

NEWSLETTER

of the

Dandenong Valley Historic Car Club Inc.

December – 2025

VOLUME 52 - NO. 5



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MERRY

AUSSIE

CHRISTMAS

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DANDENONG VALLEY HISTORIC CAR CLUB INC.

Incorporation No. A0000748U



*** 2025/26 CAR OF THE YEAR ***

1937 Pontiac Silver Streak and Don Caravan - Ray Griffin

DANDENONG VALLEY HISTORIC CAR CLUB INC. (DVHCC)

is a member of

The Federation of Veteran Vintage & Classic Vehicle Clubs Victoria (FVVCVC) and
The Association of Motoring Clubs (AOMC)

The DVHCC Caters for vehicles manufactured prior to 31 December 1942.

Website: <http://www.dvhcc.com.au>

The next meeting will be
the General Meeting to be held at,

***Dandenong Agricultural Society Club Rooms
on 5th of December 2025.***

Dandenong Show Grounds, Bennet Street, Dandenong.

Meeting commences at 8.00pm

***Don't forget the Closing Date for
January 2026 Newsletter is the
14th of December 2025.***

***Please get your interesting items in
well before that date.***

ACROSS THE EDITOR'S DESK

Hi Everyone,

Well it is Christmas time again and Jill and I would like to wish you all a very Happy Christmas.

As I type this, I still don't know who is coming for Christmas and when they might arrive. Am I worried? No! It is like this every Christmas at our place. My grandkids are aged between 16 and 6 and Jill's are around the 20/21 mark. Their parents work and don't know if they can get Christmas off as yet.. So, we might see them some time before or after Boxing Day.

The Cover this month is an Aussie Christmas Tree. None of those pointy pine tree things up our way, we have had many different types of eucalyptus standing in for them over the years. (Of course the plastic one in the moth eaten box does see light of day now and then.

Anyway, MERRY CHRISTMAS to you all from us.

It was really great to see so many DVHCC members enjoy the 14th Triennial Rally around Bairnsdale over the Melbourne Cup Weekend. We had 61 cars entered for the rally and whilst two had to withdraw due to ill health, I haven't heard of one case of the dreaded Covid 19. (Not like 3 years ago when about 75% of us ended up with the virus.) It was great to listen to Max H.'s report on the Rally last Friday night at the General Meeting and to hear it confirmed by President Ian C. I have been on the rally committee for eleven of the past 14 times it has been held, but will be letting others take my place for the next one which is already in the planning stage.

I mentioned last month that the Australian Army were borrowing two of my vehicles and some other gear for the Freedom of Entry to the City of Sale Vic. During the event, Jill and I were up at 4.30 in the morning, two days in a row, and also enjoyed the Regimental Dinner held between them. I think I am still recovering from lack of sleep. The vehicles behaved themselves and it was a real delight to witness the Guidon and Guidon Guard being driven in the parade by none other than my son Geoffrey. It was a pleasure to catch up with some of my old (both meanings of the word,) digger mates and also my old CO. over the weekend on the 18th and 19th of October last.

My thanks, this issue, go to the following people who have sent things to me to put into this or following issues. Les Thomas, Gary Stocking, John Jenkins, Jim Lang, Ian Clark and not to be forgotten, Kevin Clarence.

Sue and Graham Bates have written a great report on the Dandenong Show, but I have held it off until the next issue as I am still awaiting the photos from, I think, Kevin C.

John J has tried his hand at the dreaded AI. It arrived with it's AI print covering 3 pages. Luckily it reduced to about 2/3 of a page of print. You can read it on page 12. Good try JJ. It gave me an in to explain one of the museum items.

***HEY ALL!! Have a HAPPY NEW YEAR,
please have a MERRY CHRISTMAS everyone as well.***

Cheers Rick 'n' Jill.

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Please refer to your club register for home phone numbers and addresses.
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President's Report, December 2025.

Look out! Christmas is coming up real quick. Make sure you get your list to Santa ASAP or you might miss out on getting your new classic car from him.

Remember the Club pizza Christmas party is after our general meeting at the show grounds on the 5th of December. BYO drinks etc although tea and coffee will be available.

Our Christmas, English garden party, on the 7th of December is from 12-00 o'clock. A BBQ lunch will be supplied by our Club ladies so please contact Heather regarding a salad or sweet to bring to share. BYO drinks etc although tea and coffee will be available.

