



November / December
2021 Edition

www.qvva.org

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Phone 0412 383 954

VINTAGE NEWS



John and Ruth staying in the bridle suite at Killarney

President's Report November 2021

Please contact us through our email if you have any issues qvva@gmail.com or 0412 383 954

Hi Members, Family and Friends,

Well here we are at Christmas 2021 and halfway through my first year as President of QVVA It has been an interesting time and I have enjoyed the experience of being able to guide the club and its member through this period.

The Club is continuing to grow with new member application being sent nearly ever month and some interesting cars showing up along the way .The committee continues to work hard at planning events and gatherings to keep us busy and these have a variety of themes to suit most of us. We recently held a week-end away up at Killarney which was well attended and provided a chance to explore a little wider area of South East Queensland. Other events are on the event planner for day runs on week days and on weekends so there is something for everyone to enjoy. Our men's group lunches are very popular and provide a chance to talk cars and possibly reinvent the wheel if we can.

The Wednesday Night Club Meetings are always a chance to catch up with other members and hear what events are coming up. We will endeavour to continue having Guest Speakers where possible and hope they will enlighten you on the subjects they present. If you have a topic or someone who would like to present a talk please let us know and we will see what can be arranged.

As Christmas approaches I would like to thank the committee for the hard work they have put in to keep our club going. I would also like to wish everyone a Very Happy and Joyous Christmas and Safe and Successful New Year.

Don Lake
President

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QUEENSLAND VINTAGE VEHICLE ASSOCIATION INC

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Property Officer	Clint Frater / Don Lake			

“QVVA WELCOMES ALL VISITORS TO OUR CLUB”

QVVA welcomes visitors who have an interest in the preservation and restoration of all types of vehicles to an original condition as far as practicable.

GENERAL MEETING: 7.30PM fourth Wednesday of each month

**ADDRESS: Veteran Car Clubrooms, 1376 Old Cleveland Road,
Carindale 4152 Club Room 07 3843 0010**

MEMBERSHIP \$30.00 Joining fee plus \$40.00 Annual fee

**EFT payment can be made to our Bank account which is Bank of Queensland
BSB: 124—078 ACCOUNT: 90528779 (use your Surname as reference)**

QVVA – DISCLAIMER

**The Queensland Vintage Vehicle Association does not hold itself responsible for
Statements made or opinions expressed by contribution to the monthly Vintage News**

**PLEASE USE THE CLUB EMAIL IF YOU WOULD LIKE TO CONTACT COMMITTEE MEMBERS
qvva.inc@gmail.com**

Dodge Deora - a custom and a concept

Some concept cars just stay in the minds of those who have seen them and one of those is the 1967 Dodge Deora. Perhaps the popularity was spurred by this concept being honored as one of the first of Mattel's Hot Wheels cars or just that it was cool, but the Deora was certainly different. And, actually, it wasn't really a concept but was a custom.

Debuting at the Detroit Autorama in 1967, the Deora won nine awards including the Ridler award. It was based on a compact Dodge A100 pickup but was created based on the design of Harry Bentley Bradley from 1964.

While the branding is Dodge, there were a lot of Ford parts used in the design including the back hatch of a Ford Wagon serving as the vehicle's windshield complete with the flip-up mechanism providing the only access to the cab. Yep, you got in by flipping up the windshield.



But that wasn't the only Ford part on this by any means. The rear window also came out of the Ford parts bin and the exhaust ports, which were in the middle of the side of the bed, were tail light rings from a Ford Mustang. Even the tail lights were Ford parts being the three-segment Thunderbird lights retaining their sequenced blinking design. But the lights were aimed downward at a bright metal band across the back so what you would see would be the reflection of the lights, the lamps themselves were hidden.

While the car looked fast, it wasn't. Under the "hood" was Chrysler's venerable 225 cubic inch "slant" six engine but the design moved this back some 15 inches on the chassis so it was no longer intruding into the cab. Instead, it resided below a hard tonneau cover in the bed.

Initially the name was going to be XTAB (standing for eXperimental Truck Alexander Brothers) but AMT models, a maker of plastic model kits, has a contest to choose a sexier name for the vehicle and a 13 year old boy came up with the moniker.

The idea for the name "Deora" came from taking the "b" out of Debora, a girl he was enamored with at the time, although many people assume that it came from and is a technically incorrect version of the Spanish word for "golden".

