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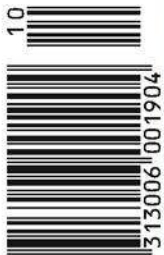
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NOVEMBER 2024

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Photo by Peter Rogers.

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**WILBY MOTORSPORT PARK SUNDAY 03 NOV**

**WINTON MOTOR RACEWAY MONDAY 04 NOV**

[komotoringevents.com.au](http://komotoringevents.com.au)





## UP FRONT

### 8 MR ED

WE'RE IN THIS TOGETHER

### 10 NEWS

MCQUEEN PORSCHE,  
PEBBLE BEACH, THREE  
VALLEYS RALLY

### 16 NOS

ANG IS BACK AT IT

### 18 MODEL MANIA

MINI AUSSIE CLASSICS

### 30 MOTOR MASTERS

GETTING CLOSER

### 26 GEARBOX

PLENTY HERE

### 36 MAILBAG

WE HEAR YOU

### 38 TOY BOX

HOT HO TRIBUTE

### 40 MARKET WATCH

BUDGET EXOTICS

## BUY & SELL

### 20 AUCTION ACTION

GLOBAL OFFERINGS

### 28 GOTAWAYS

ALMOST SNARED 'EM

### 32 PHIL'S PICKS

HE HAS BEEN BUSY

### 48 UNIQUE BIKES

ITALIAN FLAVOUR

### 52 TEMPTERS

GO ON, HAVE A LOOK

## FEATURES

### 70 DODGE CHARGER

MENACING MOPAR

### 86 MAZDA TURBO

AWD HOT HATCH

### 96 MORLEY

P-PLATERS, BACK ROADS,  
T-MODEL MATES



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# 105 ... and this is where you'll find all the answers



**106 READER RESTO**  
 HOLDEN HK MONARO GTS

**116 MICK'S WORKSHOP**  
 GUIDO'S PET, BIMMER BUYING,  
 AND MUCH MORE

**120 WORKSHOP**  
 NEWAY WHEELS

**126 OUR CARS - TORRENS**  
 TRY AND BUY ...TWICE

**131 WHAT DO YOU RECKON**  
 COOLING AND CLUTCH WOES

**132 FAINE**  
 CLEANING UP THE CADDYSHACK

**134 READER'S RIDE**  
 HOLDEN TORANA UC



86



134



40



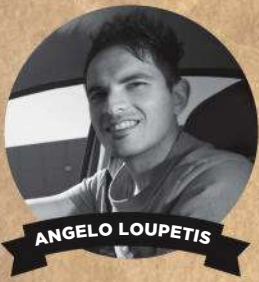
132



120



106



# IN THE KNOW

SHARE THE KNOWLEDGE AND YOUR PASSION



PHOTO ★ FORD QUALITY CARE - 1964

**THIS MONTH'S** stunning HK Monaro restoration struck a chord with me. Owner Luke touches on the fact that sourcing the right information to aid his restoration was a difficult task, and at times people were reluctant to share their knowledge and expertise.

When I joined my first car club, I had visions of fellow owners flooding the gates with suggestions on how to improve my car and aid in its ongoing restoration. Unfortunately this was not the case, but as the years went by many lifelong friendships were formed both here and overseas via various car-club networks and memberships.

In particular, one of the online club forums was the most valuable asset in obtaining the right knowledge for the disassembly and restoration processes, it was also key to finding the best part sources.

Today car forums seem to be a thing of the past, though the information is still there if the website is still active, social media groups seem to be the going thing nowadays, but they bring a new set of challenges in the form of irrelevant posts and from my observation, the ongoing parts scammers.

I still remember a mate mentioning how he would write a physical letter to the USA requesting parts and await a response when he was restoring his USA manufactured Ford during the '80s and '90s. We are certainly spoilt in the digital age with online catalogues at our fingertips and digital resources to aid our restorations.

Throughout my personal classic-car journey, I have had multiple failed attempts at doing things right, reproduction parts that don't actually fit, businesses that take months if not years to deliver, and even finding that obscure supplier that has the right parts for your car that is not online, or listed in any catalogue.

As fellow classic-car owners we should share our knowledge base and celebrate the fact that someone else is putting the effort to save and accurately restore another example, I sure will!

We hope you enjoy the latest issue, happy motoring.

**Ang Loupetis**

*Get in touch*

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1G1YY3381L5118010. TA1231349.  
**\$45,000**



**FORD FALCON XY GT XY 351-GT  
MANUAL**

1970, Built from a superb rust-free survivor XW Falcon Ute, this XY GTHO Falcon-themed TribUTE showcases what Ford might have created in the 1970s to transform the humble Falcon Ute into a powerful bruiser of a car. Featuring a brand new 351 Cleveland 4V engine, 4-speed single rail gearbox, carburettor, and ignition, this GT TribUTE has everything new.  
.59028J. TA1229013.  
**\$120,000**



**MERCEDES-BENZ A200 W176  
806MY A200 Hatchback 5dr  
D-CT 7sp 1.6T**

2015, Impressive MY 16 Mercedes-Benz A200 - Excellent Condition  
This car is sure to impress! Meticulously maintained with regular servicing and careful driving, this Mercedes-Benz A200 is in excellent condition. Service records are available, including recent major service and sundry repairs, all perfectly documented. FGU23Y. TA1229675.  
**\$22,000**



**FORD F100**

1987, Ford F100 XLT Custom, 351 Ci automatic quick shift floor. This iconic pickup has been upgraded for enhanced performance, including a new rotary-type air-conditioning system for added comfort. With features like a mild cam, electronic ignition, and a 650 double pumper Holly Carburettor, it delivers exceptional power and responsiveness. EL240W. TA1225005.  
**\$40,000**



**AUDI A4 8W MY19 45 TFSI S  
line Sedan 4dr S tronic 7sp  
quattro 2.0T**

2018, Brilliant Aura Blue AUDI A4 45 TFSI QUATTRO S TRONIC SPORT- Excellent Condition  
This Audi A4 in Brilliant Aura Blue is in excellent condition, ready to provide an exceptional driving experience. This 5-seat, 4-door vehicle comes with an automatic transmission and a petrol fuel system, offering a fuel consumption rate of 6.3 L/100 km. ADR13L. TA1223676.  
**\$32,000**



**HSV CLUBSPORT E  
SERIES**

2007, HSV VE CLUBSPORT R8 E SERIES 307KW 6 SPEED MANUAL SEDAN (BUILD NUMBER 1536) A true collectors car with immaculate brand new HSV leather throughout, custom 20 inch wheels on brand new tyres, rear park assist, bluetooth, log books and more. FDT05G.  
TA1216297.  
**\$54,990**



**MERCEDES-AMG C63 S W205 807MY  
C63 AMG S Sedan 4dr SPEEDSHIFT  
MCT 7sp 4.0TT**

2016, Experience the epitome of power and sophistication with this stunning 2016 Mercedes C63s AMG. Performance & Power: Under the hood, this AMG beast is equipped with a hand-built V8 engine enhanced by Twin Turbos, delivering unprecedented performance. Stage 2+ Tune: Elevating the standard output, this C63 S now boasts approximately 510 kW (680 hp) and 736 Nm of torque, delivering over 700 Nm to the rear wheels. FHV22X. TA1228765.  
**\$95,000**



**AUDI RS5 Coupe Quattro**

2011, The Audi RS5 Coupe Quattro is in excellent condition and stands out as one of the best-appointed 8T RS5s for sale in Australia. This 2011 Audi RS5 is a powerhouse built with the last of the naturally aspirated V8 4.2-liter engine. An induction upgrade and full stainless steel exhaust system unleash a reputed 350+ kW of raw power! The redline hits a staggering 8250 RPM, producing a mind-blowing sound that will thrill any enthusiast. DZJ55T. TA1229466.  
**\$34,000**



**HUMMER HUMVEE**

HMMVV AM General USMC, 2-door or 4-door cab. Features canvas doors, new batteries, almost new 37" tires, LED headlight upgrade. Barstow complete rebuild <2,000 miles ago. 12 months historic rego available. Specs: 6.5L diesel, 4-speed transmission with park, recent service, new oil cooler, brakes like new. 59026J. TA1219132.  
**\$70,000**



**TVR TASMAN TVR 390SE  
V8 ROADSTER**

1986, TVR 390 SE 4 Litre V8 Fuel injected Manuel with Halteck Elite remapped ECU, New brakes, new tyres, recent service, recent full respray. The Roadster with less than 100 produced worldwide, close to 300 HP, this WEDGE TVR was built all fibreglass body.  
21266J. TA1093883.  
**\$55,000**

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CLASSIC NEWS / **REVIEWS** / CLUB NEWS / **AUCTION ACTION** / GOTAWAYS



# MCQUEEN LE MANS PORSCHÉ GOING UNDER THE HAMMER

PHOTOS ★ MECUM AUCTIONS - GIANNI CABIGLIO

**ONE OF THE** most recognisable and legendary race cars of all time, originally owned and driven by Steve McQueen in the 1971 movie *Le Mans*, is the star attraction of Mecum's World's Largest Collector Car Auction at Kissimmee in Florida from January 7 to 19, 2025.

An icon among Porsche's famed sports cars, this Gulf oil-liveried 917K with chassis number 917-022 was the hero car in the epic 106-minute motor-sport movie, made with an estimated budget of A\$11.2 million. McQueen played the lead role of driver

Micheal Delaney.

The movie was a departure from the norm with no audible dialog until the 36th minute and McQueen having just 12 lines in the entire film. But everyone remembers his most famous one: "Racing is life. Anything before or after, is just waiting."

The Porsche 917-022 was purchased new by McQueen and used in the movie he starred in and produced. He also raced it in many other events after the movie as well.

