

NEWSLETTER

of the

Dandenong Valley Historic Car Club Inc.

February - 2026

VOLUME 52 - NO. 7



EST. February 1974
www.dvhcc.com.au

Print Post Approved
PP 100001488



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 6th of March 2026.***

Dandenong Show Grounds, Bennet Street, Dandenong.

Meeting commences at 8.00pm

***Don't forget the Closing Date for
April 2026 Newsletter is the
14th of March 2026.***

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

ACROSS THE EDITOR'S DESK

Hi Everyone,

Living in Victoria's 'Riviera', known as such because of the cooler summer months and warmer winters we have here, spoils us a bit when it comes to these summer months. Usually at about 2.00pm, an easterly breeze springs up and cools things down a bit, usually 2 or 3 degrees or more. Well, last week that didn't happen and we reached 42 and 43 degrees with a hot northwesterly wind, verging on gale force.

Fortunately we did not have any fires nearby and it is still a little green after a 40+mm December rainfall. I had 34 years as a volunteer CFA member and I feel for and thank those CFA members who left our area and headed north to assist.

I am sure that every member will join with me in sending out thoughts and prayers to those impacted by the terrible January 2026 fires.

I am off to hospital for more re-constructive surgery as a result of the work accident I had way back in 1993. So far I have suffered through 15 major spinal surgeries and this one is a result of that accident as well. I will be up to 3 months non-weight bearing on my left ankle, so will have time to lay about and put the Newsletters together. (See, every cloud has a silver lining).

For this month's Newsletter cover I Kevin C. for the great photo of an action shot of our secretary and his car. I hope it was a good book, Jim. Kevin C has taken it in Portrait style not Landscape, after my request last month.

I must admit I was a little surprised that there was criticism of last month's Newsletter cover. I was always brought up to believe that in all clubs, it is the members who make the club. Without members there is no club. It is the same if it is the model boat club or a car club or any other group of interested persons with a common interest. If you are not happy with what I, as Editor, produce, please let me know and I will send the Club computer to you straight away. I do enjoy doing it with what I have, but if you think you can do better, please let the President or a Committee person know.

I must thank Gary S. for all the great photos he has sent recently. The Toy Run and the Old Berwick Cheese Factory photos are great.

I am sorry, as I am sure you all are, to see that Judith Cowley has passed away. Judith has sent me, over many years, interesting books, letters and papers related to her late husband and his life in military uniform. From these, I have a good idea in how to start, drive and fire the gun on a Centurion Tank and many other things.

Next month I hope to have a few words in this Newsletter about Judith's life.

My thanks this issue, go to the following people who have sent things to me to put into this one or following issues. Les Thomas, Gary Stocking, John Jenkins, Jim Lang and Ian Clark and Len Mizzi

***Drive Safe and don't forget to cover up and apply
what we know as Eagle Point Perfume. (Insect repellent)***

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, February 2026

We are halfway through January as I am writing this report, the time seems to be going so quickly.

Those couple of 40 degree days were a bit to much for the President to cope with. Once I came inside about lunchtime, that was it for the rest of the day. After dinner I would go out and do a bit of watering and then have a game of ball with the dog and head back inside with the air conditioner going. How did we survive in our younger days, with no air conditioner or water coolers? It must be that thing known as "old age" catching up with us.

Our January outing to the Old Berwick Cheese Market was really well attended. Len's report and Gary's photos will be found in the next few pages.

Now with the WEEKEND AWAY coming up fast, it is your last chance to change your mind and come away with other members for a good fun weekend. JJ. has put a lot of time and thought into the places we will be attending. Please let Heather know at the February meeting, if you would like to join us. (More information about the Weekends activities is on page 6 of this issue..... ED.).

Our Editor, Rick, is due to go into hospital on 2nd February for a major operation. On behalf of myself and all the members, we wish Rick a quick and speedy recovery

Ian

3.

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

Ian spoke of the passing of Judith Cowley - memorial service details to be advised.

Apologies: Heather Lyon, Marg Detez, Don Fleiner, Margaret Hope, Don Jones, Rose McEgan, Paul Tangey, Amanda Eagles, Michael and Sandra Cogley, Kevin and Carol Clarence. Rick and Jill Cove.

Motion: That the minutes of the November General Meeting published in the December Newsletter be accepted as correct.

