

NEWSLETTER

of the
Dandenong Valley Historic Car Club Inc.

September - 2025
Volume 52 - No. 2



www.dvhcc.com.au

Print Post Approved
PP 100001488



Est. February 1974

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 5th of September 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,

Well some things have changed with this DVHCC Inc. Newsletter. As a result of the vote taken at the July General Meeting, which was, to keep our Newsletter as close to what we have been used to for so long, and also at the following DVHCC Inc. Committee meeting, a few changes have been made to this issue to reduce the cost of printing etc.

Firstly, we have gone from a 24 page Newsletter to a 20 page Newsletter. (We have to remove 4 pages if we want to make a change, not two as the printing machine does the 4 pages at a time.)

Next, Shannons Insurance have decided to stop sponsoring our Newsletter cover. Shannons have supported our cover for many years. "Thank You Shannons!". However Shannons are not dropping their support for the DVHCC Inc. though, they have given money towards our trophies for our Australia Day Show. Once again we say, "Thank You very much Shannons!"

You might have noticed that the photos of the Committee have gone, as is the list of positions etc. Well, that is not quite correct ,on page 2 of this Newsletter are the positions and the Presidents Report, thus saving almost 2 pages.

The Club Merchandise is still here but has moved across a page as has the one for the Advertisers who have now taken over the back page to keep coloured.

All of the page headings, which had been coloured, have changed to no colour, and only the middle pages have colour.

Well that is about all the changes for the moment, there may be more to come in the future.

A number of you have chosen to receive your Newsletter by email instead of hard copy. That is a good move provided you are not like me and like to have it in my hands so that I can put it down and pick it up when ever I like. If the Committee decides next year, to increase the subscription amount for those receiving a hard copy, to recover some of the cost of producing the Newsletter, I will be the first to put up my hand in agreeance.

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, Beverley Sinclair, Marg Detez, Jim Lang, Ian Clark and not to be forgotten, Greg Stafford.

Finally, my thanks go to Marg D. for sending me this photo of the result made from the most recent recipe in our Newsletter.

I started way back, the putting in the recipes for all of you to enjoy, the ladies to read and to make and the men to enjoy eating them. Thanks Marg, I really appreciate your comments.

Regards Rick

=====

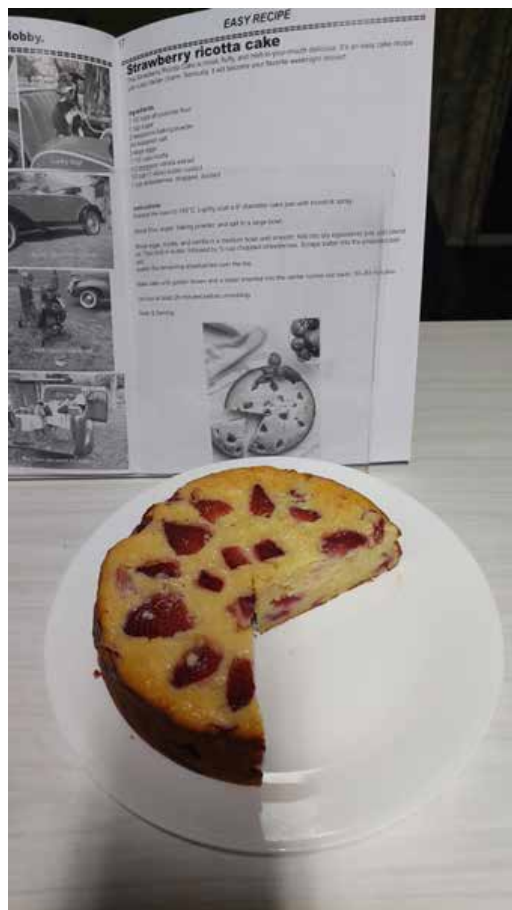
Hi Rick,

I don't know if this will make the next mag or not, but I made this today and two of my granddaughters and I have made inroads. We all like it.

Cheers, Marg.