While the show car wasn't commissioned by the Chrysler Corporation, they liked it so much along with the associated publicity, that they leased it for two years to place with their factory concepts on the show circuit. The car was actually commissioned by Mike and Larry Alexander who were very much part of the show and custom car circuit at the time.

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When they showed the concept drawings to Chrysler that company donated a Dodge A100 pickup to the cause and the Alexanders, along with Harry Bradley, commenced to creating the Deora.

Bradley was obsessed with eliminating the cut lines where a car door would usually operate which is how the front-entry windshield came to be. While the original design was intended to have the whole front section swing up, the thin A-pillars of the Dodge pickup wouldn't support this so just the windshield, which came from a 1960 Ford wagon, opened upward.



To facilitate entry and exit there was a lower portion which also swing open on its center. The stock steering column was replaced with a folding horizontal strut that rotated forward from the left side of the body to let the driver in and out, not unlike a BMW Isetta. It locked into place when the driver was seated. The steering wheel was a stylish butterfly-shaped yoke, reportedly made from an Oldsmobile steering wheel, which would have been right at home in a small aircraft.

In order to achieve that ultra-low look, the radiator was relocated in the bed as well, just ahead of the rear axle. Twin air intake holes were cut into the bottom of the bed, and an electric fan was used to draw in cooling air. That meant that the fuel tank had to be moved from its stock location behind the rear axle to a new position just behind the cab.

The pickup bed itself was covered with a hard tonneau that was secured by chrome hood locking pins. That tonneau cover was padded and covered with black vinyl and, in true 1960s style, there was a strip of fake wood along the top.

To effectively lower the chassis, the Alexanders raised the front frame rails and ran the front springs through the axle. Short-coupled industrial shocks replaced the original tubular shock absorbers in front. They also modified the rear suspension.



The overall height of the truck went from about 72 inches in stock form, to just 57 inches after modifications. Contoured bucket seats leaned rearward just a little to accommodate the Deora's two occupants. The cockpit itself was trimmed in pleated leather.

In keeping with this car's atypical design, the instrument panel was relocated to the driver's side door, and a center console held a speedometer and the tachometer.

At the 1967 Detroit Autorama, the Deora completely swept the show, winning nine trophies plus the coveted Don Ridler award for the best new custom car. It was a poignant moment for Mike and Larry Alexander. Their father died on the morning of the Autorama setup day, but their mother convinced them that their Dad would have wanted the Deora to be shown. Interestingly, that was the only time the brothers ever showed the car in competition.

After the Deora was completed, Chrysler leased it to display on their auto show stands with their own concept cars, where it reportedly caused a sensation. Chrysler Corporation, who'd had nothing to do with the design save the donated A100 itself, claimed this car was a quantum leap in advanced vehicle styling.

The Deora is still around today, most recently having been sold at auction for a cool \$324,500. It's still as much a show stopper as it was when it first made the scene.

Apparently the truck had been in storage for years so when it was brought back out the paint had deteriorated and the Alexanders didn't keep the paint formula. According to some, the present day color has a bit more green than the original, but it still looks incredible with that gold paint job and go fast low roofline.



07 March 2021 Tony Barthel
<https://www.curbside.tv/blog/dodge-deora>

Get Well Soon!



Public Relations Report

Wishing a speedy recovery to any members who have been in hospital or are currently unwell.
Especially: Nancy Condie

Remembering those Members or Family members who have passed this year, may they rest in peace.



Happy New Year



May all our members and their families have a happy, healthy and safe new year.

MINUTES OF THE 634th GENERAL MEETING OF THE QVVA Inc.

HELD AT THE CLUB ROOMS ...WEDNESDAY 27th October 2021

Meeting chaired by Don Lake

MEETING OPENED: 7.30pm.

APOLOGIES: Stan Miller, Nancy Condie and as per the Attendance Book.

VISITORS: Nil

PRESENTATION: Nil

MINUTES OF THE PREVIOUS MEETING: Moved by Ben Carroll , Seconded Clint Frater

SECRETARY REPORT: Clean up of email list has been completed. If anyone is not receiving club emails please contact us. Email from Kathie Day thanking us for flowers sent. Moved by Ben Carroll, Seconded by Clint Frater.

MEMBERSHIP SECRETARY REPORT: James Humphrey & Michael Mewing joined as members this month. Welcome to them both.

TREASURERS REPORT: Moved by Wendy Tyquin, Seconded by Trevor Farnell.