What a busy month November was. It started off with a week away at Bairnsdale for the Bairnsdale clubs, Melbourne Cup Weekend 14th Triennial Rally. (It was the best rally I have ever attended). Our only problem was that we had a leak in the roof of the caravan, otherwise it was a really great week away. We need more club members to attend these rallies or they will disappear from our club calendar. Our dog got spoiled rotten by the house sitters.

Heather and I would like to wish everyone a safe and happy Christmas, so don't eat and drink to much or your belly will look like mine.

Merry Christmas to you all, Ian and Heather.

Minutes of General Meeting of the Dandenong Valley Historic Car Club held on 7th November 2025 at Myuna Farm

Apologies: Joy and Lindsay Tharle, Rick and Jill Cove, Ern and Pam Hopgood, Max Tuckerman and Jeanie Sawyer, Byron and Janice Savory, Ron and Pam Barnett, Amanda Eagles, Aub Smith, Ray Nichol, Stan and Margaret Synders, Paul Tangey, Marg Detez, Tim and Rose McEgan.

Graham Bates – spoke on Peter Booth, who passed away 10 years ago.

Motion: The minutes of the October General Meeting published in the November Newsletter be accepted as accurate.

Moved Irwin Sinclair Seconded Heather Lyons
Passed

Secretaries Report -

Motion: that the inwards correspondence received, and outward correspondence approved for the month of October 2025.

Moved Len Mizzi Seconded John Jenkins
Passed

Treasurer's Report –

Brian outlined the financial s.

Motion: to accept the Treasurer's Report for the months October 2025

Moved Leigh Howes Seconded Bev Sinclair
Passed

Federation Report:

Summary of country meeting discussing the Bendigo Swap re pricing, there are new building with 100 less sites.

AOMC Report: nil

Editor Report: Rick requests more articles and stories

Scoresby Picnic : Nil.

Weekend Away:

Only 6 confirmed people so far, please advise soon so bookings can be made.

Australia Day Car Show:

Banner ordered. Tear drop caravan club invited and will attend.

Past Events:

- **5th October** – pinnacle of entertainment by Mazz and Peter – fabulous effort for the club – Ian thanked on behalf of all members.
- **18th October Penrite:** – poor weather and not many sites.
- **22nd October** - Vale lunch well attended.
- **29th October:** Terry Dowel collection - Peter spoke on such a great museum.
- **Melbourne Cup weekend away** – Max spoke and stated it was the best organised rally he had been on – around 60 cars in attendance– scenic drives, good food, good music, great places to visit. Ian added that Max had won the best pre-46 vehicle with his 1938 Ford.

Future Events:

- **Sunday 9th November.** Dandenong Show. Please be in position by 9.00am.
- **12th November.** Visit to DFO Moorabbin for a Shopping Spree followed by lunch at 12.00pm at the Cheltenham RSL, (Opposite DFO.)
- **Saturday 15th & Sunday 16th November.** Bendigo Swap Meeting.
- **Friday 5th December.** DVHCC Christmas party and Pizza night at about 9.00pm. General Meeting starts at 8.00pm.
- **Sunday 7th December.** Christmas Party at 12.00pm start. BYO Drinks, salad and sweets to share.

General Business:

- Show of hands who will attend Paul's BBQ on Friday night in Bendigo.
- Show of hands who will attend Dandy Show.

Car or Parts for Sale: Nil.

Meeting Closed at 9.01pm

Jim Lang Secretary

Ian Clark President

.....COMING EVENTS.....

Friday 5th December.

DVHCC Christmas party and Pizza night at about 9.00pm following the General Meeting at the Dandenong Agricultural Society. General Meeting starts at 8.00pm.

PLEASE BRING ALONG A CHILD'S TOY TO DONATE TO THE TOY RUN FOR MONASH CHILDREN'S HOSPITAL

Sunday 7th December.

Christmas Party at Clark's (It's an English Garden Party with an Ozzie BBQ.) 12.00pm start. BYO Drinks.

Ladies, please ring Heather to sort out who is bringing Salads and who is bringing Sweets.

