

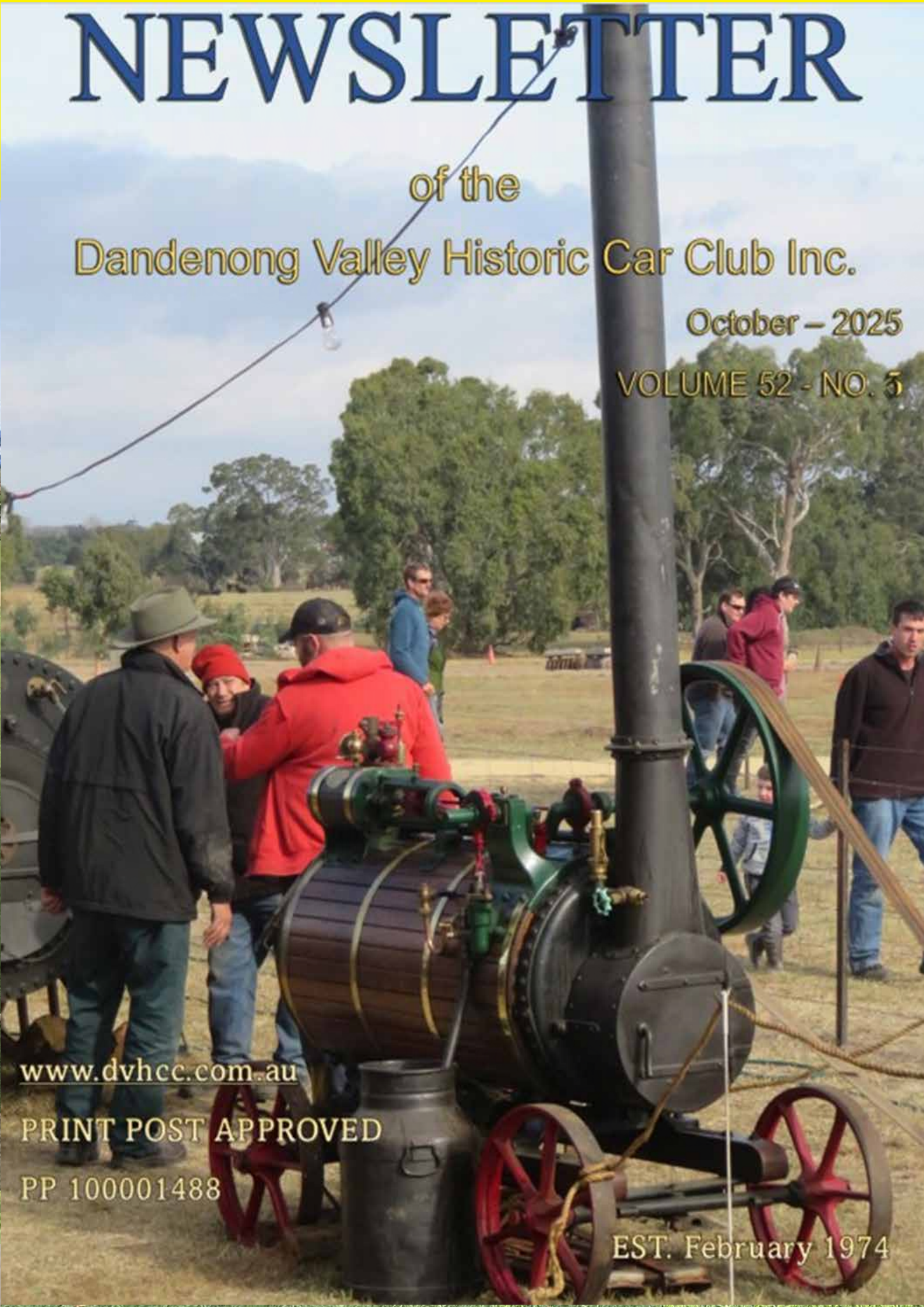
# NEWSLETTER

of the

Dandenong Valley Historic Car Club Inc.

October – 2025

VOLUME 52 - NO. 3



[www.dvhcc.com.au](http://www.dvhcc.com.au)

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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 Friday 3rd of October 2025.***

Dandenong Show Grounds, Bennet Street, Dandenong.

Enter through the main gate, follow the bitumen to the end and turn right.

Doors open at 7.00pm, - Meeting commences at 8.00pm

# ACROSS THE EDITOR'S DESK

Hi Everyone,

What did you think of the few changes introduced in the September DVHCC Inc Newsletter? There are more to come and the use of colour is going to be limited to the Cover, both outside and inside, and the two middle pages. The Club Merchandise has been removed for a while and will appear occasionally throughout the year. The Advertisers have now taken over the back page to keep in line with the coloured Front Cover.

Now talking of the front cover, this month there is a picture of my, yes your editors, 1879 J.J. Seekings and Co. 2nhp Semi-Portable Steam Engine. More about that one in a minute.

I have just spent many hours trying to get a front cover up and running. I would like to thank Kevin C. for the many Newsletter covers he has sent to me over the many past monthly issues. I did not have any recent Club event photos, set up in the Portrait layout font, I thought that that this photo might prick your conscience and maybe remind you to take a few photos in the Portrait layout when you are taking photos, to email to me to use on the front cover. (Photos in the Landscape layout are usually too difficult to crop to suit the front cover of the Newsletter.)

My J.J. Seekings and Co engine is one of two sent to Melbourne from Gloucester UK in 1879 for display at the Melbourne Exhibition buildings for the Melbourne International Showcase in 1880. Copied below is the report found in 'The Argus' newspaper in December 1880.