Celebrated movie cars usually owe their fame more to the silver screen than to their mechanical

pedigree or striking design. But the McQueen Porsche 917K is an exception, with the hero car not only a cinematic icon, but also a successful, world-class racing car.

McQueen's Porsche 917K transitioned seamlessly from the film set to the world of endurance sports-car racing. This illustrious 917K, with a complete and known ownership history, has been owned by several legendary Porsche racers in the time since it was originally purchased and possessed from new, by McQueen himself.

An accomplished racer in his own right, McQueen was not allowed to drive in the classic twice-around-the-clock race after breaking his ankle in a motorcycle mishap and nervous insurers vetoed him driving. So he had to entwine his own driving footage into actual vision captured during the race, using both a camera car (a Porsche 908 owned by McQueen that competed) and cameras around the circuit.

The making of the movie had its own share of dramas with sports-car ace and film driver David Piper having a leg amputated in hospital, because of a deep cut caused during a crash scene. Brake fluid and other debris got into the cut, which caused an infection and the need to amputate the leg. He received a special thanks "for his sacrifice" in the movie credits.

While the movie itself cost

**OPPOSITE**  
McQueen's V12 Porsche in action.

**BELOW** Unveiling the star of *Le Mans*.



## "THE MCQUEEN OWNED AND RACED PORSCHE 917K HAS JUST EMERGED FROM A METICULOUS AND PAINSTAKING RESTORATION"

At \$11.2 million to produce, its box office takings in North America only reached A\$8.08 million and it was initially panned by critics and seen as a flop. Today it is considered a cult classic and a must-watch for any racing fan.

The cast of then current F1 and sports-car drivers featuring

in the movie included stars like Brian Redman, David Piper, Derek Bell, Gerard Larrousse, Jacky Ickx, Jean Pierre Jabouille, Jean Sage, Jo Siffert, John Miles, Jonathan Williams, Jürgen Barth, Masten Gregory, Michael Parkes, Paul Blancpain, Peter Huber, Pierre Greub, René Herzog, Richard Attwood, Rob

Slotemaker, Rolf Stommelen, Silvio Moser, Teddy Pilette and Vic Elford.

The McQueen owned and raced Porsche 917K has just emerged from a meticulous and painstaking restoration and is presented in its 1970 specifications as seen in the movie.

No estimate has been provided, but given the Steve McQueen driven Bullitt Mustang sold for A\$5.57 million, and in 2017 a Porsche 917K achieved A\$21.8 million, expectations are the McQueen car will reward the vendor far more than the movie did its backers. 🏁

### Spotted this month

SEEN SOMETHING?

Send to

Get your smartphones out and share what you've seen on our Facebook page or [uniquecars@primecreative.com.au](mailto:uniquecars@primecreative.com.au)



#### LION SHOPPING

When was the last time you saw a Sunbird, let alone one in the local Woolworths car park in 2024?

**JIMMY GIOVANISKI** - EMAIL



#### PROFESSIONAL

While driving to Tullamarine airport, I overtook a red Ferrari which was unusual, imagine to my surprise that it was wearing a "P" plate!

**PAUL BEUKELMAN** - EMAIL



#### KERBSIDE SALE

Parked roadside, it looked to be a nice original survivor, the M-B Tex interior looks like new, that stuff must be nuclear proof.

**PHILLIP LEEDS** - EMAIL



#### CIAO BELLA

Went to my local Shannon's Cars 'n' Coffee cruise, this Maserati Ghibli was pure art and easily the best car!

**JONATHAN SIMPSON** - EMAIL



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ISSN: 1449-6682



# THREE VALLEYS TOURING RALLY

PHOTOS ★ PETER ROGERS/KO MOTORING EVENTS

**HAVE YOU** ever wanted to participate in a touring rally with an emphasis on friendly competition, camaraderie and socialising at the end of each day with new-found friends? KO Motoring Events, established in 2019 runs two such events yearly, having taken over the hugely popular touring rallies, which were held for many years by motor-sport identity, Rowan Harman.

KO Motoring Events owners, Robin Knaggs and Tony Onley,

were regulars in many of these rallies for well over a decade and when Harman announced his retirement, Robin and Tony stepped in, as they enjoyed them so much and as a way of keeping together the close-knit family that has developed among participants.

Their next event is The Three Valleys Touring Rally in early November 2024, held over three days and similar in style to the Grand Prix Rally, Indy Car and Clipsal

500 Rallies. It is Victorian-based and offers a mixture of competitive challenges including motorkhanas, lap-dashes and hill climbs at venues like Winton Raceway, Wilby Motorsport Park and Barnawatha Logic Circuit.

The navigation elements of the rally are conducted on open public roads, with competitors using maps supplied to locate and drive the correct roads to points marked on the maps and record information on a



**LEFT** 2023 Three Valleys 'Outright Crew' winner.

**ABOVE** A Corvette C8 and '69 Pony in flight.



and range from classic and collector cars of all eras to later model Mustangs, Camaros, Corvettes, Mitsubishi Evos, Subaru WRX, a myriad of Porsches, Holdens and HSVs, Fords, Audi, Nissans, Toyotas, Clubmans, Mercedes, BMW, and many more marques and

watch and ensuring everyone's safety is a host of highly experienced volunteer officials with most having extensive motor-sport knowledge. The electronic timing of the competitive events is conducted by members of the Shepparton District Car Club.

Each night the results are posted with participants taking a quick look to see how they are going, before retiring to the car park for a nightcap and more conversation.

Event owner Robin Knaggs said, "I've been doing these touring rallies for nearly 20 years and it's like one big family. We base ourselves at the one hotel, so we're all together. We also make new participants feel very welcome, with many becoming rally regulars and part of the family."

"It's not a speed event like Targa Tasmania and there's something for everyone with many different challenges both at closed venues like Winton raceway and Broadford to the navigational contests on open roads to find points on the map. The events are about enjoying the cars, having fun, a bit of competition and meeting great people in a unique environment."

Head to the event website [www.komotoringevents.com.au](http://www.komotoringevents.com.au) for more information.

## "IT'S NOT A SPEED EVENT LIKE TARGA TASMANIA AND THERE'S SOMETHING FOR EVERYONE WITH MANY DIFFERENT CHALLENGES"

route chart.

The Three Valleys Touring Rally is limited to 50 entries, ensuring minimal waiting time between events, and so accommodation and dinner functions can include everyone at the one venue.

Best of all you don't need a purpose-built rally car, a highly-strung performance car or an exotic supercar to compete. Vehicles are put in classes of similar performance

models. It is pretty much a case of run what you have in the shed.

Just as varied are the participants with ages ranging from 18 to 80. Many are married couples, mates, fathers and sons or daughters, mums and daughters as well as all-female teams.

Keeping the event ticking over as efficiently as a Swiss

Camaraderie is a big part of the rally and at the conclusion of each day's activities, competitors and officials gather for a drink and dinner while reflecting on the highs and lows of the day, meeting new friends and enjoying the company of like-minded people who enjoy driving their cars, in safe and controlled conditions.



Secure your place at the next KO Motoring Event. **SCAN THE QR CODE FOR MORE INFO.**



# MECUM MONTEREY AUCTION HITS **A\$79.8 MILLION** IN SALES

PHOTOS ★ MECUM AUCTIONS

**WHILE SOME** sprout economic gloom and doom, bidders attending car week in Monterey brushed any fears aside, if the Mecum's auction held at the Del Monte Golf Course are anything to go by, achieving a staggering A\$79.8 million in sales.

Played out in front of record crowds, the most expensive car going under the Mecum hammer was a 1969 Ford GT40 Lightweight selling for A\$11.62 million, becoming the fourth highest priced car sold during Monterey Car Week.

A total of 11 cars were sold by Mecum in excess of US\$1 million with a heated bidder battle for

a 1969 Dodge Hemi Daytona, which finally went for A\$4.96 million, a new auction record for the model.

Motorcycles lived up to pre-auction hype, with a handful of bikes achieving strong six-figure sales, including a 1913 Henderson Four at A\$195,978 and a 1947 Harley-Davidson EL Deluxe Knucklehead that brought A\$162,650.

Ferraris were sought after by Mecum bidders with a 1967 275 GTB/4 selling for A\$4.55 million, a 2003 Enzo at A\$4.22 million and a 1967 330 GTS finding a new owner for \$3.74 million.

American 1960's



**TOP DOWN**  
This 1969 Ford GT40 fetched A\$11.62m; 1930 Packard; '67 Corvette L88; '69 Dodge Daytona.

muscle made a statement with a 1970 Plymouth Hemi Cuda convertible making the vendor happy with a winning bid of A\$3.80 million, while a 1967 Chevy Corvette L88 Convertible got A\$3.47 million.

European thoroughbreds also

fared well with a 2005 Porsche Carrera GT changing hands for A\$2.56 million, a 1930 Packard 734 Speedster Boattail Runabout going for A\$2.03 million and a 1957 Mercedes-Benz 300SL Roadster finding a winning bid of A\$1.82 million. 🏎️



# HALCYON

## Halcyon Auctions is an auction house which brings the traditional values of trust, care, and discretion to the fore.

From his extensive knowledge and experience having consulted for and worked with leading international and domestic auction houses, James Nicholls has established Halcyon Auctions with the view to create the best experience for both buyer and seller alike.