Saturday 13th December Toy Run finishing at South Eastern Masonic centre 270 Hutton road Keysborough. Cars on display from 1-00pm to 4-00pm bring a new toy to go to children at Monash Children's Hospital for Christmas.

Wednesday December 17th

Lunch at Trio's Cranbourne 12-00 o'clock start.

2026

Friday 2nd January .

General Meeting at Dandenong Show grounds 8-00pm.

Saturday 10th January,

Cars on display at the Berwick Cheese Factory and local market day starting time 9-00am.

Monday 26th January Australia Day car show at South Eastern Masonic centre 270 Hutton road, Keysborough, 9-00amm to 2-00pm.

Sunday 25th January 2026.

Set up for the Australia Day Car Show at SEMC. 270 Hutton Road Keysborough. (Time TBA.)

Monday 26th January 2026

AUSTRALIA DAY CAR SHOW.

South Eastern Masonic Centre.

270 Hutton Road, KEYSBOROUGH

Friday 6th February

General meeting at 8-00pm Dandenong show grounds.

Sunday 8th February

DVHCC Car Display at Meridian Lifestyle Community, 9 Twynam Rd, Clyde North, 3978.

Further details next month. (Gary)

Sunday 15th February

Twilight run to Andrew's Mushroom Farm. (More info from Len and Gary).

Wednesday 18th February

Twilight run to the Wandin car show. Details and address to follow. (Leigh Howes to organise.)

Friday 6th March

General meeting at Dandenong Show grounds at 8-00pm

Sunday 15th March

Upper Yarra Museum open day, car display and get the old car running.

Thursday 26 until Monday 30 March.2026

DVHCC WEEKEND AWAY: 2026. BENDIGO Area.

Money to Heather please.

.....A COMING EVENT.....

AUSTRALIA DAY CAR & MOTORCYCLE SHOW

MONDAY 26TH JANUARY 2026

Entry: Display Cars: \$20, Display Motorcycles \$10
(includes Driver/Rider & Passengers)

All vehicles and Motorcycles welcome (Standard or Modified)
regardless of age.

Spectators: \$5.00 (children free if accompanied by an adult)

Trophies

Food Stalls

Trade Stalls

Free Raffle

Presentations from 1.00pm onwards

Bring the Family

Time: 10.00 onwards

Venue: South Eastern Masonic Centre
270 Hutton Road, Keysbrough

Enquires : Ian 0419312304



Insurance for Motoring Enthusiasts



Trophies kindly
sponsored by
Shannons

PICKED BARGAINS

OPEN TONIGHT EASIEST TERMS

(and the Deposit includes Cost of Comprehensive Insurance Premium)

Here are THE GREATEST USED CAR BARGAINS IN MELBOURNE, without a risk of any kind. Prices of every make must rise. Now is the time to buy. Don't fail to see these bargains, each car is backed by Allcars' reputation, as being true to description, and value you cannot better. Furthermore, Allcars, Australia's Biggest Used Car House, established over 10 years, offers you every facility and test before you buy, and IF YOU WANT SPECIAL TERMS, WE WILL ARRANGE REASONABLE ONES TO SUIT YOU.



1930 HUPMOBILE (23 h.p.) LIGHT "6"
REGISTERED UNDER DECEMBER.
Lately run & well looked after, very clean, very reliable, 2nd hand light car. In excellent order. Car and all accessories. **£158**



1930 BUICK LIGHT SIX
BARGAINING LOVELY
Excellent condition, air wire wheels, leather upholstery, long travel, excellent tyres. One of the nicest and best cars seen. Car and all accessories and tyre service. **£164**



1934 STANDARD "9" DE LUXE
REGISTERED UNDER DECEMBER.
New English light car, excellent appearance, leather upholstery, very good drive, give and take, all accessories. Car and all accessories. **£194**



HILLMAN "MINX" SEDAN
A LOVELY SMALL CAR, REGISTERED UNDER DECEMBER.
A real beauty, leather upholstery and long, long wheelbase, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£184**



1937 TERRAPLANE "SIX" 1937
WITH GLORIOUS WHEELS
ONE OF THE LOVELIEST AMERICAN LIGHT SIXES IN AUSTRALIA
Excellent body and upholstery, single front, wide doors and leather upholstery, excellent tyres, all accessories, car and all accessories. **£348**



DODGE "6" D.A. DE LUXE
REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£134**