## **PORTABLE AND SEMI-PORT-ABLE ENGINES. -**

"In the eastern machinery annexe, opposite the state carriages exhibited by the Victorian Railway department, are found two neat little semi-portable engines, made by J J Seekings and Company, of Gloucester, and shown by Thos. MacPherson and Co., of this city. These engines, which are of six and two horse-power respectively, differ in some respects from those already described. The boiler consists of a cylindrical shell placed horizontally, with an internal furnace tube extending partly through from one end. The products of combustion thence pass through a series of small horizontal tubes to a smoke-box at the opposite end, whence the funnel rises. The boilers are neatly lagged with teak and brass bound, and are supported on brackets for bolting to an ordinary floor. The cylinder in each case is placed horizontally above the boiler, and act on a crankshaft supported by brackets, as in the larger portable engines. The guides are bored out, and the crosshead turned to fit. The larger engine has a governor of the old fashioned form, but the smaller is provided with a "buss" governor, a marvelous combination of balls and levers, more complicated in appearance than reality, which is reputed to be unusually delicate in its action. These two engines are kept in motion by air laid on from Mr Lord's compressor.

I don't know whether to apologize or not, but I did receive a suitable photo which I could have used as the cover photo, late on Saturday the 13th, thanks Leigh, but it was too late to change the cover before the magazine was due at the printers the next day.

There is only one 'passed event' this month so so you didn't receive some blank pages, I have used a few fillers.

My thanks this month go to Len M., Ian C., Les T., Graeme C., and Leigh H. for the items sent to me to use.

Regards to you all, and happy motoring...Rick..Your Editor.

***Don't forget the Closing Date for  
October 2025 Newsletter is the  
14th of October 2025.  
Please get your interesting items in  
well before that date.***

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Michael Cogley	0425 875 116.	picnic@dvhcc.com.au

.....  
Please refer to your club register for home phone numbers and addresses.  
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## ***President's Report October 2025.***

Our September General Meeting was very interesting, Phillip Burns from **MotoScrub Hydroblasting** was our guest speaker. Phillip explaining to us the benefits of using his hydro blasting system to clean up car parts etc. His factory is in Eumemmering and is close and handy to our members.

Phone Phillip at MotoScrub HYDROBLASTING, on 0427 445 547.

Thank you to the 21 members who gave up their Father's Day to take their cars to **Rippon Lea**

**Mansion.** We took the kids there 45 years ago and had a picnic lunch, but this was the first time I had enjoyed a tour of the house. It is a very interesting house and the stables are great to go and see.

Our Bendigo Weekend away forms were in last month's newsletter, please pay your deposit ASAP by direct debit, or by cash to Heather at any meeting.

John Jenkins has arranged a 2 night camp out at Murundindi on October 16-17th, so please let John know if you're going to enjoy a few days away from the big smoke. (JJ on 0448 886 109).

Cheers and safe travelling, Ian and Heather.



Marg H, and Beverley S. examine one of the many items cleaned up by using MotoScrub Hydroblasting.

# Minutes of General Meeting of the Dandenong Valley Historic Car Club held on 5th September 2025 at DAS.

**Apologies:** Jim Lang, Rick and Jill Cove, Joy and Lindsay, Ray Griffin, Don Jones, Mandy Eagles, Kevin and Carol, Pam and Ron, Bryon and Janice, Eric Hickmont, and Roger Bowen.

Ian spoke on the weekend in Bendigo next March and handed out an attendance list.

**Motion:-** That the minutes of the August General Meeting published in the September Newsletter be accepted as accurate.

Moved Peter LeFrank. Seconded Don Fleiner. Passed.

## **Secretaries Report**

### **August 2025 Inward Correspondence**

Reply from Paul Tangey (Federation) saying he had received our invoice and had forwarded the payment.

Invoice from Samuri Consulting for Web Site service fee  
AOMC Bulletin by 2

Federation- Special members meeting at the Marina Picnic

AOMC Club and Trade Expo

Bay to Birdwood registrations and festival tickets by 2

AOMC Delegates Meeting.

### **Advertising Flyers**

Colac Show and Shine

Triennial Rally

Inglewood Coffee roaster by 10. As they are sending so many emails of no interest, Jim suggests we block them.

Davenport Motor Show

JP Pistons

Cascade Art Maldon by 3

Bend Motor Sport by 3

Auto Surplus

Coorong Realty

National Show and Shine Euroa by 4

Antiques Tyres by 1

Auto Equip by 1

Micawber Tavern by 4

9 Club magazines by email

### **August 2025 Outward correspondence –**

Letter to Shannon's seeking a trophy sponsorship for the Australian Day Car Show.

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

Moved Len Mizzi. Seconded Les Thomas. Passed.

### **Treasure's Report**

As read by Brian Jelliff.

### **Motion:-**

That we accept the Treasurer's Report for the month of August 2025.

Moved Geoff Strahan. Seconded Irwin Sinclair. Passed.

**Federation Report:** Max Hobson  
Baw Baw Picnic update, & Bendigo Swap news.  
Helpers still needed. Renovations are underway.

**AOMC Report:** (See report in this Newsletter. ED.)

**Editor Report:** 4 pages less this time. Still more magazine changes to come. Magazine articles wanted, stories and / or pictures of cars and events etc.

**Scoresby Picnic Report:** Nil

**Australia Day Car Show:** Flyers are ready to hand out.

### **Weekend Away in Bendigo.**

All applicants have received their information by now. Please pay your deposit ASAP by direct debit, or by cash to Heather at any meeting.

**Web Master:** Nil.

### **Past Events**

Brunch at Mazz and Peter Lefrank was well attended.

Thanks Mazz and Peter.

Glen Huntly street parade was also well attended.