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INTERESTING COLLECTORS MOTOR CARS AND MOTORITIES to include:

Year	Car Type	Price Range	Year	Car Type	Price Range
1970	VW Type 3 Notchback	(estimate \$12-16,000)	1999	M-B SL320	(\$27-35,000)
1951	Peugeot 203	(\$12-18,000)	1979	Mazda RX7 GT	(\$30-45,000)
1990	Saab 900 'art car'	(\$10-15,000)	1973	Citroën DS Safari	(\$40-46,000)
1967	Volvo P1800	(\$54-62,000)	2007	Jaguar XKR convertible	(\$45-60,000)
1990	R-R Silver Spirit	(\$22-28,000)	1981	Alfasud TI	(\$15-20,000)
1995	M-B SL320	(\$22-28,000)	2002	Bentley Arnage T	(\$65-90,000)
2000	Toyota MR2 Spyder	(\$22-28,000)	1994	R-R Silver Spirit	(\$65-85,000)
1967	Lotus Cortina Mk 1	(\$70- 78,000)	1965	Alfa Giulia Super	(\$65-75,000)
2000	Porsche Boxster S	(\$24-30,000)	1968	Citroën Mehari	(\$45-50,000)

plus number plates from NSW and ACT, and curated pieces of rare motoring memorabilia.

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Viewing at 12 Chalmers Crescent, Mascot by appointment from **Tuesday 1<sup>st</sup> October**, and from **10am – 4pm Friday 18<sup>th</sup> and Saturday 19<sup>th</sup>**, and from **10am -2pm Sunday 20<sup>th</sup> October**.

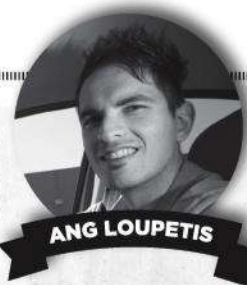
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# UNIQUECARS

MAGAZINE


**ANG LOUPEPIS**

# NOS CORNER

**ANGELO'S OBSESSION WITH CLASSIC CARS  
DISCOVERS A PANDORA'S BOX OF GOODIES**


**1**

### 1 - FORD CUSTOM AUTO WAX

Ceramic coating is all the rage nowadays, but when wax was king everyone had a formula including Ford. This particular tin dates to the mid to late '60s regardless of the '50s part number. It's obviously the last wax paste you would use on your paint, but throw it in your boot as a great conversation starter in your prized Ford.

**For Sale \$38**  
[shorturl.at/Uoppu](http://shorturl.at/Uoppu)


**3**

### 2 - GENERAL MOTORS HYDRA-MATIC TAGS

It's all about the tags, so they say! If you're a purist and a concours guy or gal, sourcing date-correct components and most importantly the tags, is a big deal. Here we have a sale lot of 17 unstamped Hydra-Matic transmission tags, dating from the 1940-50s, invaluable to the GM restorer.

**For Sale \$2240**  
[shorturl.at/NmigZ](http://shorturl.at/NmigZ)


**2**

### 3 - CALIFORNIA CUSTOM GM CHROME ALTERNATOR COVER

When engine-bay bling was a must, no piece was overlooked including your alternator. This chrome shroud suited General Motors vehicles from 1963-65 (excluding the mighty Corvair). With strong bidding it clearly had some interest with a decent selling price.

**Sold! \$236**  
[shorturl.at/XD6eE](http://shorturl.at/XD6eE)


**4**

### 4 - ROTUNDA ENGINE GAUGE CLUSTER

Period instruments are a thing of beauty in my opinion, and this 1966 Ford offering is one of the most attractive designs. Displaying 4-Functions: vacuum, oil pressure, temperature and voltage, it could be mounted in your dashboard, on your steering column or even directly on the dash with its unique cup. A rare find in its original packaging.

**For Sale \$2240**  
[shorturl.at/imeYe](http://shorturl.at/imeYe)





# TRU-FIT CARPETS

EST. 1976



## MOULDED CARPETS

Wide range of vehicles in either a two-piece or one piece for a variety of models. 14 colours in our standard range and selected Original colours to choose from, made in the highest quality carpet featuring loop, plush and super plush.

## MOULDED VINYL

ALL NEW MATERIAL heavy-duty TPO vinyl is heat-moulded to suit many factory vehicles ranging from Cars, Utes and 4WD! Fantastic colour range available in 9 different colours to choose from.

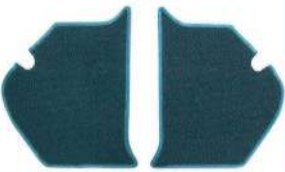


## BOOT CARPETS & BOOT VINYL

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Wide range of underlays is available to suit all your needs, from Needled felts to waterproof underlay.



## KICK PANELS

These high-quality replacement kick panels are made to factory specifications and available in plain black board, carpeted or vinyl with many colours to choose from.

## CUSTOM FIT MATS

Perfectly tailor made for a full range of vehicles from the 1940's all the way through until now. We offer Australia's largest range of colours & styles to choose from with safety anti slip backing.



## UNDER BONNET INSULATION

Installed in just seconds and supplied with clips to suit the factory standard holes. Fully moulded featuring a black matte finish and made to absorb engine and road noise.

## CUSTOM EMBROIDERY

Custom embroidery can be added to your order-We can directly sew into the carpet or weld badges. Just need a picture of what you want or simply select a font and we can write it in. Trade /large run customers welcome.



## TRUFIT 3D MATS

Looking for some floor mats to keep that dirt and mud out? Then our TruFit 3d mats are the perfect, Waterproof, high-pressure washable and custom moulded to suit each individual vehicle. With a Large range of cars, SUV's and 4WD'S available.

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HOLDEN MONARO

HK-HG-HT

1PC Moulded Carpet



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UNIQUE MATS



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MODEL EXPO



# SUPER MODELS!

IF YOU'RE STRUGGLING TO FIND AND FUND THAT SPECIAL AUSSIE MUSCLE CAR, MAYBE A SCALED-DOWN VERSION FROM SUPERSONIC COLLECTIBLES WILL FILL THE VOID IN YOUR LIFE



## 1:24 - JACK FROST HJ SANDMAN PANEL VAN

Fully detailed, opening doors,  
bonnet and tailgate top.

SKU: DDA513



### 1:24 - LX SS TORANA

Six-cylinder fully detailed, opening doors, bonnet and boot.

SKU: DDA805



### 1:24 - 1971 XY GT-HO PHASE 3

Vermillion Fire, fully detailed, opening doors, bonnet and boot.

SKU: DDA24832



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Presented by  
**Donington**  
AUCTIONS

# AUCTION ACTION



HIGGO

*Block party*

WHAT'S MOVIN' AND SHAKIN'

## SUBARU LIBERTY B4 TWIN-TURBO

The Subaru Liberty wasn't known for its performance until the short-lived RS Turbo. Then in 2001 came the 190kW Liberty B4 with twin turbos. The B4 had leather trim, air-con, a body kit and 17-inch alloys. Early B4s were manuals with autos added in 2002. One grumble was the lack of factory-fitted cruise control. Another was the flat spot between turbos one and two under hard acceleration. Given most B4s are over 20 years old, they still deliver a decent bang for your buck. A B4 can be had for around ten grand and a tidy one, around double that.



THE AUCTION WORLD IS FULL OF SURPRISES, WITH EVER CHANGING VALUES, AS WELL AS THE OCCASIONAL BARGAIN. **HERE ARE SOME OF THE HIGHLIGHTS**

# 1971

## HOLDEN HQ LS COUPE

*Sold!*

**\$95,000**

CHICANE AUCTIONS, LOT 1050

**THE HQ** series was a groundbreaking design, significantly improving on its predecessor. The body was stiffer, it boasted coil-spring suspension, better brakes and power steering. A new luxu Monaro variant, the LS was introduced. This one is painted Orchid Metallic with Antique Saddle trim. It has a 4.2-litre V8 with Trimatic auto. It had a respray around eight years ago and been well-maintained. Since its restoration it has travelled a mere 7264km. LS Monaros are rare as many were turned in to GTS clones.



# 1924

## ROLLS-ROYCE SILVER GHOST

*Sold!*

**\$190,000**

DONINGTON AUCTIONS, LOT 62

**IT'S A 100-YEAR-OLD** Roller, an Australian delivered Silver Ghost of which just 6173 were made, plus a further 1703 built in America. It's a regular participant in national and international events over the past 20 years, and was originally sold to Arthur Mackins, a Coogee milliner. After his passing it went to Tasmania transporting tourists. It arrived in Melbourne in 1940 and was bought in the mid-1960s by a Rolls enthusiast before sitting in a shed until sold to the vendor in 1988. It underwent a full resto around 2000.



## 1993 JAGUAR XJ220

*Sold!*

**A\$1M**

BRING A TRAILER

**THE XJ220** was a collaboration with Tom Walkinshaw Racing. It has a bonded aluminium honeycomb chassis and the twin-turbo 3.5lt V6 powered the XJ220 to a production-car top speed record of 217.1 mph. Just 280 were made. It has travelled 1150km and spent several years in storage. It also won awards at Jaguar Club Concours. The new owner also received factory literature, tools, Project XJ220 Limited correspondence, and a Jaguar Heritage Trust certificate.



## 1980 HOLDEN HDT VC BROCK

*Sold!*

**\$180,000**

BURNS & CO, LOT 18

**AN EXCELLENT RESULT** for a VC Brock and possibly one of the highest selling prices for Brock's first. This auto version, wearing build number 341 of 500 has been with the one owner for the past 18 years, around the same time it underwent a full nut-and-bolt resto. It is in immaculate condition. A NOS dash cluster was fitted, but the original cluster went with the car showing it has travelled 123,179km.



*On the block*

# 1979

## MAZDA RX7 GT

**HALCYON AUCTIONS NSW**  
Lot 12 - Online auction  
September 30 - October 21 2024

**Estimate \$30,000-45,000**  
[www.halcyonauctions.com](http://www.halcyonauctions.com)

**HERE'S A SLICE** of Mazda's rotary past, the Savanna RX-7, known as the RX-7 here. In Japan the coupe was offered in various grades, with the GT second rung from the top. And here is a very original example with optional alloy wheels. The JDM Savannas came with laminated glass and a rear window demister, the GT adding halogen headlights, houndstooth

trim inserts, a four-spoke steering wheel, rear anti-roll bar and low-profile tyres. This one was imported from Japan in 2017 and has done a genuine 70,000km. It also has a full history. In addition to a detailed engine bay and bare-metal undercarriage restoration, it has had a repaint. A must-have for any rotary collector and JDM enthusiast.