CHEVROLET "NATIONAL" TOURER
REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£78**



WHIPPET "FOUR" TOURER
LATEST REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£92**



CHEVROLET SIX TOURER
WITH STAINLESS STEEL BUMPERS.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£98**



AUSTIN "12" SEDAN
REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£98**



1934 FORD V8 DE LUXE
EXTRA-AMAZING BARGAIN
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£178**



1935 STUDEBAKER "DICTATOR" DE LUXE
REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£274**



PACKARD SEDAN DE LUXE
REGISTERED UNDER DECEMBER.
Excellent condition, leather upholstery, long travel, excellent tyres, 2nd hand light car, and in excellent order. Car and all accessories. **£144**



1936 CHEVROLET "STANDARD 6" 1936



1936 CHEVROLET "STANDARD 6" 1936

ALL CARS Pty. Ltd.

IMPORTANT Please Note--The 2026 Bendigo Weekend Away.

Thursday 26 until Monday 30 March.2026

The Bendigo Motel was booked almost one year ago, and we have been allocated numerous rooms. Heather has received few deposits, and also several people will use alternative accommodation. Please inform Heather should you intend to attend Bendigo. It will be necessary to soon confirm the required number of rooms at the motel. We can not in fairness hold a reservation for many rooms that we will not need. Late January, we must reserve rooms only for members who have paid the deposit. Thereafter, late applicants will need to book their own accommodation. John Jenkins Event Organiser

==The AOMC Trades and Club display at Penrite HQ. 18th October 2025



The AOMC Trades and Club display at Penrite HQ. 18th October 2025



The AOMC would be well pleased with the Club and Trade Expo, hosted by Penrite Oils at their Dandenong factory. Early drizzle may have kept a few people away but this cleared up to a fine sunny day.

Penrite Oils huge yard proved to be a great venue, with plenty of room under a vast veranda for the club and trade displays, and there was heaps of room for car displays on the huge concrete yard, which made a nice change from stumbling around on a grass area.

Most of the trade displays were quite impressive, and relevant. Anyone restoring or revitalizing a car had plenty to take in. Displays included panel work, wood work (such as wooden dash refurbishing), wood spoke wheel manufacturing and refurbishing, tyres and much more.

The club displays are an area the AOMC can work on. This is a great opportunity for clubs to showcase themselves, but few did. Clubs that did attend had cars on display and an area within which to display themselves.

All in all a well promoted and well organised day, full of interest and well attended.

Frazer Carless.





What a great morning with a prior to opening visit to the new Terry Dowell Museum in Upper Beaconsfield.



**MERRY
CHRISTMAS**



With so much to see, June and Sue rest up for a while.



Some of the 95 cars currently on display.

I have been following the progress of the Dowel Museum in Upper Beaconsfield on social media for some time since the forced closure of the Trydell Museum in Guys Hill. I have made numerous inquiries as to when it will open and left my email address with reception to keep me informed. Two weeks ago I received an email inviting Car Clubs to preview the Dowel collection before they open to the public. Having visited the Trydell Museum before and knowing it had grown I was keen to accept their invitation.

Their main feature cars include a 1948 Tucker, the only one in Australia, 7 Cord vehicles and a Peter Brock collection second to none. This was a unique opportunity to preview the cars on display and not to be missed.

Twenty-nine members and friends met at Beaconsfield Woollies carpark, and following a short driver briefing, convoyed to the Dowel Museum in Upper Beaconsfield. As the museum is not yet open to the public, there was no signage (I was told it was coming in the next week or two) so Kevin's blue sports car marked the entrance.

Following a short introduction from Marcia, she then introduced Terry Dowel, who began with a talk on the Tucker, definitely the main star attraction, and was pleased to chat about other cars on show. We were then free to inspect the huge variety of cars on display. These ranged from the Tucker, Peter Brock's race cars, including his stripped Austin 7, an early Benz replica, the No 4 Prototype 48-215 (FX) Holden, a 1952 Hartnett, a Vauxhall Racer, a Dodge Racer, some vintage Fords and Chevrolets, some Packards and classics from the 1930s and 1940s. There is a Replica Auburn, some Corvettes, and the display even included a DeLorean. This was not to mention the glass cabinets full of models and the enamel signage and photos around the walls. There were 95 cars in all for us to drool over, enough to whet your appetite when you finally get round to visiting yourself. It is a truly amazing museum with more of the collection to follow in stage two!