Moved Irwin Sinclair

Seconded Carol Careless Carried

Secretaries Report –

December 2025 Inward correspondence:

- Rob Roy newsletter
- Henk Viljoen looking for a 20's Essex Super Six
- 2026 SeaRoad Devonport Motor Show
- AOMC newsletter

Advertising Flyers

- Cascade Art by 2
- Gembrook Classic & Custom Car Show & Swap Meet
- National Motor Museum Club News
- Autosurplus
- GTHO Register
- Retromotive magazine
- Bend Motor Sport y 3
- Micawber tavern by 3

4 Club Magazines by email.

December 2025 Outward Correspondence. - Nil

Motion: That the inwards correspondence is received, and outward correspondence approved for the month of December 2026.

Moved Ray Griffin

Seconded Len Mizzi Carried

Treasurer's Report – Brian spoke to the December financial transactions.

Motion: That the Treasurers Report for the months December 2026 be accepted.

Moved. Bev Sinclair

Seconded. Geoff Strahan. Carried

Federation Report: Max gave a report on Bendigo Swap meeting.

AOMC Report: Nil

Editor Report: Rick is seeking more content.

Scoresby Picnic: Scoresby raffle to continue.

Weekend Away: Numbers are down, see Ian or Heather if you wish to join.

Australia Day Car Show:

- Setting up on 25th. The Tear Drop Caravans are coming and camping
- Ian suggested that members to be charged \$10 per club car
- Ian to organize money aprons and radios
- Brain to make sure the square payment system works
- Max suggested to investigate if commercial tear drop manufacturers are coming and charging them commercial rates

Web Master Report: nil

Past Events:

December Chrissy Party plus Trios with both good events and well attended.

Future Events:

6th February – General Meeting at Dandenong Agricultural Society Building

8th February Meridan Life Style

15th Mushroom farm twilight run.

18th February Wandin car show.

Details of above runs in the Newsletter.

General Business:

- Mazz – inquired whether we will return to cars on the newsletter cover.
- Ian to pick up club stuff from Sam.
- Cruden Farm car show donated \$12,000 to cancer.

Car or Parts for Sale:

Lindsay Selling the Rugby – The only original Club car – It needs a couple tyres

Meeting Closed 8.45

Jim Lang Secretary, Ian Clark President

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

2026

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.

Time 10.00am till 2.00pm.

Club Cars and cars of special interest please.

Drive straight ahead down the main driveway to the Clubhouse. Follow signs to the street behind the Clubhouse where you will be directed to park.

Anyone in modern cars please park in visitors parking near Clubhouse.

Please bring your picnic gear and cups , drinks, and any special food you may want.

Lifestyle will provide a Sausage Sizzle, tea and coffee.

If lost call Gary 0418 140 844

Sunday 15th February

Twilight run to Andrew's Mushroom Farm. Address:1880 Westernport Highway, Pearcedale.

Time 4.30pm onwards.

We will be joined by members of the Mornington Car Club and the Classic Car Club.

Please bring your own picnic gear, food and drinks. Tea and Coffee will be available.

If lost call Gary 0418 140 844.

Wednesday 18th February

Twilight run to the Wandin Rotary Custom Cars & Bike Show. Wandin East Recreation Reserve - 2 Old Baker Road, Wandin East. They will have a band and singers etc. Gold Coin entry fee.

(Leigh Howes is the organiser. He will be there from 5.00pm.)

Saturday 21st February

Cars to be on display at the **BERWICK SHOW.** Enter Showgrounds between 9.00 to 9.30am.

Friday 6th March

General meeting at Dandenong Show grounds at 8-00pm

Sunday 15th March

Upper Yarra Museum open day, car display and to get the old car running again. We haven't been there for a Working Bee for a few years, so let's spend the whole day on it.

Thursday 26 until Monday 30 March.2026

DVHCC WEEKEND AWAY: 2026. BENDIGO Area.

Money to Heather please.



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



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Hands up, all of you who have ever driven coast-to-coast. We're thinking of the great American road trip from NY to LA or the other way 'round, but there have of course been numerous incarnations of this grand journey after Erwin 'Cannonball' Baker drove his Ace motorcycle from LA to NY in 1922, in a very impressive 6 days, 22 hours and 52 minutes.

He'd tackled the same trip in a car before. That was in 1915, when Baker drove a Stutz Bearcat – believed to be the works prototype – in 11 days, 7 hours and 15 minutes over the same route.

There were several further record attempts by the legendary Baker, most notably in a 1933 Graham-Paige, when he set a 53½-hour record time, which lasted for over 30 years (when it was beaten by a Hillman Imp!).