## 1977 HOLDEN TORANA SL/R 5000

**Sold!**
**\$120,000**

CHICANE AUCTIONS, LOT 1049

**AFTER THE** GTR XU-1 came the V8-engined Toranas that conquered Bathurst. This is a rare find with its service books, ID card and original Victorian number plates still with the car. It was first sold on May 27, 1977. It has a known history with its previous owner having it in the family for over 30 years. The odo figure of 248,894 is said to be accurate. This very original car underwent a full nut-and-bolt restoration by the long-term owner's family approximately five years ago and since then, it has hardly been driven.



## 1958 AUSTIN-HEALEY SPRITE

**Sold!**
**\$50,000**

DONINGTON AUCTIONS, LOT 55

**THIS HAS GOT TO BE** a record for a bug-eye Sprite. It has had a painstaking restoration by Derby Works, to the highest standard. Since then, it has been driven 169 miles. Marketed as an 'affordable' sports car the bug-eye was modelled on the Jag D-Type and was a common sight on our roads in the 1960s. It had BMC running gear. It has a correct but not original to the car 948cc four-cylinder engine matched to a four-speed manual.



## 1960 FERRARI 250 GT SWB CALIFORNIA SPIDER

**Sold!**
**A\$25.1M**

RM SOTHEBY'S, LOT 346

**BIG MONEY** was splashed at the Monterey Car Week auctions, with the most significant Ferrari being this 250 GT SWB California Spider, the first one built. Only 56 were made. Unveiled at the 1960 Geneva Motor Show it has a competition-specification engine and a factory removable hardtop. It's Ferrari Classiche Red Book-certified, with numbers-matching, original engine, gearbox, rear axle and bodywork, and has been with the vendor since 2008.



## 1968 LAMBORGHINI MIURA P400

**Sold!**
**A\$3.4M**

GOODING &amp; COMPANY, LOT 19

**WHILE LATER LAMBOS** were seen on bedroom walls, whenever I see a Miura it reminds me of the original *Italian Job* movie starring Sir Michael Caine. This Miura, number 172, is an early build with matching-numbers engine and original Bertone body panels. It has a well-documented provenance dating back to its delivery and was given a restoration by Cairati Milan/Monterey in Azzurro Cielo. Behind the cockpit lies a 4.0lt V12 engine and five-speed manual and this one sold with its factory build sheets.



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\$295,000

1972 Holden HQ Monaro GTS 350 Coupe  
Chateau Mauve Metallic



\$169,500

1969 Ford Falcon XW GTHO Tribute  
427ci Cleveland Onyx Black



\$154,000

1972 Ford XY Falcon South African GT  
Diamond Blue



\$159,000

1967 Ford Falcon XR GT  
GT Gold



\$225,000

1970 Holden LC Torana GTR XU1 GMH PR  
Brochure Car  
Plumdinger



\$124,990

1974 Holden LH Torana SLR 5000 5.0L  
4spd Man  
Glacier White



\$135,000

1970 Ford Falcon XW GT Replica  
Silver Fox



\$129,500

1970 Ford XW Fairmont GS 302 V8  
4 Speed Manual



\$260,000

1970 HG GTS Bathurst Monaro 350 V8  
Unrestored Survivor



\$85,000

1976 Holden Torana LH  
355 V8 Stroker



\$265,000

1969 Holden Monaro HK Bathurst 327 Series 2  
Ermine White



\$59,990

2002 HSV Coupe GTO V2 Series II  
Sting Red



\$124,990

1970 Holden HT GTS Monaro 350 V8



\$44,500

1976 Chevrolet Corvette Stingray C3 Targa  
350ci  
Medium Red



\$129,500

1974 Ford XB Falcon 500 V8 Hardtop  
Emerald Fire - Unrestored Survivor



\$57,500

1975 Holden HJ Kingswood 4.2 V8 4 Speed  
Manual

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\$49,500

1983 Mitsubishi Starion Turbo  
Milano Gold



\$52,500

1999 Subaru Impreza WRX STI  
GC8 Type RA V5



## 1974 PORSCHE 911 CARRERA RS 3.0

*Sold!*
**A\$3.48M**

RM SOTHEBY'S, LOT 337

**ONE OF 55** built, to homologate the Carrera 3.0 RSR for racing. Beautifully preserved, it has matching-numbers engine and gearbox and is finished in Grand Prix White with Gold lettering. It was originally a factory demonstration car and sold with fully documented history from new. Owned by Charles Stoddard, a noted early Porsche dealer and vintage Porsche parts supplier. Very original throughout, it has never been raced or crashed.



## 1959 JAGUAR XK150 3.4 FHC

*Sold!*
**\$62,000**

DONINGTON AUCTIONS, LOT 27

**AN AUSSIE** delivered example offered for the first time in 50 years. The 150 was the ultimate development of the XK Jag, delivering more refinement in a more modern package. This is the 999th right-hand drive, fixed-head coupe built and first delivered through Brysons of Melbourne in 1959. The vendor's father bought it in 1971. It has corresponding engine (both block and cylinder head) and chassis numbers and has acquired a lovely patina of age over time.



## 2008 ALFA ROMEO 8C COMPETIZIONE

*Sold!*
**A\$460,000**

GOODING &amp; COMPANY, LOT 37

**ALONG WITH** the 105 Series Alfa, the 8C is one of the marque's finest achievements. Finished in the rare combo of Black Metallic over Black Leather with Red Stitching, it's one of 84 USA-market examples and has covered a mere 6400 miles. It's powered by a Ferrari-developed 4.7lt V8 with 330kW, tied to a six-speed automated manual transaxle with paddle shifters. The 8C, made from 2007 to 2009 marked Alfa's return to the USA with just 500 made.



## 1966 SHELBY 427 S/C COBRA

*Sold!*
**A\$4.46M**

RM SOTHEBY'S, LOT 335

**IT WAS A CLASSIC** Shelby mad idea. Take the already ferocious 289 Cobra and 'upgrade' it with a 427ci V8. It's the ultimate street-going Cobra; a homologation special of which 29 were made. Wearing chassis number CSX 3036, it was offered for the first time in 25 years, having lived in a private collection. It sold with an extensive history file, restoration invoices, Historic Technical Passport, original spares, historic imagery, and its original AC Cars chassis tag.





## 1986 BMW 635 CSI COUPE

**Sold!** **\$30,000**  
DONINGTON AUCTIONS, LOT 30

**THE E24 BIMMER** is one of the marque's all-time best lookers and performers, sporting the hallmark straight-six. This Australian-delivered Series 2 635 Si has been extensively refurbished cosmetically and mechanically, and went with original books, service records and a complete tool kit. It has been cared for by Bee Ems of Hornsby, NSW for most of its life. The vendor was a Sydney-based BMW enthusiast and the major refurb used OEM parts where possible. Looking at it, it's hard to believe it has travelled over 350,000km.



## 2013 VOLVO C30 POLESTAR

**Sold!** **A\$54,485**  
BRING A TRAILER

**THE POLESTAR** brand might now be associated with the all-electric platform and brand, but back in 2013 Polestar teamed up with Volvo delivering some hot options, including this limited edition C30 for the USA market. Finished in iconic Rebel Blue, the turbocharged 2.5-litre inline-five with a six-speed manual gearbox features Polestar engine-management software and produced 250 horsepower and 273 lb-ft of torque when new.



*On the block*

## 2003 CHEVROLET CORVETTE 50TH ANNIVERSARY CONVERTIBLE

**MECUM INDY FALL AUCTION**  
**Lot R11 - October 4**  
[www.mecum.com](http://www.mecum.com)

**THE MUSCLE** behind this 50th anniversary edition Chevy Corvette is a 5.7lt V8 mated with a six-speed manual transmission. Painted in Anniversary Red, an exclusive hue to this model and for one year only, it has a contrasting shale interior. This Vette is being sold with a

50th Anniversary pack that includes an unopened VHS tape about the Corvette and its history, along with an instructional DVD. The car was first delivered to the National Corvette Museum and is being sold with its original build sheet and window sticker.

# GEARBOX

PREMIUM

EASTER IS GONE  
SO LET'S GET SOME NEW TOYS

1



## 1. RICH'S HO

Before lobbing on our shores with his Sidchrome Mustang, Jim Richards was an established star in his native NZ. One of his cars was this Falcon XY GT-HO. Now you can get your hands on a 1:32-scale model. Adorned with racing decals, this detailed model showcases one of the greatest touring cars, driven by one of the best. If you're a Jim Richards fan, a Ford GT-HO fan or a touring car enthusiast, this superbly crafted model deserves a place on the shelf. Price is \$66.

[superniccollectibles.com.au](http://superniccollectibles.com.au)

## 2. SHINE ONE

Chrome & Metal Polish is the 'go-to' for cleaning, rejuvenating and protecting chrome and other metal surfaces, giving them back their original shine and lustre. E-Valence Chrome & Metal polish is specially formulated to remove tarnish, mould, grease, grime, dirt and other spillages from all types of metal surfaces, especially chrome. The enhanced formulation cleans and enhances all metal surfaces, producing a deep, rich, streak-free mirror shine. Available from [thehealeyfactory.com.au](http://thehealeyfactory.com.au)



2



3

### 3. HUSH

Trufit has Autohush under-bonnet insulation pads for VB-VK Commodores. These pads absorb more noise than most other types due to their multi-density construction which covers a larger range of noise frequencies than other single-layer products. As they are pre-moulded and cut-to-size they can be installed in seconds and come with clips to fit the factory holes. They exceed international standards and are fire retardant and resist absorption of oils, petrol etc.