An enjoyable lunch at the Pine Grove Hotel.

After thanking Terry and Marcia, twelve DVHCC members continued on to the Pine Grove Hotel for an enjoyable lunch and pleasant conversation.

by Kevin Clarence.

Attendance at the Dowel Museum run 29/10/25.

June and Gary Stocking, Peter Lafrank, Graham & Sue Bates, Carole and Frazer Careless, Leigh Howes, Ray Nichol, Jeanie and Max Tuckerman, Pam and Ron Barnett, Kevin and Carol Clarence, John Jenkins, Max Hobson, Ken and Pam Main, Graeme Chard and Michelle Davis, Brian Jelliff, Len Mizzi, Ian Clark and Jim Lang with visitors Bob Parket, Gary Hooper and Bruce Lamont.

SEEING IS BELIEVING.

By John Jenkins

Early car components were made individually. That prevented interchangeability. Manufacturers then said that standardization was not possible. Henry Leyland, Cadillac founder, said otherwise.

In 1908, three Cadillacs were totally disassembled and the parts were scrambled and locked in a garage. Next morning, mechanics assembled the three cars which then faultlessly completed a 750 Km test run. As the initial three cars were of different colours, the three reconstructed cars were called harlequins, due to the scrambled components. Cadillac thus won the coveted Dewar trophy and so silenced the skeptics with his precision machining that permitted standardization.

Here is another clever strategy, this time by Charles Kettering. He was the renown inventor who, amongst many other accomplishments, founded Delco, invented the electrical ignition system, the self starter and the first practical car generator.

The New York Car Show in the early twenties featured some prestige cars such as Cadillac with polished metal, bright chrome, rayon fabric seats with leather piping. One embellishment for rear seat passengers was a cabinet that featured inlays with 22 different varieties of timber. Also, a gleaming paint finish was a given.

Of the above luxuries, the paint finish consumed most time. Paint techniques were carried over from carriage building. First, the metal body was thoroughly chemically cleaned, hot washed and dried in an oven. Primer came next, followed by 3.5 hours in an oven. The next coat was a filler that was sprayed and also required time in the drying oven. Four further coats followed with 2.5 hours of oven between coats. Employees called rubbers buffed the body until smooth. After detailed inspection, the ground colour was applied and thoroughly dried. Then came between 4 and 30 coats of lacquer with drying between coats. The body was then rubbed with oil and fine paper to achieve a quality finish. That paint process took 33 to 37 days to paint a car. Kettering proceeded to refine this unsustainable time. His assigned team announced that they could reduce the time to 30 days. Kettering stated that 30 hours, not days, was the objective.

A breakthrough came in 1920 when Dupont produced a new lacquer. It could be sprayed in a fine coat and would dry in minutes. The rubbers were no longer needed, and the paint dried with a hard weather resistant gloss finish. Naturally, the skeptics said that fast painting was impossible. Kettering invited a leading paint specialist to select from samples a colour that he would choose for his next new car. After lunch and much talk about paint, the time finally came for the visitor to depart. The visitor could not find his Cadillac until he was shown his car repainted in the colour that he had selected. So 33 days became 3 hours, and today, all painting is done by robots.

I was told of a visit to the Melbourne Car Show by a friend who was 20 years my senior. He was then a boy, so the year would have been mid thirties. A customer wanted to buy a car, but not the display car. It was the wrong colour. The salesman said that he could supply the needed car in the correct colour on Monday. That he did, and the customer unknowingly purchased the display car.

Thanks John for this interesting page filler.ED. (Rick)

Each of the many articles that I have written for our magazine have been very time consuming. One or more references are consulted, notes are taken, and the article is then composed and typed one finger wood pecker style. The article is then sent as an attachment on an email to our editor.

Recently, my grandson asked if I knew of ChatGPT. He then demonstrated its operation. He asked me to name a topic and then requested information from ChatGPT. I specified information on the Dewar Trophy which few people would be familiar with. Almost immediately, we received an article that was well composed and accurate.

The last article that I wrote gave brief details on painting cars in the early 1900's. Here is an AI article that was received in moments from a request to ChatGPT.