RALLY & EVENTS CO-ORDINATOR:

29th Oct – Late Ekka Day tour out west.
2nd Nov – Tuesday Dinner Carina Leagues Club
10th GOF Day – Men’s Lunch Mt Gravatt Hotel
19th-21st – Weekend to Kallaney including Fireflies
24th General Meeting

GENERAL BUSINESS:

QHMC – Further discussion about SIVs rego.
Return of space in shed to Veteran club. Need to decide what to do with what is left in the shed.
Discussion about creating a member profile for each magazine. Don nominated as first profile.
Bonnets up day – Thanks to Michael and Jody Ferguson.

PUBLIC RELATIONS: Nil

RAFFLE: Jodie Ferguson

Meeting closed at 8:10pm



MINUTES OF THE 635th GENERAL MEETING OF THE QVVA Inc.
HELD AT THE CLUB ROOMS ...WEDNESDAY 24th November 2021

Meeting chaired by Robert Wode

MEETING OPENED: 7.30pm.

APOLOGIES: As per attendance book.

VISITORS: Nil

PRESENTATION: Nil

MINUTES OF THE PREVIOUS MEETING: Moved by Clint Frater, Seconded John Day

SECRETARY REPORT: No membership enquiries this month, Has been a request to investigate setting up a Facebook or email group for the members – is there interest? Members need to investigate how they will demonstrate Covid vaccination status for future events in line with Qld Gov requirements. Need for final Christmas Party numbers ASAP. Moved by Ben Carroll, Seconded by Clint Frater.

MEMBERSHIP SECRETARY REPORT: No applications during this month

TREASURERS REPORT: Moved by Wendy Tyquin, Seconded by Ian McLucas

RALLY & EVENTS CO-ORDINATOR:

Friday lunch in park – Cancelled due to predicted weather

28 November – Holden out for a Cure invitation day

GOF Lunch 8 Dec – Venue TBC

Tuesday Dinner 7th – Southside Club

11 December – Christmas Party

No meeting in December

31st Dec – Last Friday Outing - Lota

GENERAL BUSINESS:

Clint Frater- Relinquishing assets in the shed – Bayside club has accepted all of the goods in the shed and the shed has been handed back to Veteran Car Club.

Chris Pike – QHMC report on club membership. Average age of member is increasing. Economic turnover on historical cars is quite high.

Martin Jansen – discussed his recent trip and the highlights of what he saw.

Birthday Cake for QVVA's 57th Birthday and Ian McLucas & Col Hinxman's 80th birthdays

PUBLIC RELATIONS: Nil

RAFFLE: Ben Carroll

Meeting closed at 8:20pm

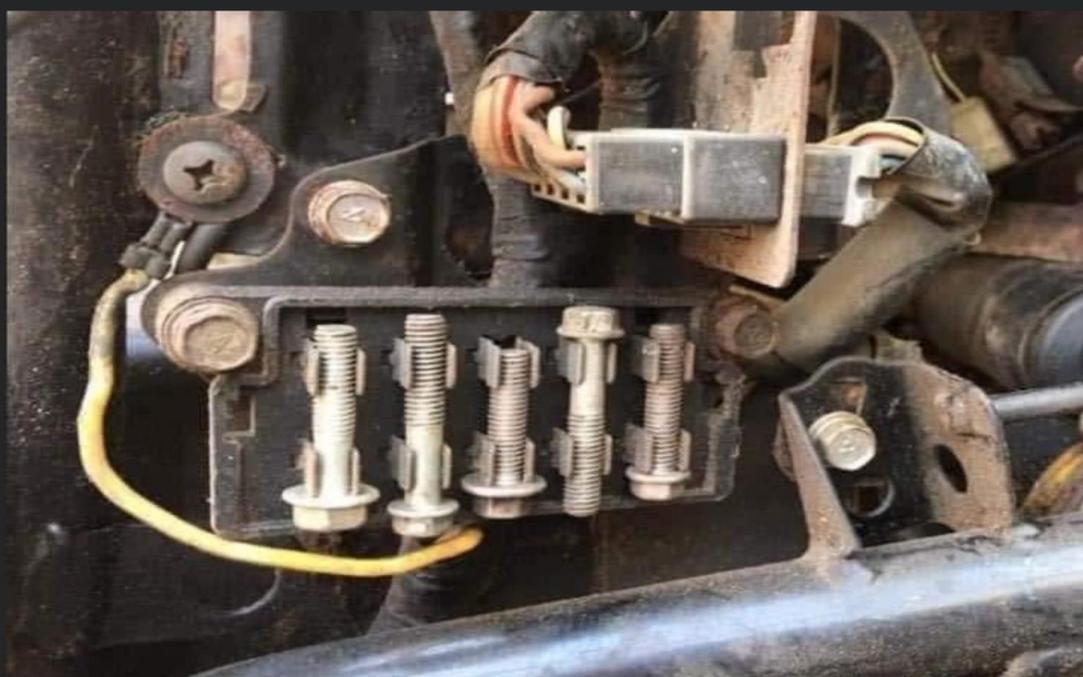
BIRTHDAY CAKE FOR QVVA'S 57TH BIRTHDAY PLUS 80TH BIRTHDAYS FOR
IAN MCLUCAS & COL HINXMAN