=====

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



President.	Ian Clark (Heather).	0419 312 304.	president@dvhcc.com.au
Vice-President.	Len Mizzi (Pam).	0403 230 641.	vicepresident@dvhcc.com.au
Secretary and Public Officer.	Jim Lang (Cici).	0412 559 717.	secretary@dvhcc.com.au
Treasurer.	Brian Jelliff.	0417 313 422.	treasurer@dvhcc.com.au
Club Captain.	Gary Stocking (June).	0418 140 844.	clubcaptain@dvhcc.com.au
Committee Person.	Leigh Howes (Diane).	0413 883 768.	committeeperson@dvhcc.com.au
Editor.	Rick Cove (Jill).	0401 278 238.	editor@dvhcc.com.au
DVHCC Representatives.			
Publicity Officer.	Gary Stocking	0418 140 844.	publicity@dvhcc.com.au
Safety & CPS Officer.	Leigh Howes	0413 883 768.	permit@dvhcc.com.au
Assistant Safety & Permit Officer.	Irwin Sinclair	0438 905 574.	permit@dvhcc.com.au
Webmaster.	Kevin Clarence	0417 558 613.	web@dvhcc.com.au
Assistant Webmaster.	Ben Macdonald	0431 525 615.	web@dvhcc.com.au
Federation VVCVVC Reps.	Max Hobson	0424 229 040.	federation@dvhcc.com.au
	Paul Tangy	0418 627 650.	federation@dvhcc.com.au
AOMC Reps.	Rick Cove	0401 278 238.	aomc@dvhcc.com.au
	Ian Clark	0419 312 304.	aomc@dvhcc.com.au
Sub-Committees.			
Scoresby Picnic.	Gary Stocking	0418 140 844.	picnic@dvhcc.com.au
	Len Mizzi	0403 230 641.	picnic@dvhcc.com.au
	Ray Griffin	0409 216 273.	picnic@dvhcc.com.au
	Michael Cogley	0425 875 116.	picnic@dvhcc.com.au

.....
Please refer to your club register for home phone numbers and addresses.
=====

President's Report September 2025.

Hopefully, as you read this, winter will almost be over and spring is in the air. I have really felt the cold this year. Is it that I'm getting old, or because we didn't travel north this year to miss the cold of winter. Our August General Meeting was well attended considering it was a very cold night.

Our weekend away in Bendigo is planned from Thursday 26th to Monday 30th of March 2026. Our accommodation in Bendigo has been booked at "Barclays on View". The cost for the 4 days for a double room is \$795-00, for a single room it is \$705-00. This includes a Continental breakfast. The deposit forms are included in this newsletter.

The idea to sell the Club BBQ trailer was discussed at our last meeting, and by a show of hands it was agreed to sell it, because the cost to maintaining it was getting too expensive. As a result, I can inform you all that the next morning a Club member bought it.

Our Sunday run to Glen Huntley was a good fun day attended by only 6 of our Club's cars. We joined all the other cars which were on display, and everyone had an enjoyable day.

DVHCC Committee are looking at different ways to try to keep our Newsletter in its current form through sponsors etc to help out with printing costs etc. If you are willing to receive your newsletter via email it will be the cheapest way for the Club to keep in contact with you. If you have any ideas on how to maintain it, please let me know, as the Newsletter is our best form of communication with the members who we do not see very often, I know a lot of members look forward to getting their copy every month. You will see some changes in this issue as a trial.

Please get out and enjoy your cars and drive carefully. Ian and Heather.

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

=====

September 5. Friday General Meeting at DAS. Our guest speaker will be Phillip Burns. He has left secure employment to initiate a business called Moto Scrub. Those who restore metal components will learn useful information. Those who enjoy an engaging speaker will appreciate.

September 7th Sunday. . Rippon Lea Mansion. 192 Hotham Street. Elsternwick.
The mansion was built in 1868 on 5.7 hectares. It was a self sufficient estate, but is now half of the previous area. The mansion has 33 elaborate rooms and extensive and diverse gardens. Many members have previously visited Rippon Lea, but a subsequent visit is always as astonishing as the first.
Club cars may enter thru the main gate, and park in front of the mansion. Arrive at 10AM to arrange cars for display. Tour with a guide will be in the mansion at 10—30. A salad roll and coffee for lunch will be provided. Cost is \$10 per person. Depart any time after 2 PM. Entry fees. Each couple arriving in a club car or car of interest may enter thru the main gate. Entry fee is nil. Modern cars need to park outside, and entry fee of \$15 per adult or \$12 concession will apply.

September 17th Wednesday. We are to visit the **Melbourne Tram Museum.** 8 Wallen Rd. Hawthorn. Time 10.00am. A volunteer will provide a tour and information session at 11 AM. Depart thereafter or a time of your choosing. **COST.** Entry is via a donation. 20 restored trams are available for external and internal inspection. I was surprised to see a restored cable tram. They lasted until 1940, but that was the start of the era when old items, especially buildings, were destroyed. There are also two rooms that contain displays and information. I suggest an early arrival. That should secure for you a convenient park at the venue entrance. Otherwise, parking is available at Wallen Rd. Reserve on the city side of the museum. I found that the most convenient route was departure from Monash Freeway at Toorak Rd, Turn right, then left into Auburn Rd., then left on Riversdale Rd.