But before Cannonball Baker there had been the car seen below: a 2-cylinder 20 hp Winton, driven by Horatio Jackson and Sewall Crocker from San Francisco to New York in 1903. Born out of a bet, that must have been a real challenge. This earliest recorded coast-to-coast road trip saw few paved roads and even fewer filling stations, but many punctures and even more amazed bystanders.

As a matter of fact, they were misdirected at an early stage, a grand total of 108 miles, when they asked for the road (mind you – there were no good maps available either) and a lady sent them in the wrong direction, so that her family could see a car for the first time.

After they bought a bulldog as a travelling companion in Idaho, the press got to know of this intrepid trio. Jackson, Crocker and their dog, named Bud, soon became celebrities, being awaited by reporters at every stop, one of these shown here below. Eventually, it took them 63 days to reach New York. Jackson later donated his car to the Smithsonian Institution, and it is still on permanent display at the National Museum of American History in Washington, D.C.



My thanks to PreWar Car for this article.ED.

Toy Run photos from Gary S. 13th December 2025.



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9 A visit to the Old Cheese Factory in Berwick. 10th January 2026.



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Well, after three extremely hot days, it was a relief to face a much cooler and windy Saturday morning. So, with short sleeves on, I headed to the Old Cheese Factory in Berwick.

I travelled some 500 metres when my DeSoto decided to have a hissy fit. I didn't want to push my luck so I limped back home and jumped into my trusty Plymouth.

I arrived around 8:20 to find a couple of cars already there. After only a short time there were more cars and members on site. As the morning progressed, we ended up with twenty cars on display. We had a variety of vintage and classic cars parked in the allocated and defined car parking area. It was good to see so many people looking at our cars.

It was windy but not cold. The sun did make an appearance around 9am. Some members wore shorts and enjoyed the brisk weather. It didn't take long before people walked, talked or chatted in groups.

The market was not huge, but interesting. You could buy coffee and food or veggies and wine. The old buildings in and around the Old Cheese Factory were interesting and there is a playground for the kids.

We were given a tour through the woodworkers shed. There were men and women in there doing their thing. We were told how much of what is made, is donated to charities who then give the toys to those in need.

I have never seen so many tools and equipment. The woodworkers club has incorporated computers and 3D printing into their hobbies and will hopefully attract some younger members. I would like to thank Paul, who was our host and gave us tours of the facility.

We have such a variety of cars in our club and it is good to see them out. We promote vintage cars and we admire the classic ones too.

Thanks to everyone for coming and making this a good run.

by Len Mizzi





Ever since the first passenger plane flew into Mount Gambier in 1928, residents have been fascinated with air travel.

One Wednesday morning in 1937, five passengers flying into Mount Gambier scored a Once-in-a-lifetime tale to tell their grandchildren . “they had survived a spectacular plane crash.”

In the early 1930s, passenger air services had been a bit scatty in the regional South Australian city, despite a brand new aerodrome opening and an increased focus on passenger safety. The first passenger plane to fly regularly into the regional city was the *‘Old Gold’*, in 1928, nicknamed after a brand of luxury chocolates, and able to squeeze in eight passengers and luggage. but a forced landing in gale force winds put an end to that service just a few months later when the plane sustained major damage and had to be grounded.

Then, a sleek new twin-engine Dragon Rapide bi-plane named Monana became the regular ride for air travel to and from the Blue Lake city, run by Australian National Airways (ANA). On the morning of June 30 in 1937, along with some large bags of mail, three businessmen from Western Australia and a Millicent couple were on board the plane, enjoying a routine flight and expecting to arrive on time in Mount Gambier. BUT then an errant mob of sheep caused an upset.

Crash landing!

Pilot Brown was later to tell investigators, to avoid coming too close to the animals, he decided to swing as close as he dared to the windmill behind the airport hangar.

But as the plane came to the aerodrome boundary fence, the pilot gave his engines a burst of throttle to lift them safely over the mill, but unfortunately only his left engine responded. The right side of the plane dipped dangerously low and clipped the top of the windmill, which sent the plane spiraling around and out of control. Witnesses later reported the plane flipped almost the whole way around, striking a car parked on the runway, taking the roof off the hangar and crash landed about 10 metres away.

Imagine the surprise of ANA employee Lance Murphy, who was working inside the hangar when he looked up to see bare sky above his head as the plane neatly skimmed off the roof.