From \$249  
[trufitauto.com.au](http://trufitauto.com.au)

### 4. RACK 'EM UP

If you've turned your shed into a trip down memory lane and are looking for that extra something, Nostalgia Highway are the ones to see. Most of you will remember the Olympic Tyre brand, made in West Footscray and Somerton in Victoria. Now you can relive the past with the Tyre Display Rack (tyre not included) adorned with the Olympic logo stuck on both sides. It's made of high-grade steel with adjustable widths to suit different-size tyres, and is available in other tyre brands.

It costs \$66 from  
[nostalgiahighway.com.au](http://nostalgiahighway.com.au)

### 5. RACEWEAR

Have a squizz at this Porsche racing jacket. This lightly quilted jacket features a stand-up collar, zip and hem buckle. There are plenty of storage spaces too (the jacket not the car) with a chest pocket, a sleeve pocket, two side pockets and an inside pocket. It has Porsche push buttons (yes, the jacket) and a chest strap inspired by the colours of the Porsche 956, which took Australian Vern Schuppan to victory at Le Mans. On the back is a large Porsche racing logo. Priced from \$433 at

[shop3.porsche.com/australia](http://shop3.porsche.com/australia)

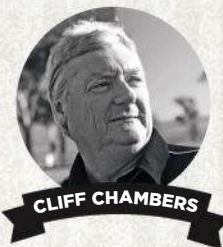
### 6. GRILLED

While the Mazda R100 may not be the first car to come to mind when thinking muscle, these devilish rotaries were quick and packed a decent punch back in the day, while sounding like nothing else. If you're lucky enough to have an R100 and it's in need of a new snout to complete a resto or it has tarnished, get on the blower as these are brand new reproduction stainless-steel grilles, to suit the diminutive rotary Mazda. The badge is not included though. Shipping is Australia wide and the grille costs \$1000.

[allmusclecarparts.com.au](http://allmusclecarparts.com.au)



# ONES THAT GOT AWAY



THE CARS WE SHOULD HAVE BOUGHT OR ARE DELIGHTED WE DIDN'T ...

*Lost or lucky?*

Tell us in 60 words the car you should have bought, or were lucky enough to buy! Send your tale to [uniquecars@primecreative.com.au](mailto:uniquecars@primecreative.com.au) with 'Gotaways' in the title



**DATSUN 1200 COUPE** My brother purchased a white, manual Datto 1200 Coupe out of the *Trading Post* for a miserable \$800 back in 1997. The thing was actually in great condition and after a new set of plugs it ran like a dream, he drove the absolute wheels of it, but it was eventually stolen from a shopping centre in the early 2000s never to be seen again!

**JAMES WITHERBY**



~~\$30,000~~  
~~- \$35,000~~  
NOW  
\$22,000

**(hr-6) RARE 1951 NASH AMBASSADOR.** Full registration till December, excellent condition, fully restored reconditioned motor, brakes, three speed manual with electric overdrive, red leather interior, grey paintwork, new white wall tyres. QLD \$22,000

## JUNE 1990 NASH AMBASSADOR

Mid-1990, as recession gripped the world and lots of Australians became dole recipients for the first time, was not a great time to be chasing big money for quirky cars like this Nash Ambassador. A 1950s Cadillac, with more style and performance, would have cost around the same, or you could have gone for something more modern like a 1970s Pontiac Firebird. The 'bathtub' Nash was by then a rare car but USA guides priced an Ambassador in 'Fine' condition at US\$5000-6000. Today, North American cars of that quality still only make US\$18,000-22,000.



~~\$155,000~~  
~~- \$175,000~~  
NOW  
\$12,500

**(UCP-090-93) FORD XY FAIRMONT GS SEDAN 1971.** 88,728 miles, mild 351, 4 speed, 9" LSD, 15" Bathurst globes, venetian blind, Alpine stereo, electric blue, black interior, lovely classic cruiser. XY 008. NSW. \$12,500 or sensible offer

## SEPTEMBER 2000 FORD XY FAIRMONT GS351

We say it frequently, but any car that can generate a tenfold value gain in the space of 25 years is an absolute legend. Here we find another one that would easily have achieved that level of growth. Without wishing to offend anyone who in the 1990s, decided to turn their genuine XY351 Fairmont into a fake XY GT, it was a dumb move. Today's market is packed with 'replicas' that see their prices pegged in the low-\$100,000s, while outstanding, untouched GS351 Fairmonts blast towards \$200K. Lose the superfluous shaker and this one becomes a very appealing car, with more gains to come.



~~\$130,000~~  
~~- \$145,000~~  
NOW  
\$35,000

**(UCP-086-154) 1964 LANCIA FLAMINIA GTL** By Touring 3C, 2.8 litre, good mechanical condition, registered until 12/1996, all manuals and books, some spares. CY1 823. Vic \$35,000

## AUGUST 1996 LANCIA FLAMINIA 3C GTL COUPE

Italy's smallest mainstream carmaker was responsible for some of that nation's best and most interesting vehicles; however, the Flaminia wasn't one of them. It began life as a drab sedan before local styling houses were offered the job of clothing a shortened Flaminia chassis with sporty two-door bodywork. Responses came from Zagato and this version by Touring of Milan. Their GTL was a 2+2 version, several of which over the years have called Australia home. Flaminias weren't built in right-hand drive but a locally converted GTL with terrific history, was auctioned recently by Donington.



(svq) ALFA ROMEO GTV6, red with all black interior, air cond., electric windows & mirrors, factory sunroof & car alarm. Immaculate condition inside and out, full service history, inspection a must. Vic **\$25,000 ONO**

~~\$45,000~~  
~~-\$50,000~~



**\$25,000**

## JUNE 1989 ALFA ROMEO GTV6

Somebody was seriously dreaming when offering a GTV6 of unspecified age, with no mention of distance travelled at not a lot less than the price of a new one. All Alfas, even those with the pedigree of a GTV6, suffered disastrously from depreciation and this one would more reasonably have been priced below \$20,000. By 1995, when listed in the *Unique Cars Value Guide*, Condition One GTV6s were listing at \$17,500 and a decade later they had drifted to \$14,500. The model wouldn't see any significant interest until 2020 when the value of good cars did finally top \$35,000.

## ORIGINAL MONARO GTS HQ



(UVD-235-76) 1,200 kms since total rebuild, everything reconditioned or replaced, new chrome, rubbers, tyres, exhaust etc. \$9,000 spent on paint job, immaculate condition, absolutely stunning, fully detailed everything. Must be seen to be appreciated. SKK 276. Vic. **\$14,500 No time wasters**

~~\$65,000~~  
~~-\$70,000~~



**\$14,500**

## JUNE 2004 HOLDEN HQ GTS SEDAN

Holden's HQ Monaro two-door was a stunning car but couldn't match the four-door practicality of an XA Falcon GT. In 1972 Holden tested the waters with a limited run of HQ SS sedans, then for 1973 plunged in all the way with a proper four-door Monaro. These offered every size of Holden V8 - 4.2, 5.0 or 5.7-litre - plus sports wheels and contrasting paint. Around 8950 four-door HQ Monaros were built, but just 214 of them had the very scarce 350 cubic inch engine. This car most likely used an Australian 4.2-litre V8 and today in excellent condition might be worth \$70,000.

## VOLKSWAGEN KARMANN GHIA



1963, coupe, 4spd manual, 1200 engine, beige, RHD, Australian delivered, original paint good. NTZ 564. Queensland. **\$16,000**  
ST2090222.

~~\$40,000~~  
~~-\$45,000~~



**\$16,500**

## NOVEMBER 2007 VOLKSWAGEN KARMANN GHIA TYPE 1

Those who back in the 1950s couldn't afford a Porsche might instead choose a Karmann Ghia coupe. The G sat on a widened Beetle floor pan and weighed more than a Volkswagen sedan but still used the same 1192cc, 27kW flat-four engine. Later examples of the Type 1 Karmann Ghia were built until 1973, with 364,000 coupes and almost 81,000 cabriolets made. Some cars currently available in Australia are fugitives from the USA and have been converted to right-hand drive. This one is a local delivery though, complete with its original Queensland plate and good buying at under \$20,000.

~~\$16,000~~  
~~-\$22,000~~



**\$10,000**

## JULY 1985 HUDSON WASP

If you know your NASCAR history then the Hudson brand will be familiar. These were low-slung, six-cylinder cars that matched the V8s for performance and handled superbly on early unsealed tracks, winning the Championship from 1952-54. In Australia, the six-cylinder Wasp was popular as a police vehicle before that role was taken over by the overhead-valve Ford Customline. Hudsons aren't an easy car to find in Australia and tough now to track down even in the USA. During COVID-19 times, cars like this could reach US\$20,000 but recent auctions are seeing no-sales for half that amount.