### **Future Events**

Ripponlea this Sunday

Melbourne Tram Museum followed by lunch at the

Matthew Flinders Hotel

Combined car event at Pearcedale

AOMC Trade Day

### **General Business**

Ian spoke about taking his truck to the Red Dust Revival. The event was cancelled.

Bairnsdale weekend in October

Italian Night at Mazz and Pater's place. BYO drink please. More info in the magazine.

Gary Stocking has some books to give.

Marg Detez doing a little better after many treatment sessions.

### **Cars and Parts**

None

Meeting closed 9:30

**Len Mizzi on behalf of Jim Lang Secretary**

**Ian Clark President**

# .....COMING EVENTS.....

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**Sunday 28th September.** Joint run with the Chrysler Car Club to visit Andrew Simmons collection at Pearcedale. 28th August is a joint picnic run with the DVHCC and the Chrysler Restorers Club to Pearcedale. We will be visiting the property of Andrew Simmonds who is restoring three XK Jaguars. Meet at the BP Servo corner of Thompsons Rd and Dandenong Hastings Rd (Westernport Highway) at 10.15am for 10.30am start.

Proceed in convoy arriving around 11.00am at 1889 Westernport Hwy.

BYO Picnic lunch, folding chairs, plates, cups, etc. Andrew will have a BBQ available should you wish to bring and cook your own meat. Boiling water will also be available to make your cuppa.

There is an undercover area should the weather be wet.

**Friday 3rd October.** DVHCC General Meeting at the Dandenong Agricultural Society. 8.00pm.

**Sunday 5th October.** Enjoy an Italian Dinner with Mazz and Peter. This will be a three course meal prepared by Mazz. If it is half as good as Mazz's spread at the Cadillac Christmas Party, then it will be outstanding. Booking is ESSENTIAL. Please register with Mazz by October 1. Ph. 0417 341 535 or lafrank2@bigpond.com Venue is 5 Greenridge Avenue, Narre Warren. BYO drinks. Cost will be \$20 per person.

**Thursday 16th October. to Saturday 18th October.** Two night Camp Out at Murundindi.

**Saturday, 18 October.** AOMC in conjunction with Penrite oil are hosting a trade and club display day. DVHCC will participate to publicise our club. Location is Penrite Head quarters, 110 Greens Rd. Dandynong South. We have the option to have one display car. AOMC will supply one 1.8 m table plus 2 chairs. Set up commences at 7—30 AM. Public entry is 8—30 until 2 PM.

**Wednesday 22nd October.** Lunch at "The Vale" Springvale Hotel at 12.00pm.

**Friday 31st October to 4th November.** (Melbourne Cup Weekend.) The East Gippsland Historical Car Club invite you to their 14th Triennial Rally in Bairnsdale. Contact Ian, Rick for more information.

**Friday 7th November.** DVHCC General Meeting at Myuna Farm. BYO Dinner. BBQ available  
Meeting starts at 8.00pm.

**Sunday 9th November.** Dandenong Show. Be there at 9.00am.

**Wednesday 12th November.** Visit to DFO Moorabbin for a Shopping Spree followed by lunch at the Cheltenham RSL, (Opposite DFO.)

**Friday 5th December.** DVHCC Christmas party and Pizza night followed by the General Meeting at the Dandenong Agricultural Society. 8.00pm.

**Sunday 7th December.** Christmas Party at Clark's (It's an English Garden Party.)

**Wednesday 17th December.** Lunch at Trio's Cranbourne.

**Details will follow later for: November.** Fern Glade at Mt Macedon.



# **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

**CURVES OF YOUTH**  
will be yours if you will  
*“Pull the Cords”*

Gives the  
Flesh the  
Resiliency  
and  
Freshness  
of  
Youth

PROF.  
MACK'S



Prevents  
Double  
Chins

Effaces  
Double  
Chins

Reduces  
Enlarged  
Glands

Chin Reducer  
and  
Beautifier



*“Arn’t these lovely roads through the bush so nice to go for a run on. No traffic either.”*

**Cars-that attended Ripponlea.**

John Jenkins 1936 Cadillac, Ian, Heather and Yvette, 1937 Chevrolet, Greg Strafford and his son 1941 Chevrolet, Graham Chard and Michelle 1916 Model T Ford, Leigh Howes 1933 Chevrolet Roadster, Stan and Margaret Snyders 1930 Model A Ford, George Rae and friend 1938 Dodge, Pam and Ernie Hopgood 1928 Chevrolet, Irwin and James Sinclair in the red Mustang, Sam and Myra Capes accompanied by Myra’s brother as chaperon to make sure they behaved them selves in the Desoto and last but not least a proposed new member Tim McEgan 1938 Fleetmaster Chevrolet.

First of all, I will start with the lead up to this outing, for a good number of months now I have been given some gentle encouragement by Leigh Howes and Michelle Davis, to get my 1916 Ford Model T out of the deep depths of my shed, where it has slept for a good number of years because I haven't been able to drive it due to my crook knees and recent knee replacements.

On the 21st July Leigh came around for a coffee after going to the blood bank and was possibly surprised that I had the Model T out of the shed (I had to prove to Michelle that the Model T did exist and was not a cardboard cut-out), I had managed to get it going and we took it the short distance up to the shops and we had a coffee.

I still had reservations on driving the car very far, the Glenhuntly Street Car Show came and went, but on a good number of occasions I was getting **"the car would look nice at Ripponlea, it will be fitting for the era"** etc etc. from different people.

During the week leading up to the visit to Ripponlea, I had the Model T out of the shed, I had it going, I had changed the oil and water, I had given it a bit of a clean and a drink of fuel, all with the aim to go on the run to Rippon Lea Mansion on the Sunday, so the Model T was as ready as it was ever going to be.