Painting of Cars in the Early 1900s by ChatGPT.

In the early 1900s, as the automobile industry was just beginning to transform transportation and society, car painting was more art than science. Unlike the efficient, high-tech methods of today, painting a car in the early 20th century was a time-consuming, labour-intensive process rooted in techniques borrowed from carriage-making and furniture finishing. These early practices, while primitive by modern standards, laid the foundation for the sophisticated automotive paint technologies we have today.

The Influence of Carriage-Making Before the automobile, most personal transportation came in the form of horse-drawn carriages. These carriages were made of wood and painted by hand using natural pigments and oils. When the first automobiles appeared, many early manufacturers adopted the same techniques used by carriage-makers. In fact, early automotive painters were often former carriage painters, and the finishes were virtually identical in composition and application. Car bodies, often still made partially of wood, were hand-brushed with coats of varnish and oil-based enamel paints. These paints took a long time to dry-sometimes up to a week for each coat. Multiple coats were needed, with each layer carefully sanded and polished to achieve a high-gloss finish. The process could take up to 40 days to complete a single vehicle.

Materials and Colours

In the early 1900s, paint formulations were rudimentary. Linseed oil was a common base, mixed with natural resins like copal or amber and coloured with organic pigments. These paints were not very durable, often faded quickly, and were highly susceptible to weather damage. Colour choices were limited. Black became the dominant colour, especially after Henry Ford famously said in 1909, "Any customer can have a car painted any colour that he wants so long as it is black." While this quote was more myth than strict policy, there was a practical reason behind it. Black enamel dried faster than other colours and could withstand the rigors of the production line better. Other colours were used occasionally, especially by manufacturers who catered to wealthier clientele, but black was the most common due to its practicality.

The Challenge of Mass Production The introduction of the assembly line by Ford in 1913 presented a major challenge to traditional painting methods. The slow drying time of hand-brushed paints did not align with the new pace of production. Manufacturers began looking for ways to speed up the painting process without compromising quality. This led to experimentation with faster-drying paints and alternative application methods. By the 1920s, spray guns began to replace hand-brushing, and nitrocellulose lacquers-originally developed for the furniture industry-began to be adapted for automotive use. These lacquers dried more quickly and could be polished to a brilliant shine, significantly reducing production times and increasing consistency.

Legacy and Impact

Though crude by today's standards, the painting techniques of the early 1900s reflected the craftsmanship and attention to detail of a bygone era. They were labour-intensive and environmentally taxing, but they also demonstrated the evolving intersection between artistry and industry. The early 20th century marked the beginning of the car as not just a machine, but a symbol of status and style. Paint played a central role in that transformation. The challenges faced during this period spurred innovation that would eventually lead to the durable, vibrant, and efficient finishes we take for granted today.

AI, which is the abbreviation for artificial intelligence, can not always be relied upon. It can be accurate and useful, but can and has provided false information. For now, and perhaps always, AI information should be confirmed.

13 *Here's one who was spray painting cars in 1927.* by Rick C.

The last couple of pages have been an interesting disclosure on the Painting of Cars in the very early days. I am fortunate to have a bit of related history on display in the museum.

Way back in the early 1980's I was working at the Paynesville Slipyard where I was running the office and the supply store. Our store in Paynesville was the biggest store within the whole of The Port of Melbourne Authorities different ports. Working in the Paynesville Slipyard were a number of different trades and divisions. There was the Navigation Lights maintenance section, the shipwrights shop, the engineering shop, the search and rescue section, the biggest slipway between Sydney and Melbourne, for bringing vessels of up to 140 tons out of the water and amongst others, the Painter and Docker's section. One of the P & D's was also a sign-writer and his name was Ted Pike.

Ted Pike lived in Paynesville and in his back yard was an ex-circus, very long, tri-axled caravan. This was the home of Ted's father. Alf Pike. We always called Alf Pike 'Pa'. I don't know just how old 'Pa' was, but he was someone I used to talk to about his memories of the old days. One year, with winter approaching, 'Pa' mentioned that he had been trying to get his son, Ted, to seal up some leaks in the roof of his caravan, to no avail. I offered to have a look one day and saw that it wasn't to be a really big job. A bit of a scrape and a couple of tubes of Sikaflex sealant was all that was required.