(cnf) HUDSON SUPER WASP 1954. Six cylinder sedan. Fully reconditioned mechanically perfect. Excellent tyres and chrome. Interior original. Has only done 5,000 miles since restoration. **\$10,000**



# MOTORS & MASTERPIECES GOES CALIFORNIA DREAMING

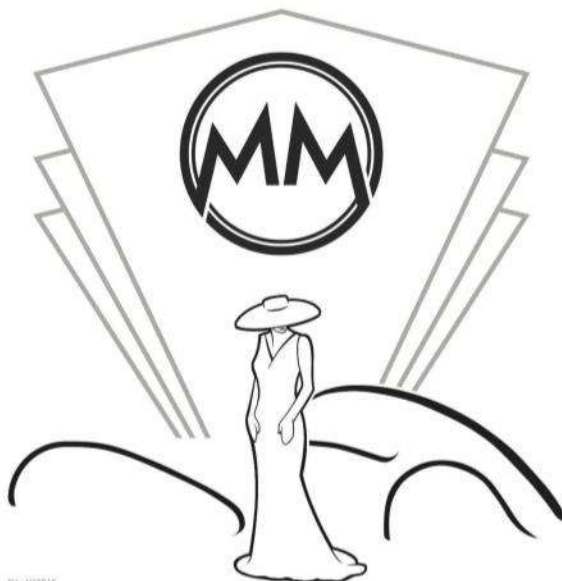
WORDS & PHOTOS ★ MOTORS & MASTERPIECES

**WHEN THE** Motors & Masterpieces Festival opens on November 22 at the Melbourne Showgrounds, there will be something for everyone who loves big American iron, with the California Dreaming category being one of ten distinct themes at the event.

The classic Mamas & Papas hit song of 1965, *California Dreamin'*, sets the stage for the class – a longing for the warmth and sunshine of California set against a backdrop of dreariness.

It's this longing and desire for a different lifestyle that drove post-war American society on.

In an automotive sense, the designs of the era were big, bold



and brash.

When it comes to Motors & Masterpieces, picture yourself driving down Route 66 to Santa Monica, turning right and heading up the coast to Monterey.

The machinery of the era was epic and perfect for letting rip on the wide-open road, with manufacturers such as Chevrolet, Ford, Cadillac, Plymouth, Pontiac, Dodge, Chrysler and more, selling the dream of freedom.

From the 1950s, all-time classics emerged in the Chevrolet Corvette, the USA's first true sports car, the Ford Thunderbird, where style met luxury, and the Cadillac Eldorado, a truly advanced model for its day.

Chrome became the standard,



**NOV 22-24  
2024**

as models such as the Chevrolet Bel Air and Plymouth Fury sprouted massive tailfins.

Into the 1960s, the Pony Car Wars kicked off in earnest. The Ford Mustang became an overnight legend, but the competition was always in the game - think of the Chevrolet Camaro, Dodge Charger and Pontiac GTO.

The breed continued to evolve into the 1970s, led by the second-generation Camaro, the Dodge Challenger, the Ford Torino and the Pontiac Firebird.

These examples merely scratch the surface of what is possible at Motors & Masterpieces in the California Dreaming division.

Entries are currently open for the inaugural Motors & Masterpieces, both in the Concours section and for general display.

For a complete list of the vehicle classes that will be on display at Motors & Masterpieces, please visit our website.

The selection covers many of the important cultural

movements involving man and machine from across the world, with your pride and joy set to have a home amongst similar machinery, for thousands of visitors to enjoy.

Additionally, event organisers are taking expressions of interest for a range of activities within the festival, from car-club displays to trade and



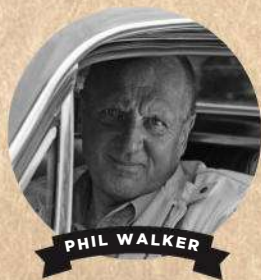
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**"THINK OF THE CHEVROLET CAMARO, DODGE CHARGER AND PONTIAC GTO"**

exhibitor stands and commercial partners, while entries are also open for the Art and Photography Competition.

For further details, visit [www.motorsandmasterpieces.com](http://www.motorsandmasterpieces.com)





PHIL WALKER

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## 1962 STUDEBAKER LARK

**\$26,500**

THE STUDEBAKER BRAND MAYBE A NAME OF THE PAST, BUT **THEY SURE HAVE A LOYAL FOLLOWING OF ENTHUSIASTS**

**STUDEBAKER LARKS** were the default car for the boys in blue, and the joke about them was the bonnet mounted siren looked like a starter motor. Most of us remember the Larks because of the cops but many were bought as family cars as an alternative to the General's and Henry's offerings at the time. Come 1962, Studebakers were being assembled from CKD kits in Melbourne. This one looks to be in good nick having been well-cared for and copped (can't help myself) a respray at some stage. The interior is spotless and the body looks to be solid. Recent work includes a freshen up of the brakes and steering, a new

wiring loom & new original gauges. Under the bonnet is the original 259 V8 with a Flight-O-Matic three-speed automatic. According to the seller, for a 62-year-old car it runs very well and it's a rare classic that's ready to be enjoyed without breaking the bank.



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## 1969 HT MONARO GTS 186S **\$165,000**

**WHEN HOLDEN** rolled out the Monaro, there was one for everyone, including one model with a three on the tree. As so many of the sixes were converted into V8s it's refreshing to see this one remain as it was built. And the 186 was a fabulous engine. This GTS has had one caring owner for the past 25 years and has benefitted from a bare-metal respray. In largely original condition, it comes with full vehicle history. That's a bonus. It has recently had new brakes fitted and the engine has been fully reconditioned. An Aussie classic in original guise and ready to be enjoyed.



Go straight to this car by **SCANNING THE QR CODE**



## 2007 HSV GRANGE WM **\$39,500**

**THIS WAS** HSV's answer to big German luxu sedans and delivered luxury and performance for a fraction of the cost. It is a fabulous drive, whether that is a highway cruise or an enthusiastic cross-country run. And I love the colour, Passion Red - only 30 were made, with the chrome touches and the cream leather trim. This one has only travelled 24,955 kilometres so its big 6.0-litre V8 has hardly been run-in yet, though I'd ditch the bonnet scoop. The Grange is the burger with the lot and it can be used as a daily driver, interstate runner or taken to car shows or club runs and the like. A future classic in my book.



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## 1968 FORD FALCON FUTURA **\$60,000**

**IF YOU'VE** seen the price of XR-XY family Falcons lately, you'll realise this rare two-door Falcon Futura coupe is a bit of a steal. This left-hand drive American Falcon is a peach, with a 289 V8 and auto combo. It's painted Highland Green and is an original matching-numbers car. The original cloth interior even has the plastic seat protectors on them! According to the owner it drives well and everything is in working order. If you end up putting it in your shed expect a lot of people to do a double take when they see it. It's guaranteed to turn heads wherever it goes.



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## 1983 MITSUBISHI STARION JA **\$49,500**

**JAPANESE TURBOS** and hot hatches from 1980s and '90s are the in-thing with a new group of enthusiasts appreciating these rocket ships. Finding one today that hasn't been drifted to death or modified beyond being driveable isn't easy. But this is an original, untouched Milano Gold, Australian-delivered car in outstanding condition throughout and has only travelled 105,920 kilometres. It comes with original logbooks, owner's manuals, the original sales brochure and magazine articles on the Starion Turbo collected through the original ownership. One for the poolroom, when you're not out enjoying it.



Go straight to this car by **SCANNING THE QR CODE**



*Get it checked*

**BEFORE HANDING OVER YOUR HARD-EARNED \$\$\$** please ensure you have any potential purchase inspected, as a tight travel budget and a lack of psychic powers mean we cannot vouch for the cars we highlight.

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**VOLKSWAGEN KOMBI** 1979, VOLKSWAGEN, KOMBI, 1979., EST04P. TA1227421. **\$39,990**



**FORD FAIRMONT XW** 1970, FORD, FAIRMONT, 1970., UNREG. TA1227084. **\$149,990**



**CHRYSLER VALIANT VF** 1969, CHRYSLER, VALIANT, 1969, VALIANT VF CARB 5.2L 3 SP AUTOMATIC. CZH46X. TA1227048. **\$49,990**



**FORD MUSTANG** 1968, FORD, MUSTANG, 1968, MUSTANG CARB 4.7L 3 SP AUTOMATIC. UNREG. TA1227049. **\$94,990**



**HOLDEN TORANA LX** 1977, HOLDEN, TORANA, 1977., DD26RG. TA1225886. **\$84,990**



**HOLDEN COMMODORE VK** 1985, HOLDEN, COMMODORE, 1985, COMMODORE SL VK CARB 5.0L 4 SP MANUAL. D110ZL. TA1222526. **\$74,990**



**FORD FALCON XA** 1973, FORD, FALCON, 1973, FALCON GT XA CARB 5.8L 4 SP MANUAL. UNREG. TA1225397. **\$249,990**



**AUDI R8 MY13** 2014, AUDI, R8, 2014, R8 4.2 FSI QUATTRO MY13 MULTI POINT F/INJ 4.2L 7 SP AUTOMATIC. FDF76K. TA1217683. **\$174,990**



**FORD FAIRMONT XY** 1971, FORD, FAIRMONT, 1971, FAIRMONT XY CARB 5.8L 4 SP MANUAL. UNREG. TA1216166. **\$199,990**



**HOLDEN MONARO HK** 1968, HOLDEN, MONARO, 1968., UNREG. TA1203358. **\$139,990**



**FORD MUSTANG** 1969, FORD, MUSTANG, 1969., UNREG. TA1227314. **\$149,990**



**FERRARI 360** 2001, FERRARI, 360, 2001, 360 SPIDER MULTI POINT F/INJ 3.6L 6 SP MANUAL F1 SHIFT. 766VVH. TA1194506. **\$124,990**

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# YOUR MAIL

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## LETTER OF THE MONTH

Ron receives a DDA collectible series 1:24 scale die-cast HQ GTS Monaro thanks to our friends at Diecast Distributors Australia!



See the range at:  
[supersoniccollectibles.com.au](http://supersoniccollectibles.com.au)

Send to...

**Unique Cars Mallbag**

379 Docklands Drive,  
Docklands, VIC 3008

or email:

[uniquecars@primecreative.com.au](mailto:uniquecars@primecreative.com.au)

or Facebook us!

300 words max please!