LUNCH. Mathew Flinders Hotel, 667 Warrigal Rd. Chadstone. We are expected at about 12.30pm for lunch

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.

Sunday October 5, 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.

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. Dandyong 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.

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

As Editor of the DVHCC Inc. I have taken a little bit of liberty in inviting you all, once again, to come to Bairnsdale for my home club's 14th Triennial Rally. This Rally rotates annually between The East Gippsland Historical Automobile Club, The Goulburn Valley Motor Vehicle Drivers Club, (Shepparton), and the West Gippsland Vehicle Restorers Club, (Warragul). Entry forms are available right now and close on the 12th September 2025.

Contact me if you need any more information.

DVHCC Inc. Editor. Rick Cove rckcv@wideband.net.au



East Gippsland Historical Automobile Club Inc

CLAIMING THE DATE

MELBOURNE CUP WEEKEND

Friday 31st October to Tuesday 4th November 2025

Please join us again and enjoy the Triennial
East Gippsland Rally

Bring your Veteran/Vintage or Classic/Post
Classic vehicle and join in the fun

Register your interest with us now by-

Please note information below is for the Rally Contact ONLY

Rally Director
Mike Gaffney
By Post:- PO Box 120 Orbost
Victoria, 3888

Email:- triannualrally@gmail.com

Mikes Personal Mobile: - 0428 375 011

Entry forms will be available in June 2025

Entries will close on Friday 12th September 2025

PLEASE MARK THESE DATES ON YOUR CLUB'S CALENDAR NOW

Glen Huntly Car Display – Sunday, August 3

By Greg Strafford

The weather gods were smiling on us today, blessing Glen Huntly with a beautiful sunny 20-degree day—perfect conditions for a car display!

If you haven't been down Glen Huntly Road recently, you're in for a surprise. The newly completed Glen Huntly train station entrance made for a modern backdrop to a nostalgic day of classic motoring.

The display featured an impressive lineup from the Cadillac Car Club, Vauxhall, Citroën, and the Dandenong Valley Historic Car Club (DVHCC), along with a range of individual classics from T-Birds, early Holdens, Austin Healeys, and a head-turning Corvette.

Visitors and club members alike praised the vibrancy of the street and the quality retail offerings—true “retail therapy” as one put it. The display even included a Police car showcase, where curious attendees were welcome to hop in and out of retired squad cars. The officers on site were happy to chat and answer questions about these pieces of law enforcement history.

For the young and young-at-heart, \$5 bought a ticket to ride a big red vintage Fire Engine, which drew plenty of smiles across all ages.

The local Mayor gave a heartfelt speech, thanking the car clubs for their passion, time, and the joy their vehicles brought to the community.

With live entertainment, great coffee, delicious food, and plenty of engaging conversations between car lovers, it was a day that truly celebrated community spirit and automotive history.



The Glenhuntly Street Car Show 3rd. August 2025.









Well we certainly picked the right day for it. Mazz and Peter and helpers had everything set up and organized for our arrival. Approx. 32 people attended and the atmosphere was electric with friendship.

A big open fire kept the area very comfortably warm and the outdoor blinds all around the patio kept the warmth in.

As you would expect, there was enough food for an army. Cheese rolls with egg and bacon was handed around to everyone, with a hash brown all in a small neat white cardboard box – Yum.

Plenty of tea and coffee or orange juice and seconds were available as well as more bacon rolls.

Peter took those members who were interested to look at the conversion he is doing on his Chev Corvette, which is being converted from left-hand drive to right-hand drive. Of course, Peters collection of other cars and motor - bikes proved an interesting look too.

But wait, here comes afternoon tea – profiterole rolls, vanilla slices, buttered banana bread, scones with jam and cream and many other nibbles. Again tea, coffee, orange juice or wine was available to wash it down with.

It was lovely to see Sandra and Michael Cogley and Paul Tangey come down from Bendigo for the occasion.

Thank you Mazz and Peter, for opening your home once again and making us all so welcome.

It was a splendid effort and so well done.

List of those at the Lafranks today.