We had teed up with Leigh (**no pun intended..ED**), to meet at my place around 8.30am on the Sunday morning. The weather was overcast, a bit windy and quite mild, but the forecast was for some not so good weather later in the day.

Still willing to take the 'Model T', Leigh turned up, I go through the starting process, my T coughed a few times but wouldn't start, the starter was getting a bit over heated and not cranking so well, so we went for the push start option. Leigh and a passer-by having a walk, pushed the car down the street until they too were overheating. It was still no go. Next thing was to get Leigh's car and a tow rope and try giving it a tow start. Finally, after a large bang, the Model T started running. Not going to stop it now, I quickly locked up the house and we set off with Leigh as Tailend Charlie, just in case anything happened. Luckily the drive went OK, my knees were holding up and we got to the assembly point outside Ripponlea Mansion right on 9.30am, I was reluctant to stop the Model T just in case it wouldn't start again, and I was given permission to go into the grounds. One of the grounds volunteers gave me some incorrect directions, which fortunately enabled me to do a large circle on the grass in front of the mansion. Luckily due to the power of the Model T, I didn't break traction on the grass, and as I headed to the parking area and parked the Model T, I had a brief moment for a perfect opportunity to take a photo of the Model T, in front of the Mansion, with no other cars or people in it, so I was very happy.

The Club cars had assembled out in the street were sent into the Ripponlea grounds and were parked on the gravel outside the grand old building. We all had a walk around the grounds and most members went to the front entry gatehouse where we had a complementary cuppa while we waited for our guided tour of the Mansion.

Our National Trust Tour Guide (Tom) took us on a great tour throughout the building explaining the rooms and changes that had been made overtime. These include from the 1868, 15 room Mansion, to the 33 rooms that it currently has. These include the luxury appointments of having its own electricity supply, underground watering system and internal toilets in the house.

The house was originally built for Frederick Sargood, was sold in early 1900's to a syndicate led by Thomas Bent, who became Premier of Victoria in 1904. The property was used for entertaining and charity events but Thomas never lived on the property. Thomas started to subdivide and sell off some of the land but died in 1909 and this saved Rippon Lea from further subdivision. The property was bought by Benjamin Nathan, the owner of Maples Furniture and Music Stores, this was to be the last time that the property would be sold but the mansion was re-styled and modernised over the years. Louisa Nathan married Timothy Jones, and during the 1960's Mrs. Jones made arrangements so that, when she died, the house and remaining land at Ripponlea would pass to the National Trust.

It was a very informative tour that was enjoyed by all, after the tour we went back out into the gardens where we had a sausage and drink for lunch. The weather had changed and we had some rain showers and as the wind was picking up, due to the conditions, we all left before the 2.00pm departure time. Overall it was a very enjoyable day.

.....Graeme



*Ripponlea Mansion was originally built in 1868 with 15 rooms but has been added to over the years to 33 rooms*



*Graeme C, was lucky enough to get a photo of his Model T Ford in pride of place.*



*Ern and Pam H. felt right at home with John J's car for company.*

*Dressed to kill for the day were these two who loved Ian C.s car.*





*How many fingers have been squashed in a mangle.*



*A child's bedroom with books and a rocking horse*



*What a great setting for a 1940's movie.*



*Well suited to the mansion was Stan S.'s Model A Ford.*



*"Time for a cuppa, John." says Stan.*



*One of the magnificent stain glass windows.*

# Minutes of the AOMC Delegates Meeting

## Saturday August 16th, 2025 at 1.00pm

### Venue: Maldon Vintage Machinery & Museum

**VicRoads/CPS Report:** Keith Mortimer reported that on 20 May 2025, members of the AOMC and Federation executive committees met with VicRoads staff. The main focus was VicRoads' early proposal to improve the online permit renewal system. This new system aims to help club secretaries better track members' permit renewals, simplify the renewal process for permit holders, and reduce secretaries' workload through online membership endorsements. The proposed solution centres on a digital approach where clubs endorse renewals before they become due, enabling members to pay for their renewals online. Permits that have not been endorsed by the club will remain ineligible for renewal, consistent with the current process. VicRoads is still developing this proposal and the supporting online system and will continue to consult with peak bodies as the project progresses.

The meeting also considered electronic logbooks via the VicRoads app, including the possibility of a transition period where both paper logbooks and the app would be available. Work is ongoing to ensure end to end process is understood and all stakeholders are engaged appropriately.

**Questions from the floor:** Are VicRoads planning to introduce custom plates? Keith responded that this was not on the table at present.

Brenton Stephen (Echuca District HVC) asked if everything is going digital, as there are permit holders who do not have access to digital technology? Keith responded that they are looking at this as an option, not as an exclusive system. He also noted that AOMC and VicFed have raised similar concerns at their joint meetings with VicRoads.

Dennis Dawson (Hamilton & District HVC) Asked about the possibility of getting a short permit for moving vehicles? Not all collector cars have permits and need to arrange when moving. Keith responded that this has not been raised in discussions but is happy to take on board and raise with VicRoads.

**Apprentice & Business Support Grants:** These were launched at the May meeting. Keith urged delegates to take this back to their clubs and encourage applications from businesses that supply vital services to clubs. Full details on the grants are available on the AOMC website. The first awards will be made on Saturday October 18th at the Club & Trade Showcase being held at Penrite's headquarters in Dandenong Sth.

**Treasurer's Report:** Mark Fenton reported that as of 31st July 2025 AOMC has \$281,009 cash at bank with \$9735 outstanding from membership and MembershipPLUS invoices due. This year's invoicing has been done a little differently to address concerns that clubs were not receiving the invoices sent, and this seems to have been more successful this year, so thank you for making your payments more promptly this year. We will continue to send reminders about outstanding invoices but this has not been as problematic as previous years. There have however been some payments that are not able to be identified, so if you keep receiving reminders about an invoice you believe has been paid then please contact Howard in the AOMC office to see if any of these payments belong to your club.