## ANOTHER Q

I read that you are looking for information regarding accessories available with the 1973 HQ range. I have the pamphlet you are chasing. We ordered our HQ on October 12, 1973 - delivered in mid-November 1973. I seem to remember the car cost \$2800 plus \$400 for extras. Total of approximately \$3200. I have all the paperwork apart from the receipt for monies paid. I have a booklet that shows all the accessories available. I ordered the body mouldings but had to wait six months for them as they had none in stock.

I have attached some images including some of the HQ on the Nullarbor on a trip we had in January 1974 and the car today.

As you can see we still have the old girl. We have also used the old girl on prospecting trips up around Cue and Meekatharra north of Perth in the past. Who says you need a 4x4 when you have a Holden. We have done a few trips over the Nullarbor over the years but the trip in the Q was the best.

The Q, as we call her, has 78,090km on her but has been around the clock twice. It was stored for a few years when I had a private-use vehicle supplied by my company. It has had two close-

door resprays, the last about nine years ago. It's only a bog standard Kingswood three-on-the-tree with the odd thing like 2-inch Lukey system fitted about 40 years ago. The Q still draws attention when we are out in it, which I don't like but I reckon old cars need to be driven so we put up with it. I could go on for hours but I won't.

I hope the information is of use to you and your readers. Thanks for the magazine. I find it interesting.

**Ron Gough**

**ED:** Ron, we can still sense your passion and love for the HQ, we constantly hear an emphasis on low-mileage cars, but it's cars such as yours that you can still rely on regardless of the conditions and terrain! Having something laid up for years causes grief, ask me how I know ...

It's interesting to note the accessories brochure makes no mention of a clock as part of the instrument cluster package, something our featured HQ LS was equipped with.

Wishing you many more happy miles in your beloved HQ.



## A FACE AND A MOTHER'S LOVE

Reading Morley's latest (#495), and talking of beautiful faces (plant tongue firmly in cheek) check out this superb piece of design genius. Was soaking up a coffee and the coast, and saw this and thought WTF. Sent it to a mate with a predictable response - "that's f@sked".

**Roy Brewer**

**ED:** *As with any designed object it's all subjective, though I'm sure any panel shop would strongly dislike making a repair to a panel full of so many creases. We dig the colour though!*

## RELIABLE RANGIE

I am just reading the latest *Unique Cars* Issue 495, 'Your Mail' segment by Lewis Thomas, about the espoused reliability of early two-door Range Rovers, which you pooh-pooed so hurriedly.

In the early 1980s I rescued an abandoned 1974 two-door Rangie from 'dissolving' into the ground under a tree on a Kellyville, NSW property. With the guidance and assistance from our opposite neighbour, who is still one of my best mates to this day, and just happened to be the workshop manager at Jaguar Rover Australia at the time, we 'resurrected' and reregistered it, to become my own, and my wife's daily driver for a number of years, and one of the best tow vehicles (next to a 2008 Toyota HiLux 3.0L diesel) which we ever owned. By the way, over 48 vehicles have passed through our garages in the 51 years we have been married, so I am talking from experience.

Admittedly, the resurrection did involve an extensive list of parts (mostly provided at cost - some at no cost, refer the mag wheels) and the labour often provided by the mate, naturally being reimbursed, with numerous crates of bottles of home-brewed beer.

The list of parts included a replacement clutch and rear

main oil seal (fitted under a rigged-up gantry crane to remove the engine, on a dirt area at the mate's Freemans Reach property) a set of front hub swivel seals, carby overhaul kits, and oddly, an electric fuel pump. Apparently the original one had failed in its past life, so it had been replaced by a Mini fuel pump. It took a while to work that one out, as the Rangie would begin to starve for fuel

hose the leaking oil off every oil-filled mechanical part on it, was essential. Typical British engineering!

Thanks to our positive experience with the early Rangie, we upgraded to a 1984 four-door automatic Range Rover in 1993. However, although it was one of the most comfortable and luxurious vehicles we have owned, reliability issues plagued our

## "THANKS TO OUR POSITIVE EXPERIENCE WITH THE EARLY RANGIE, WE UPGRADED TO A 1984"

about 90km/h, then 'die' around 100km/h.

In any case, once it was resurrected, it became the tow vehicle for the mate's, and his mates', numerous waterski boats, to and from various places on the Hawkesbury River. It's ability to be put in 4WD Low gear, after we had floated a boat on to its trailer, with everyone still on the trailer, allowing the Rangie to slowly inch its way up a boat ramp, driverless, was a sight to behold.

Now, on to the reliability factor. No, I can't say we ever ventured out into remote areas with it, to test its reliability, but in our almost eight years of ownership, apart from the usual servicing, the Rangie was as reliable as a Swiss watch. Sadly, to pass each annual rego check, the need to high-pressure

ownership from the first to the last days of our ownership.

In summary, the early Rangie was genuinely a great vehicle. The 1984 Rangie was a nightmare!

**Bob Nash**

**DM:** *G'day Bob. Good to hear from a former Range Rover owner (most of us became former owners one way or another). Now, I know you've written in to disagree with me on the subject of early Range Rover reliability, but I reckon you are, in a weird sort of way, agreeing with me.*

*I mean, had you hauled an air-cooled VW from under the same tree on the same farm, you would have put a battery in it, slogged some*

*fuel down the carby and then driven it to Darwin. I'm tipping copious crates of home brew would still have been involved, but as a celebratory quaff rather than a means of forgetting the recent, traumatic past (ref: engines hanging from the kids' swing set etc).*

*And you've also, like me, never ventured too far into the mulga to test the car's reliability. Well, there's another thing you and I have in common: Common sense. Because leaving the world of phone reception and roadside service vans in an old Rangie is a fair guarantee to bring on your own personal Burke and Wills moment.*

*And here's another thing we can agree on: Despite a workforce that should have been a bit clued-up after a decade and a half of building them, if anything, the later Rangies were even bigger turds. And the less said about the miserable P38, the second-gen RR, the better.*

*It was such a shame because the basic design of the original Rangie should have made it a smash hit. But the experience of so many owners proves that, even stunners like Ava Gardner, don't make for perfect partnerships, especially if they're going to hurl a lamp at the back of your head. Ask Frank Sinatra about that.*

*Meantime, keep on truckin' my friend. 🍷*





# TOYBOX

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## 1969 FORD FALCON XW GT-HO TRIBUTE



**WITH JUST 814 MILES ON THE ODOMETER AFTER A RECENT NUT-AND-BOLT RESTORATION, THIS STUNNING XW IS BETTER THAN NEW**

WORDS & PHOTOS ★ AMCS/UC STAFF

**IF YOU'RE** looking for a tough Falcon with the works, then look no further. This XW GT-HO Tribute has colour, a big motor and is nicely put together. In ceramic coated Onyx Black with spectacular white GT trim, it runs a Hercules 427ci Cleveland pumping 700hp through a C4 and nodular Tru-trac 9-inch locker. It also boasts the super desirable option 10 GOLDE Sunroof ... If you're into '70s muscle Fords, this could well be your dream ride! The stunning concours presentation is thanks to a no expense spared full nut-and-bolt rotisserie restoration completed in 2024 with

the gleaming Onyx Black paint protected with a professionally applied ceramic coating. A great deal of effort has gone into this build to create the ultimate XW GT-HO combo. Everything has been restored or reconditioned with all chrome and stainless steel, highly polished. The Option 10 manual wind-back sunroof further enhances this superb XW, letting the sun shine in on the glorious white GT trim. The dash has been upgraded to integrate Autometer gauges, a Pencil Shift Light and the Stealth Magnum Pro-Ratchet shifter.





### Vital Stats

#### 1969 FORD FALCON XW GT-HO TRIBUTE

**ENGINE:** Hercules 427ci  
Cleveland producing 700hp

**TRANS & DIFF:** C4 and  
nodular Trutrac  
9-inch locker.

**CONTACT:**

australianmusclecarsales.  
com.au

Call Mike on 0414 278 604  
or Nicholas  
on 0499 577 997

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But it's under the bonnet where the magic lies. Built by Hercules Race Engines in Sydney, the 427 cubic inch Arrow block Cleveland puts out 700 horses and 625Nm of torque. The exhaust is a Hume 3-1/2inch with 3-inch tailpipes.

The diff is supplied by Diff King and is a brand new double lapped Nodular 9-inch Eaton Trutrac 31 Spline Locker with 3.89 ratio gears.

Braking is via PBR discs front and GT drums at the rear. And the 700 neddies goes to ground via widened 15-inch Five Slot wheels with 215/60R15 red walled front Nankang tyres and 245/50R15 rear Nankangs.

This is a brand new fully sorted build. On full NSW registration until March 24, 2025. NSW custom plate, (1FATXW) included for the NSW buyer. Call Australian Muscel Car Sales to arrange an inspection. 🚫



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**ALFA ROMEO 1750 GTV** 1969, RHD Australian delivery Series 1 in its original and spectacular Blu Chiaro Metallizzato. A restored car with complete repaint and mechanical work. A stunning example. AR1451826. \$97,995



**ALFA ROMEO SPIDER** 1973, Collector quality and show winning (National Alfesta) RHD Australian delivery, matching numbers, in its original Alfa Rosso and Nero interior. Sympathetically restored to perfection. 3 owners from new. Original keys, service book and owners manual. . AR005127879. \$105,000



**ALFA ROMEO SPIDER** 1989, RHD Series 3. Recently restored. Drives beautifully and in its original and stunning metallic blue. A folder of invoices accompanies the car. 11538002601461. \$44,995



**ALFA ROMEO SPIDER** 1973, Fully restored LHD matching numbers with bare metal respray in original colour. Great history with huge folders of invoices Little use since work completed. A beautiful example.. AR3041532. \$59,995



**ALFA ROMEO 1750 GTV** 1968, Rare Series 1 with rare 'flying buttress seats'. Australian delivery. Restored with new paint. Excellent driving car and good buying at this price.. 1450004. \$69,995



**ALFA ROMEO GIULIA SPRINT GT** 1965, Original RHD Sprint GT 'Stepnose'. Fully restored by the best. Attractive colour scheme. Drives perfectly with excellent history. Few kms since work completed.. AR753018. \$139,995

WITH CLIFF CHAMBERS



# EYE OF THE BEHOLDER

WORDS CLIFF CHAMBERS ★ PHOTOS PRIME CREATIVE MEDIA, JAGUAR, RM SOTHEBYS, GM-HOLDEN

THEY HAVE THE LOOK OF BIG BUCKS  
BUT CAN BE HAD FOR MUCH LESS







**THIS PHOTO**  
This Jag was not sought after.

**BELOW** Motor sport and movies made the Cooper S.

Glance through the array of advertised cars at the back of this magazine and you experience a conundrum that has puzzled car enthusiasts for decades. Various models can be totally different in age, performance or presentation yet carry similar or absolutely identical asking prices.