Club Cars

Mazz and Peter Lafrank 1929 Chev

Modern Cars

June & Gary Stocking, Dulcie & Jeff Strahan

Ron & Pam Barnett, Irwin & Bev Sinclair

Ian Clark & Heather Lyons

Les & Aileen Thomas, Lyn & Paul McMillan

Sandra & Michael Cogley, Paul Tangey

Ken Main & Pan Hammond, George Rae

Peter & Margaret Jones, John Jenkins

Don Fleiner & Margaret Hope

Sue & Graham Bates,

Frazer & Carol Carless.



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 all 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.

The 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, 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.



“ Any customer can have a car painted any color that he wants so long as it is black. ”

~ Henry Ford

Introduction – *Except for a brief article on travelling in India following a talk at the Club by a guest speaker, who had done so on an organized tour, I have been reluctant to put finger to keyboard and plough through my journal, notebook, photographs and other ephemera and write the complete story of this venture. Recent comments by members however, have convinced me I should do this for our newsletter, so here we go.*

I shall title this part 'Many a True Thing said in Jest', which will soon be explained.

There is a film titled 'On Any Sunday' (Not to be confused with 'Never on a Sunday'), which deals with motorcycle sport in America. This is not a film one sees advertised in the local cinema, but one made, possibly by Castrol, for Clubs to borrow and show privately to make money for their own coffers. This was to be shown at some distant venue but as it hadn't been shown locally, a workmate and I decided to drive over to see it. They had set up the venue for an expected 80 people; 200+ turned up, so it was definitely 'standing room only'. At the end of the film the lights were turned back on and slowly the crowd began to thin out, and it was then I espied my workshop supervisor's younger brother on the other side of the room. I signaled and then worked my way across to him. I think I had only met him once before. 'How are you, Fred?' I asked. 'Good' he replied, 'and how about you?' 'Well,' I said, 'to tell you the truth, I'm fed up with everything. I feel like doing something ridiculous like driving overland to Australia'. A little more chat and we had to part and catch up with our respective friends who had all left the building.

Forward one or two weeks and the phone rings at home. It's Fred. 'Hello Les', he said, I just wanted to ask when you were intending to leave for Australia?'. 'Oh! Well, I wasn't actually intending to do that', I said. 'I just said it to illustrate the depth of my frustration'. 'Oh, O.K. Never mind. It was just a thought. It would be a great experience though wouldn't it'. But the seed was sown. I thought about it. A couple of years travelling round the world and when I arrived back in England, I would start a new life somewhere other than Slough. A totally new beginning. Just what I needed.

The problem was, I couldn't find Fred. His brother told me he flatted around with various friends in London. It took some time, but I finally tracked him down and said, 'Let's do it'. Then Fred asked when I was intending to leave and I said, 'How about Easter?' and Fred disappointedly replied, 'I don't think I could get enough money together by then'. 'OK, let's aim for Easter; and, if we don't make it, we'll move to June, or August, until we can go. Fred agreed, so it was on.

Then, at Christmas, Fred was made redundant by Lucas and received a nice redundancy package. Now it really was a green light; and we began looking for an appropriate vehicle. With Christmas and New Year over, weekends were spent attending Car Auctions, mainly in London, as they were more prolific there and prices appeared more reasonable, and within our allotted budget. It took some time, and in that time, other items were attended to. Boots Pharmacies supplied us with a First Aid kit and inoculations began initially with Tetanus, Yellow Fever and Smallpox in January, followed by Typhoid, Para-Typhoid and Cholera in February. I also received my new passport. On February 22, I handed in my notice to finish work on March 29th. And then the great day dawned on March 5th when we purchased a 1969 Austin J4 van with 42,255 miles on the clock for 150 pounds (Fine British Engineering). This was celebrated with 2nd doses of Cholera, Typhoid A, Typhoid B, Para-Typhoid and Polio.

Then, on March 29th, I finished at Coopers Mechanical Joints after 10 years, 10 months and 2 days. As Fred had not been working since his redundancy, he had taken on servicing the mechanicals of the van and now brought it down to me to complete the other work required. One month to take-off. Then to London to sort out various visas. The Automobile Association had supplied a carnet for the van and other paperwork.

England to Australia Overland

My brother fitted a cassette player and radio and I painted the van white (to protect us from the scorching sun that we were about to experience but were not used to. I then fitted a couple of beds in the back and other small modifications. We started to load up as much as we could, leaving just a few personal items for the final day.