This year sees the start of the MembershipPLUS affiliation program and this has introduced some new office accounting and communication processes which seem to be working well. A separate report on the MembershipPLUS launch will be presented later in the meeting.

The annual financial reporting is now under way to present at the next AGM with no expected concerns, while BAS reporting is up to date and tax returns will be prepared in due course. Overall, we remain in a strong financial position to fund ongoing activities including the launch of the AOMC MembershipPLUS Insurance scheme and other programs identified in our strategic plans. Keith Mortimer acknowledged the work that Mark puts in as treasurer.

#### AOMC Events 2025:

**Club & Trade Expo Saturday October 18th** . Last year we used Shannons Showrooms and invited clubs to promote themselves and opened up to the general public. That event was reasonably successful, and participants were surveyed to find out what could be done better. Penrite attended that event as a participant and have offered their facility to host the event this year. Last year there were 15 clubs and 25 traders displaying. This year there can be more clubs involved, and with extra room they can each have a display car and 3 other vehicles on site. Capacity for up to 50 traders to display as well.

**American Cars & Coffee Event:** to be staged at the Manhattan Hotel in October. Information will be on the website.

#### AOMC Events 2026

**Festival of Motoring at Cruden farm.** January 16.

**British & European Show** - Sunday February 15 at Yarra Glen Racecourse.

**NMHD** - Sunday May 17. Clubs who are holding an event on NMHD and are looking for support are invited to apply to the AOMC through Howard in the office

**Florence Thomson Tour:** Maureen Ross reported on arrangements to date. The 2026 event will be based in Shepparton and will include the MOVE museum. Applications will open in September and close in November.

**MembershipPLUS Club Insurance Scheme:** Mark Fenton reported that MembershipPLUS was launched on July 1st this year after years of work. A new membership category that includes an insurance package that includes Public Liability and Volunteer Workers insurance. The cost of the insurance cover will be much lower than what clubs are paying now. The insurance also covers club scrutineers and volunteer workers at club events such as swap meets. Plenty of information has been put out in a handbook and a seminar was held on the topic. Transition from existing cover to MembershipPLUS will take time as clubs existing insurance expiry dates are spread across the year.

The particular requirement of a documented Risk Management Plan (RMP) contributes to reducing the risk a club is exposed to, and hence the reduced premiums. Concerns have been raised by clubs that the Risk management requirement is too onerous. AOMC have drafted sample documents to assist clubs and will have them out in a few weeks. Delegates are encouraged to inform their clubs of the advantages of the scheme. If there are any questions, please ask. AOMC have a specific insurance email address to send queries to.

**Questions from the floor:** Philip Johnstone asked what the AOMC have done for Risk management for this meeting. Mark responded that a series of Risk management plan have been drafted, and Mark did a check this morning to ensure it was adhered to.

Brenton Stephen (Echuca District HVC) asked about sharing documents amongst clubs. Mark responded that about 30 clubs have signed up for MembershipPLUS, some with RMP already drafted. Some are very specific about events they run. We will put relevant bits from each to make one that makes sense to circulate for use by clubs.

Peter Dowdle (Hamilton VVC) asked if a RMP is put together, and you run an event that does not follow the plan, does that affect any payout? Mark responded that probably only if you do something illegal and then it would affect the level of the payout. It would not invalidate insurance that you have already paid for, though it may affect future policy payments.

**Club Permit Scheme handbook:** Tony Hall reported that a subcommittee has been doing a revision of the 2015 handbook. He acknowledged the work done by Lawrence Glynn and Ken Goodin on the project. They are nearly in a situation where they can send it to VicRoads for vetting and then it needs to go to Dept of Transport for approval.

**Guest Speaker:** Keith then introduced our guest speaker, Alan Miller, Maldon Vintage Machinery & Museum, and noted that all clubs should consider a club run to this venue. He thanked Alan and the club for their hospitality.

Keith Mortimer thanked Alan for his presentation and once again for their hospitality and declared the meeting closed at 2.15pm. Meeting Closed at 2.15pm

The Argus, Tuesday 22nd. November 1881.

The heaviest flood that has occurred in the city for a long time took place about 9 o'clock on the evening of the 15th inst.

About 8 o'clock a terrific thunderstorm broke over the town. The rain descended in a perfect torrent for nearly an hour, and a serious flood was the result. The low portions of the city were quickly submerged, serious damage being done to property at the south end of Elizabeth and Swanston streets. In both of these streets, the water was flowing in one broad stream, extending from one shop door on one side of the street, to the shop door on the other, and in many cases and many instances the water entered the dwellings, in spite of the precautions which had been taken.

In Elizabeth Street one of the heavy foot-bridges was washed away and an immense paving stone near the post office was lifted completely out of its position.