For the bewildered passengers, it was nothing short of a miraculous escape. Climbing from the wreckage, they were able to survey the damage themselves and could see the passenger cabin was the only part of the plane which had survived relatively intact.

Both engines were twisted back from their mounts, and the entire fuselage had been reduced to a crumpled wreck.

The pilot, although he did not recall it, was dragged from the remains of his cabin, now a pile of splintered wood and battered instruments, dazed but still conscious. The papers later called Mr Brown's survival a miracle. For the passengers, the worst injury reported was a sprained ankle and a few bruises.



*A wreck: The Dragon Rapide mail plane that crashed at Mount Gambier Aerodrome in 1937.
(Les Hill Collection: Mount Gambier Library)*

Spectator sport.

The destroyed plane became an instant sensation and hundreds of residents came from far and wide to inspect the wreckage at close quarters. The crash site proved so popular, ANA posted an employee on overnight watch and he spent his night in the cabin, warning off thrill-seekers wanting a ghoulish crash souvenir. The remains of the plane were later transported by road to Melbourne, where they were inspected by representatives of the Air Accidents Committee.

Although the passengers had all avoided serious injury, they proved a resilient lot and were happy to dish their tale of survival to the Adelaide and Mount Gambier newspapers.

The two Millicent residents, seasoned air travelers, Mr and Mrs Holzgreffe, told a journalist the experience would not put them off flying and that "they weren't the least bit frightened".

Not to let a mere plane crash defeat his plans, one of the Perth businessmen was so desperate to make his meeting he hired a car and drove to Adelaide, jumping straight onto another plane to go back home to Western Australia. A corker of a black eye was the only sign he had survived a plane crash the day before.

My thanks to the State Library of Victoria for this story. ..ED.

14 **EASY RECIPE :- Old fashioned coconut cream pie .**

Old fashioned coconut cream pie.

Coconut Cream Pie is more than just a dessert; it's a piece of culinary heritage that brings the flavors and memories of the past into the present. Serve this at your next gathering or as a special treat for yourself, and relish the creamy texture and rich coconut flavor that make this pie truly the best you've ever had.

Ingredients:

- 100g sweetened flaked coconut
- 750ml thickened cream
- 2 eggs, beaten
- 170g white sugar
- 65g plain flour
- 1/4 teaspoon salt
- 1 teaspoon vanilla extract
- 1 (23cm) pie shell, baked
- 250ml whipped cream



Directions:

1. Preheat your oven to 175°C.
2. Spread the coconut flakes on a baking sheet. Toast in the oven, stirring occasionally, until golden brown—approximately 5 minutes. Set aside to cool.
3. In a medium saucepan, mix the thickened cream, beaten eggs, sugar, flour, and salt until well combined.
4. Place the saucepan over low heat and bring the mixture to a gentle boil, stirring constantly to prevent sticking or burning.
5. Once the mixture has thickened and reached a boil, remove from heat. Stir in $\frac{3}{4}$ of the toasted coconut and the vanilla extract, mixing well.
6. Pour the filling into the pre-baked pie shell. Smooth the surface with a spatula.
7. Refrigerate the pie for about 4 hours, or until set.
8. When ready to serve, top with whipped cream and sprinkle with the reserved toasted coconut.

We are heading for Persepolis. The capital of the Persian Empire under Darius the Great (522-486 BC) who was followed by Xerxes (488-465 BC). There is a comment in my journal which says, 'this is the journey of the lurid slide', but as I don't remember this, I consider I can safely assume I wasn't driving.

Now, as we had departed at 6:30 pm, there would be a lot of night driving. We had been warned that heavy vehicles would not give way to us, so to make sure, we gave them a good berth. A good warning but quite inadequate to what we were about to experience. We are on open desert {dirt} road of variable width. Headlights on full beam. Ahead, a heavy vehicle is approaching, also with headlights on full beam and much brighter than ours. We dipped our lights, but the approaching driver did not dip his, but, when we got within about 100 yards, the oncoming driver turned his lights completely off. We were totally blinded by this action as he thundered past. That was frightening. To say we got used to this procedure would be an overstatement and I'm sure our heart rates increased each time a heavy vehicle approached, but we survived. We parked up just short of Persepolis at 1:30 am, had a wash,, banana and custard and tea, then, to bed. The 5,000 mile mark was passed today.

We were up at 7:00 am, had a couple of cups of tea, then set off for the short drive to Persepolis, at last.