April 25th. Mr. Shaw, the insurance man, finally made an appearance to tell me the company were unable to supply me with green card insurance. Then Mrs. Bruce, a neighbor from across the street whose daughter had spent 2 years in Australia, visited to wish me good luck and a good time and left saying, 'But don't forget to come back home'. With these two opposite thoughts on my mind I retired to bed in a vain attempt to sleep.

Friday, April 26th and, following a teary goodbye kiss and cuddle with Mum, and a handshake from Dad, I drove away, not realizing I would never see them again. It was 9:45, and as I left St. Georges Crescent I turned on the radio and Peters and Lee's recording 'Don't Stay Away Too Long' was playing. I picked Fred up in London and as we left Finchley at 12:45pm, 'Don't Stay Away Too Long' came on the radio again. We arrived in Dover at 3:30 pm and boarded the boat at 5:00pm, and as we did so 'Don't Stay Away Too Long' was playing yet again. SPOOKY. We left England at 7:00 pm (It would be 16 years before I got back to England) and arrived at Ostend at 10:45 pm.

Now; unlike me, Fred was a successful motorcycle racer, so you won't be too surprised when I tell you that our first stop was the Nurburgring race circuit where the German Motorcycle Grand Prix was to be held this very weekend. Or so we, and thousands of others, thought. As we crossed the border into Germany it was snowing and when we reached the circuit, the guard was sleeping; woke suddenly as our engine noise stopped next to his warm hut, and waved us straight through. We found a parking spot and climbed into our sleeping bags with our clothes on for, hopefully, a few hours' sleep. It was so cold. When we crawled out of our bags in the morning the snow had stopped but it was cold and misty. There was a strange atmosphere and the locals sensed something was wrong, and they were right. In Germany they have car racing between the motorbike races and the car drivers had insisted that all the straw bales, provided for the safety of the motorcyclists, be removed. World Champions Giacomo Agostini, Barry Sheene and Phil Read had already refused to ride and had left along with a lot of other competitors. So, we watched a farcical event in which the main Senior race had only 7 starters and another race only 6. It was another freezing night and the next days racing was the same, except for the Sidecar event which had a full grid of 36 riders. Time to move on. **To be continued.....**



An Austin J4 van, just like the one Les bought for 150 GBP



Top right..The inside of their van.



Camping at Nurburgring circuit.....>

EASY RECIPE :- Lemon Sponge Pie With Pineapple

This lemon sponge pie is a home-style delight featuring a fluffy sponge layer on top and a smooth custard on the bottom. The pairing of tangy pineapple and lemon is so refreshing and so delicious

Total Time:-

Prep: 25 min.

Bake: 35 min.

Makes 8 servings.

Ingredients

- 3 large eggs, separated
- 1 x Dough for single-crust pie (recipe below)
- 3 tablespoons plain flour
- 1/2 teaspoon plus 1/8 teaspoon salt, divided
- 1 cup sugar
- 1 cup full cream milk
- 1/4 cup lemon juice
- 1 teaspoon grated lemon zest
- 1 cup unsweetened pineapple chunks, drained and chopped
- Optional: Fresh pineapple, maraschino cherries and whipped cream for topping



Directions

1. Place egg whites in a small bowl; let stand at room temperature for 30 minutes.
2. Preheat oven to 200°C or 180°C fan-forced.
3. Prepare single crust pie pastry (recipe below) transfer to a 9-in. pie plate. Trim crust to 1/2 in. beyond rim of plate; flute edge.
4. Combine flour and 1/2 teaspoon salt; set aside.
5. In a large bowl, beat yolks until slightly thickened. Gradually add sugar, beating until thick and lemon-coloured. Blend in the milk, lemon juice and zest. Add dry ingredients; mix well. Stir in pineapple.
6. Beat egg whites and remaining salt until stiff peaks form; fold into filling. Spoon into pie crust.
7. Bake 10 minutes; reduce oven temperature to 160°C or 140°C fan-forced Bake until top is puffed and lightly browned, 25-30 minutes longer.
8. Cool on a wire rack. If desired, garnish with pineapple, cherries and whipped cream Refrigerate leftovers.

Dough for single-crust pie

Ingredients

- 1/2 cup butter
- 1 1/2 cups plain flour
- 1/2 teaspoon salt
- 1/2 cup cold water

Directions

1. Mix butter, flour, and salt together with a fork or using a blender until very crumbly. Add as much water as needed to hold together, and mix lightly with a fork.
2. Roll gently on a floured surface to about an inch larger than pie plate. Fold carefully in half, lift to pie plate, and unfold. Press into pan. For a single-crust pie, trim with a small knife to about 1/2 inch beyond rim. Fold up, and pinch so edge of pie is raised from rim.