In Swanston street, an accident occurred which was only prevented from having a fatal termination by the dogged perseverance and plucky activities of the bystanders. A cabman named Thomas Brown, through some unexplained cause, got into the current of the gutter at the intersection of Swanston and Lonsdale streets and was swept rapidly along, totally unable to compete with the force of the stream. A tobacconist named Higginbotham heard Browns shrieks for help and in conjunction with a large Newfoundland dog, made efforts to save him. The dog jumped into the stream and seized hold of the man but the current was so strong that the clothing gave way and the man was carried still further down the channel. The dog then made another attempt and seized Brown just before he reached Little Bourke street but the force of the water was again too much for the dog and he was compelled to release his hold. At this moment Mr Higginbotham, who had taken hold of a post, leant out into the stream, and got a grip on Brown, but he was compelled to give way as well. The man disappeared in the covered channel which went under Little Bourke street and all hope for his safety was abandoned. The dog however, nothing daunted by his failures, got hold of Brown as he emerged from the channel at the lower side of the street but Brown was again torn away and rushed at headlong speed towards the closed channel that runs under Bourke street. Just opposite Mr Benjamin's tobacconist's shop another desperate attempt was made to save him. Mr Higginbotham, Mr Mates and the invincible dog plunged into the stream and by great exertion managed to rescue Brown from what must have been certain death. When the cabman was hauled out, it was found that his clothes were torn to shreds, a fact which was no doubt largely owing to the persistent way in which the dog had taken hold of him. In addition to this, Brown's flesh was found to be torn in many places and he was at once conveyed to the hospital.

Very heavy rain also fell in Melbourne and the surrounding districts on Sunday last. The amount, as registered at the Melbourne Observatory, being in for the 24 hours from 9 o'clock on Sunday morning to the same hour on Monday morning. The streets in the lower parts of the city were flooded several times during Sunday, and the River Yarra rose 15 inches during Sunday night. The rain ceased yesterday about noon.

There is a Newfoundland Dog  
in the middle check the size of it.



# Dezerland Park's Orlando Auto Museum acquires Elvis' 41-foot, guitar-shaped pink Cadillac.

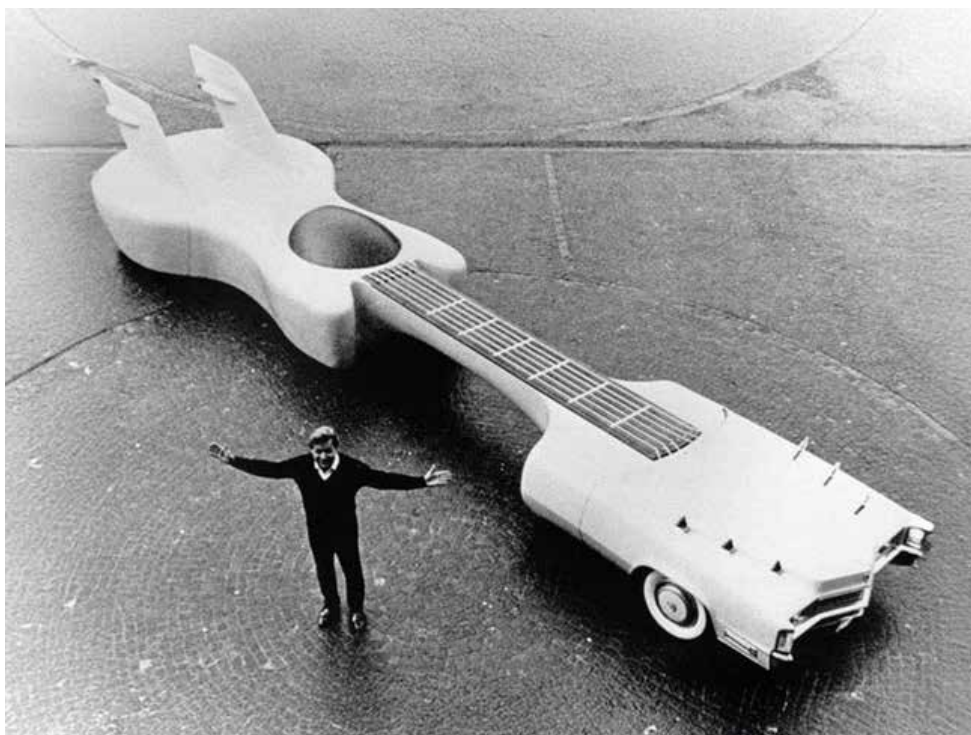
OLD CARS WEEKLY Published September 4, 2025.



ORLANDO, Fla. — A piece of rock 'n' roll and automotive history has been brought back for fans to experience once again. Dezerland Park Orlando has announced that founder Michael Dezer has acquired Elvis Presley's famed "Guitar Car", a one-of-a-kind custom Cadillac that has not been seen on American soil in decades. The car — originally created in the 1970s by Hollywood customizer Jay Ohrberg — is a showstopping tribute to the King of Rock and Roll. Shaped like a giant guitar and once driven by Elvis himself, the vehicle has spent years overseas, hidden

from public view. Now, after a historic acquisition, it has made its dramatic return to the United States. "Few cars capture the spirit of American music and culture the way this one does," said Michael Dezer, owner of Dezerland Park Orlando and one of the world's foremost collectors of classic and celebrity vehicles. "We are proud to bring this extraordinary piece of Elvis history back to the U.S. and to make it available for fans to see up close."

Dezerland Park Orlando will soon unveil the car to the public before embarking on a comprehensive restoration project that guests can watch unfold live inside the Orlando Auto Museum. Once fully restored, the Elvis Guitar Car will take its place as the centerpiece of a new exhibit dedicated to the iconic creations of Jay Ohrberg, whose imaginative vehicles have appeared in films, TV action and pop culture for decades. Dezerland Orlando and Las Vegas are also home to Ohrberg's "The American Dream," recognized as the world's longest limousine.



This acquisition adds to Dezerland's world-renowned Orlando Auto Museum, which already showcases more than 2,500 rare and famous vehicles valued at over \$200 million — including cars from James Bond, Batman and the Fast & Furious franchise.



*The Bulletin.* 33

**The CHANCE of a LIFE TIME**  
£179-0-0

The demand for the "I.H.C." Auto Buggy has during the past six months been far in excess of the capacity of our factories. Some of our indents have been over eight months in completion. After refusing scores of orders through want of stock our belated indents are now being filled. We have no less than 159 of these vehicles now landing and to arrive in Australia before March 15. Our storage space is fully occupied, therefore the first portion of these consignments must be moved before the latter portion arrives.