At that time, the shipwrights and Painters and Dockers were working on a government vessel, replacing the timber deck. The P & Ds gave me some of their unfinished tubes of Sikaflex which would have hardened if left in the workshop and I climbed up and sealed 'Pa's' caravan roof for him.

'Pa' said "What do I owe you? To which I replied "Nothing, If you can't just do a bit to help someone, your not the best one around." That I thought was the end of things. 'Pa' was happy and dry.

About a month or so later, 'Pa' called in at the Slip Yard office and asked me if I had a trailer. I replied. " What do YOU want to move?" He replied, "I don't want to move anything, but I want to give you something for helping me out with the caravan." It turned out to be the complete 1926 Spray painting set up with the engine, compressor, spray gun and hose which 'Pa' had purchased in 1927. The engine is a 2hp. Buzzacott engine linked with a flat belt to a Kurtis compressor with the storage tank based underneath fitted on to a three wheeled trolley. 'Pa' was one of the first private car spraying painters around at that time and he had kept his spray unit ever since.

Well, to say I was pleased would be an understatement.

'Pa' passed way a few years later and one day, Ted, who was about to retire, said to me, " You have the spray unit, so you had better come up and pick up the rest of it." Frankly, I had no idea what he was talking about. It turned out that 'Pa' had painted his own business advertisement on thick cardboard and it was nailed to the wall of Ted's garage. This was copied from a small black and white Kodak photo of 'Pa' spray painting a 1934 Ford sedan.

I now have much pleasure explaining to museum visitors, just where the sign and the compressor set came from.



The 1926 compressor set.

The engine plate



This is a coloured advertisement which measures about 8' x 6', and is a self portrait of 'Pa' Pike spray painting a 1934 Ford sedan.

It was painted off a tiny 3"x4" black and white Kodak photo.

GET-UNDER GALS



EASY RECIPE :- Old fashion Christmas Fruit Cake.

A Heavenly Moist Fruitcake for Christmas.

Ingredients:

1 cup unsalted butter, room temperature
1 cup granulated sugar
4 large eggs
1 teaspoon vanilla extract
2 cups all-purpose flour
1 teaspoon baking powder
1/2 teaspoon baking soda
1/2 teaspoon salt
1/2 teaspoon ground cinnamon
1/4 teaspoon ground nutmeg
1 cup mixed dried fruit (raisins, currants, chopped apricots, etc.)
1/2 cup chopped nuts (walnuts, pecans, etc.)
1/2 cup orange juice

Directions:

Preheat oven: 325°F (165°C).

Grease and flour a 9x5-inch pan.

Cream butter and sugar: In a large bowl, combine butter and sugar until light and fluffy.

Blend eggs and vanilla: Beat in eggs one at a time, then stir in vanilla.

Combine dry ingredients in a separate bowl, whisk flour, baking powder, baking soda, salt, cinnamon and nutmeg.

Combine mixtures by gradually adding the dry ingredients to the wet, mixing until combined.

Add fruit and nuts: Fold in chopped dried fruit and nuts.

Add orange juice: Pour it over mixture, gently stirring until well incorporated.

To Bake:

Pour into a loaf pan, smooth top. Bake for 70-80 minutes.

Cool in the pan for 10 minutes, then on a wire rack.

Enjoy your cake is ready



We rose quite early this morning after the expected disturbed night and drove back to Sansum. As we have no Turkish Lire and the banks are closed, we have to rely on borrowing from the girls. While we were waiting for them, we passed the time having a conversation with an English -speaking, Turkish chap. We finally got away at 9:30, bought some petrol and managed to change some money in a hotel. We stopped for a meal at 1:00 and who should bowl up but Shelagh and Jim. (Plus, about a dozen peasants, 2 by boat, and two soldiers who were patrolling the coast for Russians). We finally reached Trabzon by 6:00 and decided to continue toward Erzurum, but the going was quite rough, and we were quite happy to stop at 10:00 at Gumushane, where we parked in some hotel grounds. It had been fine driving weather today and apart from having stones thrown at us and being spat at, it was a pleasant day, but it was a cold night.

We were awoken by much rocking of the van by hotel staff and, after breakfast in the hotel we set off for Erzurum where we stopped to change some more money, then carried on through Agri to within 20 miles of the Iranian border. Only a small amount of rain today, in general nice and sunny but DUSTY. This is the first time we've been bothered by dust, and it has covered everything inside the van, even though the doors and windows had been closed.