In 1965 Ford introduced the wrist twist steering for cars. Despite better visibility, a roomier cabin and allowing you to drive with your arms on armrests it never went beyond the testing stage.



Quick fix for the dangerous mind person



MEMBER PROFILE

DON LAKE

Life for me started in Northern NSW growing up in Mullumbimby, a quiet corner of the world in the days just after World War 11. Dad would travel to Piggabeen in the top end of the Tweed Valley where he and his 6 brothers ran a dairy farm and grew bananas. It wasn't long before Dad realised that raising a family with two boys aged 5 and 3 would present better opportunities if we moved to the city so it was off Sydney we went. Living in the Inner West was a lot of fun and a lot different to the small town we had moved from, proving my Dad a great opportunity for work as a carpenter in the Post War Building Boom that was taking place. Our house was right by the Parramatta River and not too far from Sydney Harbour so I spent a lot of time on the water learning to sail in a Sabot that my Dad and I build from scratch.

School was largely uneventful attending both Primary and High School locally going on to Fifth Year to sit the Leaving Certificate as my final exam for high school, this was the last year that it was held in NSW. I had no real idea what I wanted to do when I left school other than to play around with cars and go sailing. Dad didn't consider this a very good career path and looked at various options including the Building Game as a carpenter but I did let him know that I wanted to do something mechanical, perhaps as a motor mechanic. January 1966 was a defining year in my life as it was the day I started an apprenticeship with Qantas as an Aircraft Maintenance Engineer in both engines and airframes. This was a four year course involving all the facets of aircraft overhaul with training on the job and Tech Collage as part of the process. The first year was spent fitting out The Qantas Tech College with machinery, learning how to use it and then making projects as part of our assessment. The college was fully equipped with welding bays, a fully equipped machine shop, a sheet metal work room and a number classrooms for theory teaching. This was full time but for one day a week to visit to the Qantas Jet Base at Mascot to see the practical side of the trade. The second year involved a lot more on the job training with Tech just one or two days week. Three month periods were the order of day now and the training became very interesting as each section was in house and very well equipped. During my time in the Survival Section we serviced the life rafts fitted to the 707 aircraft and on one occasion we had to take a raft to Botany Bay and deploy it in real world test for crew training. A video of this was made and used to train cabin crew for a number of years and I was excited to have been part of this, especially as a second year apprentice. Other section to train in were the Hydraulics Section changing lots of O rings and cleaning up hydraulic parts which was not a lot of fun. Dealing with Skydrol, the fluid used in the system was a hazard and produced a rash when spilled on your skin. The machine shop was a great place to be for 3 months as there was a lot of interesting processes going on every day. A very interesting part took my eye one day as it arrived into the shop for rework and after asking a few discreet question of the tradie I was assigned to it was revealed as an Offenhauser Engine from a midget speed car that competed at Sydney Showground on a regular basis, a foreign order I figured.

As I moved into third and fourth year I made my way into Hanger Maintenance where 707 service and overhaul took place. My visit here was on the servicing of the Number 1 Engine Crew where periodic service and engine replacement took place. We also got involved in Compass Swings and Engine Runs with some training involved in this feature. Overtime was now plentiful and I was able to start modifying my first car an FC Holden. Dad was not impressed as this had been a very well kept family car which had served us well. My time at Qantas came to an end in 1971 and this was the start of my journey into car performance which was to lead me in many directions.

I worked for a local Chrysler Dealership for a number of years and got to play with the E38 Bathurst Chargers, That was fun !!!!! A stint at a Brake and Clutch service for a couple of years was also a great learning experience One of the interesting parts I worked on was the Duel Plate Clutch out of the XY GT Phase 3 Bathurst Car which belonged to the Ford Dealer at the rear of our building. This car raced at Bathurst for a number of years and eventually was sold on to one of the workers there.