To do so we offer them fully equipped as shown above at £179-0-0 Spot Cash, or on terms at a slight additional price. We send at our expense a competent expert to remain with each purchaser a week to instruct in operation. Every Buggy offered has been manufactured since September 1st, 1909, and contains the latest improvements. Every Buggy is backed up by our warranty—the broadest ever given with any Auto Vehicle.

More than 7,000 "I.H.C.s" are already in successful use. We haven't space in this advertisement to give details about this vehicle, but you can get them from our pamphlet No. A2, which is yours for the asking. Condensed our claims are—cheaper, quicker, and more comfortable than horse vehicles; the simplest, handsomest, and most reliable Auto Vehicle ever offered at anywhere near the price. This cut price will be withdrawn without notice when a certain portion of these vehicles are sold. The time to act in this matter is NOW.

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Page 8 The Sun News-Pictorial, Friday, January 14, 1938

# PICKED BARGAINS

## OPEN TONIGHT

### EASIEST TERMS

(and the Deposit includes Cost of Comprehensive Insurance Premium)

**1930 BUICK LIGHT SIX**  
CASH PRICE £164

**1930 HUPMOBILE (23 h.p.) LIGHT "6"**  
CASH PRICE £158

**HILLMAN "MINK" SEDAN**  
CASH PRICE £184

**1934 STANDARD "9" DE LUXE**  
CASH PRICE £194

**1937 TERRAPLANE "SIX" 1937**  
CASH PRICE £348

**DODGE "8" D.A. DE LUXE**  
CASH PRICE £134

**CHEVROLET "NATIONAL" TOURER**  
CASH PRICE £78

**WHIPPET "FOUR" TOURER**  
CASH PRICE £92

**CHEVROLET SIX TOURER**  
CASH PRICE £98

**AUSTIN "12" SEDAN**  
CASH PRICE £98

**1934 FORD V8 DE LUXE**  
CASH PRICE £178

**PACKARD SEDAN DE LUXE**  
CASH PRICE £144

**1935 STUDEBAKER "DICTATOR" DE LUXE**  
CASH PRICE £274

**AND 12 MORE SPECIALS**

**ALL CARS BY LTD.**

Car advertisements from yesteryear.

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EXHAUST SIDE INTAKE SIDE

## BUY NOW AND SAVE

**1938 FORD 'V8' DE LUXE**  
CASH PRICE £188

EXTRA SPECIAL—Done 24,000 miles. Regd. Match, fresh and truly as lovely as any in Australia. 60 days' service. Every Recommendation. (Or will give easiest terms).

**1937 VAUXHALL "6/14" SALOON - CASH PRICE £148**

BIGGEST BARGAIN MELBOURNE. Known for draught ventilation, luggage trunk, fair regn., looks, runs, performs well. Just traded. Being Sold Out As Special. (Easiest terms)

**1939 CHRYSLER '6' DE LUXE - CASH PRICE £118**

EXTRAORDINARY BARGAIN—Nice body, leather upholstery, 6 wheels, long regn. Being sold as Special. (Or will take £28 down—includes insurance—balance easy).

**1939 STUDEBAKER "6" with Gas Producer - - CASH PRICE £468**

EXCLUSIVE, SPLENDID OPPORTUNITY—Speedo reads 9,000, with Greig Gas Producer (cost £25). Electric fuel pump, lovely wireless. Regd. Dec. cost £299 new. (Easiest terms).

**GRAHAM "6" DE LUXE CASH PRICE £98**

EXTRA SPECIAL—Splendidly cared for, leather, hydraulic brakes, regd. year; carries 60 days' service. Choice, Good. (Will take £32 down—includes insurance—balance easy).

**1939 STANDARD '10' With Gas Producer CASH PRICE £298**

RARE OPPORTUNITY—Delightful lovely car with Gas Producer, electric fuel pump, knee action, regd. 60 days' service. Popular, Splendid. (Lower fitted £20 extra). Or will give easy terms.

**and 8 More Specials**

- DODGE "FLYING 4" TOURER (Good) Regd. year. Cash, £45; Deposit, £24
- PONTIAC "6" COACH (Splendid) Regd. year. Cash, £22; Deposit, £24
- FORD "A" COACH (Very good) Regd. year. Cash, £28; Deposit, £22
- CHEVROLET 4 SEDAN (Good) Regd. Aug. Cash, £28; Deposit, £22
- AUSTIN 7 SEDAN, Lovely 1935/36 Regd. and very good ... £158
- DODGE (6) D.R. SEDAN, 1934 De Luxe Had every care. Fine ... £148
- HILLMAN D.P. TOURER, 1935/48 Regd. done 4,000. Like new ... £225
- BUICK "40" SEDAN (Very latest) With wireless, regd., good ... £495

**ALL CARS BY LTD.** CORNER ELIZABETH & FRANKLIN STS. PHONE F1606 MELBOURNE, C.T.

## ***EASY RECIPE :- Italian Lemon Dessert Cake***

---

Preparation Time: 15 minutes

Ingredients;

- 125 grams unsalted butter - chopped and at room temperature
- 155 grams caster sugar
- 1 tablespoon finely grated lemon rind
- 250 grams fresh ricotta - crumbled
- 3 eggs - at room temperature
- 100 grams self raising flour
- 60 grams polenta
- half teaspoon salt
- 80 milliliters fresh lemon juice
- Icing sugar for dusting

Method Step 1;

Preheat oven 170°C - non fan forced or  
150°C - fan forced

Grease and line the base of a 20cm (base size) of a round springform cake pan with baking paper.