We met two young lads in a Bedford van between Erzerum and Agri who are in a bit of strife, with little money and no visas or carnet for Iran. We'll probably see them trying to sort something out at the border tomorrow. They had been on the south coast of Turkey and had superb weather and were well and truly sun-tanned. But that's not going to help them at the border.

Mount Ararat is only a few miles from here and we talked to a mountain climbing guide at the hotel the girls are in tonight, which made for an interesting hour or so. As this was our last meal in Turkey we treated ourselves to soup, sis kebabs, fish, salad, wine and chai.

The van is playing up a bit due to the dubious petrol (or whatever it is) and, although the pinking has stopped, the engine is running hot, and we have starting problems.

The girls have just shouted from their hotel room that some blokes are pestering them. Fred has gone to sort things out. Meanwhile, six hitchhikers have just been put off a bus here, have no water, and want a lift with us to the border tomorrow.



Mount Ararat - but no signs of Noah's Ark



Turkey/Iran border. Lad's van in front of ours

And the next day dawned lovely and sunny as we set off for the border where we arrived at 10:00am. The girls were sent straight through. The lads with the Bedford can go no further so they are leaving their van, so we bought their GAZ unit plus 12 refills. In the main office our passports were dealt with, no problems, but the guy dealing with the carnet asked me if I had any films and I replied 'Yes', so he demanded 6 of the 12, to which I responded 'No', so he disappeared into the offices at the back of the main area, taking our carnet. And we waited. After some time I called him and he came forward looking very serious and demanded the films again and when I said 'No', he simply walked off. In these situations, one feels helpless, as you know by now that no one else is going to help you either. So we waited. Over an hour went by. Then I saw another man walk up to him and, after a brief conversation they walked away together. I waited a few minutes and then gained the attention of one of the female officers and, pointing to the guy's desk, said that he'd forgotten to return our carnet. She went to the desk, found the carnet and handed it to me with an apology. We quickly returned to the van where the girls were wondering what we had been up to and quickly drove off into Iran.

And what a difference in the condition of the roads. After a short run we stopped by the road-side with a lovely view and brewed up some tea, then continued till we stopped at a restaurant at 4:00 and had a nice meal of soup, beefcake, salad and tea. Expensive, but delicious. We deserved a treat after the tension at the border. We were seeing quite a few camels now as we headed for Tabriz. The van was running well as we were back on super petrol and we arrived at Tabriz at 6:00 pm, parked and had a nice walk around. After Turkey this is so much more civilized; the streets cleaner and the people dressed better. After a good walk, we treated ourselves to ice cream and crushed melon drink. Delicious. We dropped the girls at a hotel at 10:00 and found a campsite just outside the town. What a great day. We are all so happy. Just the weather and getting out of Turkey has been pleasing and we passed the 4,000 mile mark today.

It was a lovely warm night; at last and, we got up late, picked up the girls and headed for Tehran. Trouble free drive in beautiful sunny weather except the heat appears to be causing petrol evaporation so that when one pushes the pedal down too quickly it falters a bit. The engine is running hot. Terrific winds and dust storms during the second half of the journey and, as we approached Tehran there were brilliant flashes of lightning over the city and, as we entered it, the rain started. Fred was driving and, as he had been here before (I never knew that) and remembered the streets fairly well, he gave us a tour to give the girls an idea of where things were. The driving here is as I had been told; diabolical. Similar to Istanbul but faster. They have no traffic sense, or etiquette; no control and moped riders are basically suicidal. We saw three accidents in less than an hour. We finally dropped the girls off and, as we were not picking them up tomorrow, this was goodbye. (Sigh). We then carried on to Ron and Marsha's where we spent a couple of hours before making our way to the campsite. On arriving, we had a chat with two motorcyclists; one going our way on a Triumph Tiger Cub, and one returning to England on a BMW. which he had bought from a guy in Nepal. He had rigged up a document so that he could use the carnet of the bloke who sold him the bike. We finally had our evening meal at 1:00 am (tomorrow) before bed when, for the first time, our sleeping bags felt adequate.



Mud village on the way to Tehran



Entering Tehran



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