Just after this I went to work for a local speedboat manufacturer turning out race boats with small block chev engines. It wasn't long before the bug bit me and I purchased a hull from him and fitted it out myself, preparing a 327 Chev engine to go into it. The engineering experience I had gained along the way helped me to develop a number of very quick engines for the boat and it was soon the fastest 6 litre Drag boat in NSW with a speed record of 86 mph over the quarter mile in 1977. I campaigned this boat for over seven years taking out various local and State titles.



Family started to play a big part in my life at this stage and racing of any kind was put on the back burner. Shift work as a refueller at Sydney Airport also slowed things down a lot and it wasn't till late 1994 that I moved up to Brisbane to start a new chapter in my life arriving

her on New Years Day 1995 . Early in the year I bought my first Oakland, a 1929 Roadster in complete running condition . It needed little work to get it up to scratch for rego and I drove it to Warwick for the National Meet in October of that year and back home to Brisbane without a hitch.

In 1996 the bug bit again and I built and raced an MGB in Production Sports Racing. Engine development was key to success in this category so my engineering training was a great help to achieving results. Lakeside circuit was the venue for most of the events I competed in and it was a challenging circuit to master. In 2001 the "B" had be uncompetitive and was being outclassed by the MX5 so it was time to sell and build a Rice Rocket. I raced this class till 2011 and during that time built four versions of the MX5 . At times we had up to thirty of these cars on the grid and again engine development was key as the group was so competitive.

2012 Saw me go back to the Vintage car that had sat idle while I pursued the racing thing and it needed some help to get up and running , the fuel tank having rusted out, the radiator was full of crud, and the fuel pump had failed, Tires too had gone past usable so I set to work to get it up and running , achieving this with much money and lots of hours thrown at the car. This process took around six months to complete.



I am pleased to say that Vintage Cars are now my passion and are very satisfying to be involved in and requiring constant tinkering to be reliable . The training I received in my early years at Qantas and the ongoing experience with all the cars I have been involved with have been invaluable and have led me to my passion of Vintage Vehicles. I currently own three Oaklands and look forward to sharing me experience with other members of the group and would like to see lots more Vintage Cars on the road.

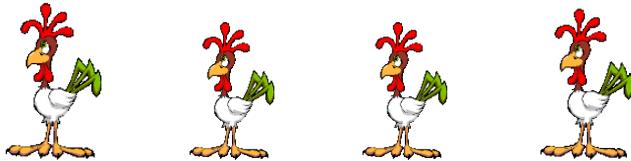
Don Lake

The Chook Far

Farmer Neil lived on a quiet rural highway west of Geelong. As time went by, the traffic slowly built up at an alarming rate. The traffic got so heavy and so fast that his free range chickens were being run over at a rate of three to six a day.



So this particular day, Farmer Neil called the local police station and to complain, "You've got to do something about all of these people driving so fast and killing all of my chickens."



"What do you want me to do?" asked the policeman.
"I don't care, just do something about those crazy drivers."
So the next day the policeman had the Main Road's Workers go out and erected a sign that said:

**SLOW:
SCHOOL CROSSING**



Three days later Farmer Neil called the policeman and said, "You've still got to do something about these drivers. The School Crossing sign seems to make them go even faster."
So, again, the policeman sends out the Main Roads workers' And they put up a new sign:

**SLOW:
CHILDREN AT PLAY**



That really sped them up. So Farmer Neil called and called and called every day for three weeks. Finally, he said to the policeman
"Your signs are doing no good. Can I put up my own sign?"

The policeman said, "Sure thing, put up your own sign."



He was going to let Farmer Neil do just about anything in order to get him off his back.



The cop got no more calls from Farmer Neil.

Three weeks later, curiosity got the better of the cop and he decided to give Farmer Neil a call. "How's the problem with those drivers. Did you put up your sign?"

"Oh, I sure did," replied Farmer Neil, "and not one chicken has been killed since then. I've got to go. I'm very busy."

He hung up the phone.

The policeman was really curious now and he thought to himself, I'd better go out there and take a look at that sign...it might be something that WE could use to slow down drivers."



So he drove out to Neil's farm house, his jaw dropped the moment he saw the sign.



It was spray painted on a sheet of plywood...

NUDIST COLONY
Slowdown and watch out for chicks









If undeliverable please return to:
Queensland Vintage Vehicle Association
1376 Old Cleveland Road
Carindale Qld 4152