My first thought when I saw it was, 'Is this it?' but that soon changed after climbing up to the entrance and was faced with the stairways to the Audience Hall. The reliefs on these were spectacular; typical of the standard of these ancient structures. I separated from Fred so that I could wander and photograph without interruption. Then suddenly I heard a cry, which sounded like "Les, Les!" (Lots of cries sound like "Les, Les!") and I turned to see Henny and Lies running towards me. It was like a scene from Wuthering Heights. Unfortunately, they were on a coach tour so couldn't re-join us.

I was in my element wandering among these ruins and there was a good view of the overall vista when we climbed to the Kings' tombs site carved from the solid rock face. Henry Stanley; he who found Livingston in Africa, supposedly carved his name on one of the columns, but I never found it. (One would think something of such significance would be indicated.)



Persepolis panorama from Kings' tombs

We finally had to make a move and begin the long return drive to Tehran and our first stop was the campsite at Shiraz. The engine boiled on the way but we finally arrived and set a new record for getting into the pool. We dived and swam, talked and read, or just day-dreamed, having made the decision to work on the van tomorrow morning, and to reach Shiraz in the afternoon and Esfahan in the evening. The thermometer sat on 114 degrees.

But the next day, before the drive to Esfahan, we headed into town to do a bit more sightseeing; after all, we were unlikely to come back here again. The Mosques and Tombs were so impressive, and the glass decors were an absolute kaleidoscope of colour and reflection.

Back to the campsite and the lure of the swimming pool overcame our enthusiasm for driving. Plunging about in the cool water was irresistible and I finished the session just swimming innumerable laps. Conversation during the tea break created precedence for competition, and *'the worst springboard dive of the day'* award was announced. This event saw me gaining great height from the board and great depth in the water, but rarely in control. This was the longest and most enjoyable diving and swimming session I'd ever had in a swimming pool (probably still is), and I was tired out.

We finished the day with curried hamburgers and rice with numerous cups of tea. It appears the Isfahan drive is postponed till tomorrow evening. Fred keeps talking to the frogs and studying their mating habits. The local bundle of rabies seems to have an affinity for him too. I think it's his camel hide sandals that do it.

Plunging about in the pool again today. Barry came along and performed some inspired dives, and this brought forth a spate of performances by various English-speaking persons, such as had never been seen in Iran before. Or probably anywhere else.

Meanwhile, Fred stripped the carburettor and found one of the jets blocked. Unfortunately, in replacing it, he broke one of the bolts. After the combined efforts of the three of us for four hours we managed to drill out the old bolt and replace it. The van seems is running nicely now.

But I'm feeling a bit worse for wear. I think it may be due to a bit too much sun. We've decided not to leave tonight so, after a meal, we went to bed, and I slept like the proverbial log.

Comment: The Iranian people have taken on the western style of dress in the main towns and cities and dress very smartly. I am told however, that the clothes are of very poor quality and this accounts for why they want to buy mine. Jeans in particular fetch a very good price. The uniformed personnel are also very smart, from police to camp attendants. They are very polite and helpful.

I decided to stay in the shade today and give the old body a chance to recover. The pool is partially empty so no swimming. Jim's been unwell during the night, so I gave him some Thalazole.

Barry and his girl came over for a chat and have they had/got problems. They've replaced valves, springs and the clutch on their Transit and now the heavy-duty springs they installed are breaking through the floor of their van. They've had frogs, scorpions, snakes and centipedes in their tent and sleeping bags and a couple of the girls in their group have been accosted by locals. They've all had dysentery, ones had an abscessed tooth removed, one sprained a leg tendon and another bruised and gashed her leg and had to have it stitched.

Barry's girl lived in Westlands Avenue, Slough, a mile from where I lived. My father's business partner and two workmates of mine (one with whom I'm still in touch) also lived in Westlands Ave. It's a small world, and even smaller than that, as I have found out over the years.

I spoke to a New Zealand guy in their group who left for a brief vacation and has been away 3 years. He said Australia is the place for earning money. The English are the most helpful. The Germans are too organized and the Swiss are cold and only interested in making a lot of money quickly. It's interesting to hear these views from people who have been in different situations.

More Persepolis Pictures



The Kings' Tombs.



The Assembly Hall Staircase.



The lower five pictures are of general structures. ***All the above are my photographs***, but many more, and better ones can be selected on computer and I recommend you view these.

CENTRE ROAD BATTERIES



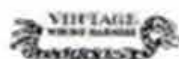
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