men's* Don Draper astride a classic bike and wearing his finest suit. It was decided a themed ride would be a great way to combat the often-negative stereotype of men on motorcycles, whilst connecting niche motorcycle communities together. That first ride brought together over 2,500 riders across 64 cities. The success of the event encouraged the founder to consider how it could be used to support a worthy cause. And the rest, as they say, is eloquently attired history.

Once again 'Triumph Motorcycles' one of the world's most iconic and admired motorcycle manufacturers, has lent it's support to The Distinguished Gentleman's Ride, imbuing it's esteemed heritage to the event and twisting the throttle to defeat prostate cancer.

Mark the 27th of September in your leather-bound diary. Join our Darwin ride, or donate to the cause by sponsoring a rider you know

http://www.gentlemansride.com/sponsor/country/australia?ride_id=283

or just come and cheer along some of your community's finest Gentlemen as they give prostate cancer the mighty 'Heave-Ho'.

For more information, go to: <http://www.gentlemansride.com/about/riding-for-prostate-cancer>

Or contact Dan danleather@gmail.com or Peter prgrice@bigpond.com



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Previous editions
All previous editions of Transmission are now available at mvec.weebly.com

Renault fuego

Would be an easy resto , straight and rust free. It is a 1984 GTX 2ltr. I have with it new rings bearings and gaskets. It starts and runs.

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For more details contact Albert Wilson 0417832506



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Need some restoration done on an enameled badge?
Contact Marlene for an excellent job.

The Motor Vehicle Enthusiasts Club
extends it's thanks to
Shannons Insurance
For it's continued support
for the club



WOTS ON THIS YEAR

Come along and enjoy!

There is no monthly meeting on 2nd Wed in Oct. Just the AGM on the following Sat

17th October: AGM 6.00pm for 6.30 start. Food served afterwards.

1st Nov The Humpty Doo tavern is having a fund raising car rally which starts at the tavern at 11am. Cost is \$100. For more info call Leila Naray 0497 548 450

There is a nomination form for the AGM in this newsletter . Please consider nominating yourself for any position.

Stuff on the net

Fancy flying but only have a normal car shed. Check out the Terrafugia.

http://devour.com/video/the-terrafugia-ff-x/?utm_source=Devour&utm_campaign=d361dd7549-Devour+RSS&utm_medium=email&utm_term=0_0d193e4e37-d361dd7549-405566577&mc_cid=d361dd7549&mc_eid=4fcc2788a1

Need to make new curved glass covers for your instrument panel? Here's how to do it.

<http://www.jalopyjournal.com/forum/threads/how-to-make-new-curved-glass-for-that-old-gauge-or-clock.966084/>

And maybe you have some spare space in your shed for the original Batmobile ?

<http://www.streetmachine.com.au/news/1507/original-batmobile-for-sale/>

Manure

In the 16th and 17th centuries, everything for export had to be transported by ship. It was also before the invention of commercial; fertilizers, so large shipments of manure were quite common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, not only did it become heavier, but the process of fermentation began again, of which a by-product is methane gas. As the stuff was stored below decks in bundles, you can guess what could (and did) happen.

Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM!

Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the instruction "stow high in transit" on them, which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this "volatile" cargo and start the production of methane.

Thus evolved the term "S.H.I.T" (Stow High In Transit) which has come down through the centuries and is in use to this very day.