Lemon Sponge Pie Tips

You'll know your lemon sponge pie is done when it's golden and puffed, and a knife inserted near the centre comes out clean. This pie tastes best at room temperature, but it also works really well as a make-ahead dessert, served chilled. Top a slice with whipped cream, pineapple, or a classic maraschino cherry.

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.



**LOCKING BOOT HANDLE FOR A 1940 CHEV.
WITH OR WITHOUT THE KEY. RING Rick. 0401278238**



Hi Everyone,

I recently purchased white wall tyre cleaner from Antique Tyres and was pleased to apply it to each of my tyres yesterday. However, to my dismay, I discovered that the wheel rim on the front right wheel is cracked. I am concerned that it may be unsafe to drive in this condition.

I have attached a photograph. The tyre size is 6.00/6.50 - 19.

I have some questions:

1. As I have not yet deflated the tyre, I am unsure whether the broken section is only holding the bead on the outside, or if it is a complete rim that extends under the tyre to the other side.
2. Regardless of the nature of the damage, I assume it is unsafe to drive with a cracked rim and that a replacement is necessary. Does anyone have any leads to where I might source a suitable replacement?
3. If a replacement cannot be found, can it be welded?

Any assistance or recommendations you can provide would be greatly appreciated.

Many thanks, Jim

FOR SALE



FOR SALE —1938 Pontiac Silver Streak Sedan.

Side Valve 6 cylinder. Engine No. 6445583.

For Sale due to ill health

Very original Car - Low mileage - Includes Spares

\$20,000

Contact Geof for more information: 0421 317 945

#####

WANTED.

Right hand front mudguard for 1946 Chevrolet Fleetmaster,
with headlight fittings if possible.

Please call Ken 0419 536 232 or email kwmain50@gmail.com

Club Merchandise

To purchase items, please see the Committee Person at the next General Meeting

CLUB
SHIRT
\$25



POLO
SHIRT
\$28



CLUB
MUG
\$9



CLUB
CAP
\$9



WIND
CHEATER
\$40



*Are you wearing your
Club outfit?*

*Nothing looks better than
you, in the correct
Club outfit, on display
at an event.*

DECAL
STICKER
\$1



CLOTH
BADGE
\$3.50



BUMPER
BADGE
\$21



LAPEL
BADGE
\$6



CENTRE ROAD BATTERIES



PH 9546 6000
FAX 9546 6001
MOBILE 0402 01 07 96

CNR Westall & Brear Street
SPRINGVALE 3171

www.centreroadbatteries.com.au

Deep Cycle Specialists **Danny Rault**



paul vermont
paul@vinwire.com.au
p. (03) 9870 0583



vintage wiring harness

po box 2288 ringwood victoria 3134 | www.vinwire.com.au

**Do you know of a business
who would like to advertise
In our great magazine?
Please contact the
DVHCC Inc. Secretary
for more information.
secretary@dvhcc.com.au**



**Fountain Gate
AUTO ELECTRICS**

Brad Allen



P: 9705 1181 F: 9705 1732

admin@fgateautoelectrics.com.au

PO Box 1119 Vesper Drive, Narre Warren, VIC 3805

Fact 5, Cnr Princes Hwy & Vesper Dve, Narre Warren, VIC 3805

www.fountaingateautoelectrics.com.au

AUTO SURPLUS
VETERAN | VINTAGE | CLASSIC

**ALL THE PARTS YOU NEED
FOR YOUR
VETERAN, VINTAGE OR CLASSIC
VEHICLE**

ENGINE & DRIVELINE | BRAKE & CLUTCH
STEERING & SUSPENSION | ELECTRICAL & IGNITION



www.autosurplus.com.au

Unit 18, 114 Merrindale Drive, Croydon South VIC 3136
03 9873 3566

sales@autosurplus.com.au

A.A. VINNEY'S
www.vinneys.com.au

Metal Polishers & Electroplaters

24 - 26 Short Street, Dandenong, 3175

Vince & Anna
Di Blasio

Ph: (03) 9794 7530
Fax: (03) 9794 7532



'It's The Finish That Counts

**Grant White
Motor Trimmer**

Specialising in:
Vintage &
Classic Cars



93 LYON ROAD
VIEWBANK 3084

PH: 9458 3479

E: grantwhite@dodo.com.au