- Place the base plate back in upside down so there is no ridge, for you cake to get caught on

Step 2;

Using electric beaters to beat the butter, sugar, and lemon rind in a bowl until pale and creamy.

Gradually add the ricotta and bear until just combined. Add the eggs one at a time, beating well after each addition (do not worry if it looks curdled at this stage).

Step 3

Add the flour, polenta, salt and lemon juice to the butter mixture. Using a large metal spoon to fold together until just combined. Transfer mixture into prepared pan and smooth the top.

Step 4

Bake for 45 minutes or until the cake springs back when lightly touched in the centre. (The cake will rise slightly, but will sink back to a flat surface while cooling). Set aside in the pan for 10 minutes before transferring to a wire rack to cool completely. Dust with icing sugar before serving.



**WANTED****WANTED****WANTED**

*I had the misfortune of snapping off the boot handle on my 1940 Chev Staff Car, so I am in desperate need of a replacement locking handle, not one broken like mine.*



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**Mark Holyoak, a big thank you for your donation to the DVHCC.Inc.**

Not wanting to waste time, we left Nurburgring immediately following the end of the final race and headed for Zurich, arriving at 11:00 pm. Fred had friends here and we finally found one of their houses with the lights still on, and slept there for the night. Warm luxury. Next day, following a lovely lunch, we headed into the main town and met up with Roger, whom Fred had finally managed to contact, and were taken to Philippe's, where we were treated to another fine meal and warm beds. Next day we had breakfast and then set off again, this time for Venice, which neither Fred, nor I, had visited before. We spent the whole day there and, as we had now completed our first thousand miles, we filled up with petrol (which caused a severe drop in engine performance and we were later to find out was only 86 octane) and headed off, crossing the border into Yugoslavia at 7:30pm. We stopped for the night just past Rijeka, at 10:00pm.

We now felt the adventure was about to begin and we weren't wrong. All along the roadside in Yugoslavia there are shrines to people who have lost their lives at that point. Sometimes the safety barrier was still missing where someone had gone over the edge, and the crumpled wrecks were still down below where they finally came to a standstill. And there were a lot of them. If there had been multiple fatalities, there was a shrine with, perhaps, up to a dozen portrait pictures on it. Approaching one corner there were a lot of shrines including a large one, so we took the precaution and slowed down. We picked up two German hitchhikers and stopped for the night just before Dubrovnik.

Next day was overcast and raining and we were driving up a mountain again, mainly in 1st and 2nd gear. The road was narrow, unmade, and full of potholes. At one point a bus, coming in the opposite direction, stopped about 100 metres ahead at what I assumed was the best passing place for us. So as not to waste his time I drove up as fast as I could and just as we were nearly level, I realized the edge of the road on our side had collapsed. Fred and I both gasped and the people on the bus were open-mouthed with their faces pressed against the windows in disbelief that we were attempting to pass, but there was nothing I could do to stop in time. I don't know how we got through as there was so little room, if any. For some time neither of us spoke. (Fred later estimated the drop was around 2,000 feet). We eventually arrived at Titograd, which was diabolical, but were soon through it. Fred now took over driving and ahead was a beautiful view of snow-capped mountains. 'I hope we don't have to go over those' said Fred. WE DID! Also, all along the roadside were fish sellers, from young children to old adults and some of the fish were really big, up to three feet in length and fat. We saw a sign to Pec, took this road and almost immediately ran out of fuel. We put in two spare gallons. The road was one vehicle wide, bumpy and twisty with regular van shuddering potholes. Then we started climbing and the road became a dirt track and this continued right to the top of the mountain and down again. The snow drifts on top were about 5 feet deep, where the road cut through them and, on the way down many streams, from melting snow, ran across leaving 1-foot deep gullies where it was stony and 1-foot deep mud where it wasn't. Half-way down our fuel again ran out and we put in our final gallon. 10 miles later we arrived in Pec. We filled up with petrol and parked for the night by the roadside some distance further on. We had a quick meal and wearily climbed into our sleeping bags for a good night's rest. Then, at midnight there was loud banging on the side of the van. Fred got out to investigate. It was the police who declared there was no camping there and we must go to prison. Crikey; that's a bit harsh. This wasn't on our itinerary. Anyway, we followed the police car and you can imagine the smiles on our faces when we came round a bend and entered the town of Prisren, where we stopped for the night; still smiling.

Lovely sunshine greeted us the next morning as we set off for Skopje. On the way we saw two peasant caravans with tame bears walking alongside. Also, a house with three stork's nests on the roof. Skopje was a big modern town, due no doubt to the international help they had received following the earthquakes a few years previous. We exchanged some money and carried on toward Greece. The sky suddenly clouded over and a few spots of rain fell just before the border, which we reached at 3:00pm. We bought 75 litres worth of petrol coupons, which meant we paid 10 drachma instead of 16. per litre, and then continued on to Thessaloki. After a walk round the town we drove round the bay to a campsite at Aghios Triados (or Akti Thermaikou). We had passed the 2,000 mile mark today. It was another cold night cold night.....

# England to Australia Overland



*One of the many shrines along the road in Yugoslavia.*



*Fred reading in the rain.*



*Alexandropolis.. Greece*

**THEN**

*and*

**NOW.**

....This campsite had all the amenities, so we decided to stop for a while. The first morning we emptied the van, sorted and repacked everything in order again Then, down to the beach. After an hour it clouded over and began to rain so back to the van. Fred got fed up sitting in the van so got out, taking the seat and his umbrella and sat outside reading. The rain increased so Fred returned to the van and we played tapes, read and ate, till we finally retired.



...to be continued.....

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