This quandary manifested for me many years ago, back when I believed people who earned a basic income could still afford to own a Jaguar, and bought one.

It admittedly was one of Brown's Lane's least admired products, a 420 Compact sedan, but it did have a 4.2-litre engine as in an E-Type, lots of leather and was painted an attractive Opalescent Maroon.

It was cheap too, principally because the person selling it didn't realise that power-steering systems needed fluid and the reservoir that held such fluid wasn't much use if it leaked.

After paying \$1000 less than the advertised price for a car with Armstrong steering, my next visit was to a nearby Jaguar mechanic who charged \$60 (it was 1983) to supply and fit a second-hand fluid reservoir. Hey presto, the Big Cat would again turn corners.



WITH CLIFF CHAMBERS

**THIS PHOTO**  
Ford's iconic Mustang turned 60 this year.

**BELOW** Reborn classic thanks to a song.



The downside was, while fixing the steering, my new-found friend pointed to other issues like a thermatic fan coupling that needed replacement, ancient coolant hoses and differential oil leaks.

Fixing that lot would add \$700 to the car's cost; a detail I omitted to mention when the neighbour's wife, while watering their roses, asked how much I had paid for the Jaguar. "\$2900!" she shrieked when told. "You got that lovely car for \$2900 and he - meaning her husband who was busily merging into the front yard shrubbery - paid \$3000 for *that*?"

The object of her disdain was a Mini; almost the same age as the 420, painted an appalling shade of orange with a drainpipe exhaust and very worn 'rally' seats. But it was a Cooper S.

"How," she pondered aloud, "can you get a car like that for \$100 less than it cost for that horrible little thing?" How, indeed.

Had someone published a book entitled *Cars That Make You Look Cool*, the Cooper S would very likely score a mention. And the Jaguar 420 Compact Saloon very likely would not.

There could also be noted the Mini's blanket victory at Bathurst in 1966, multiple Monte Carlo rally wins or movie stardom via *The Italian Job*. I could go on.

Cars acquire value by association. If enough people consider them to be classics, even though they might effectively be rosey old horrors, then classic they are. Early in the 1970s old Holdens were useful mainly as roosting places in chicken coops, but then along came a bloke called Bob Hudson with a song about his home town of Newcastle and FJs were instantly fashionable. And worth money.

It is common to believe Australian-built classics can't logically be more valuable than models which appeal to a global market. That is wrong.

Probably half of the 300 genuine Phase III GT-HOs built have survived and even in a slow market, a good one will manage \$750,000.

Across the Pacific in 1965, Carroll Shelby was building GT350

Mustangs to gladden the lives of urban warriors, but only made 36 of the Shelby GT-350R competition model for sale to serious racers.

Several years ago, one of two prototypes recorded a US\$3.85 million auction price and a 'customer' car hit US\$1 million. Today's typical value for a 350R, according to the Hagerty Valuation Guide, sits at around US\$545,000 - or about what we might pay here for a fairly ordinary Phase 3. Which would you have?

Buyers of high-end performance and prestige models face a different dilemma, as you will discover via this edition of Market Watch. The exotic GTs featured may look to be worth more than your vastly overpriced house, but some in the current market will be no dearer than a kitted out i30. Ask your work colleague, or neighbour, which they would prefer.

Cliff Chambers  
**August 2024**



"EVEN IN A SLOW MARKET,  
A GOOD ONE WILL MANAGE \$750,000"



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CLIMBER OR SLIDER?

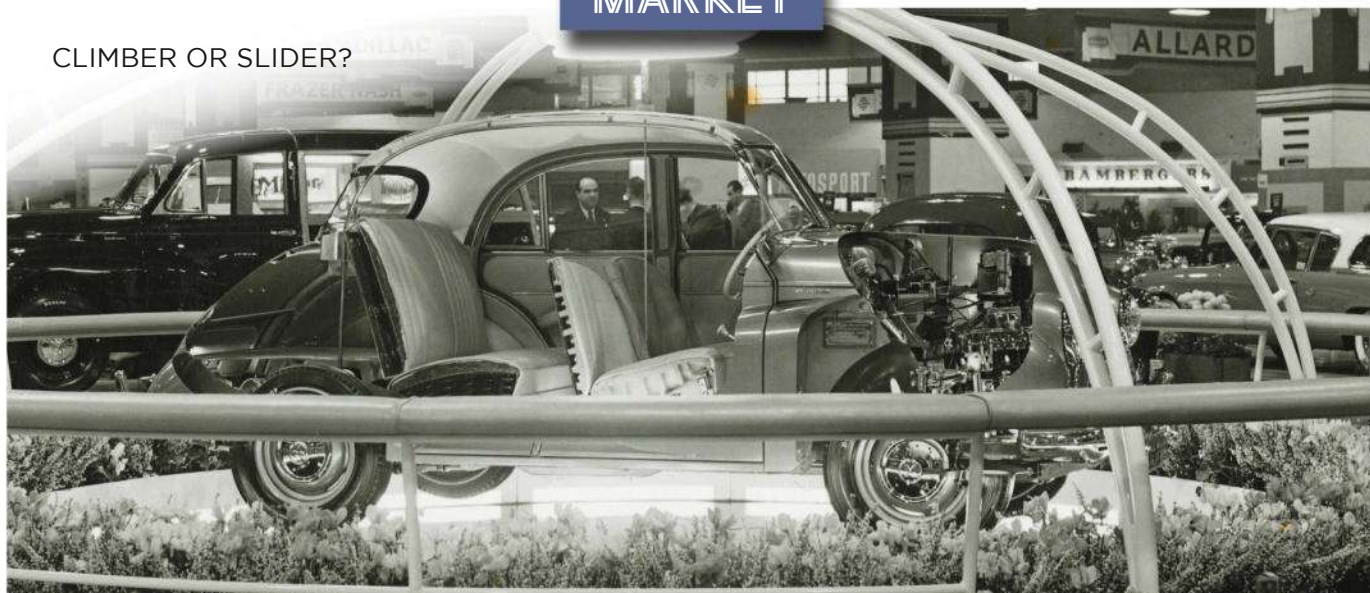


PHOTO ★ BRITISH LEYLAND

# MORRIS MINOR

**TODAY'S** market for small cars is a battleground populated by six or more serious contenders. In the 1950s though there were just two significant rivals: the Volkswagen Beetle and Morris Minor.

Morris had the runs on the board, having been part of the local automotive scene since 1950 when the first crates of disassembled cars arrived from Britain. Those MM versions, nicknamed 'Lowlite' because their headlights were almost at bumper level, would barely reach 90km/h due to an underpowered 918cc side-valve.

They were comfortable though, with torsion-bar front suspension, rack-and-pinion steering and tall tyres to cushion road shocks.

The year 1951 brought a restyled body with lights at bonnet height to comply with USA regulations. Australians were more interested two years later when a new but smaller 803cc engine with overhead valves and 22kW replaced the side-valve.

The version that followed in 1956 offered 948cc but was universally known as the Minor 1000. It sold here as a two- or four-door sedan, utility and panel van. In Britain, as had been the case since the Minor's

introduction, there was a Tourer with folding roof and also a Traveller station wagon with distinctive, timber-framed rear bodywork.

Local Minors sold in big numbers; more than 25,000 annually based on the numbers of CKD (Completely Knocked Down) cars being exported from the UK. After 1957, sales suffered due to introduction of the local Morris Major and Austin Lancer, but the Minor remained available until 1963.

Looking back to the mid-1980s, Minors survived in significant numbers and very good ones sold for \$6000. Parts to maintain and restore decent cars were available from various local suppliers and not expensive. A lot of Minors had by this time been modified, with their original engines replaced by more powerful and less costly Datsun 1200 and Mazda 1300 motors.

Values throughout the 21st Century continued to climb, but not so drastically that demand was affected. With the original overhead valve or later Japanese engines, Minors are economical cars to run and easily maintained. With a replacement differential and higher gearing they will maintain freeway speeds without struggling.

Condition will be more significant to value than age or body style, although a Tourer in restored condition will cost significantly more than other types of Minor. Cars that were

restored 20 to 30 years ago and need a return visit to the panel shop, can offer good value so long as their mechanical condition hasn't faded faster than the paint. 🚗

## HOW THE PRICES MOVED

MODEL	YEARS	COND 3	COND 2	COND 1
<b>2010</b>				
Minor Sedan	1948-52	\$1600	\$6200	\$9000
<b>Minor Tourer</b>	<b>1948-52</b>	<b>\$3500</b>	<b>\$11,000</b>	<b>\$16,500</b>
Minor Sedan	1953-64	\$1200	\$4800	\$8000
<b>Minor Tourer</b>	<b>1954-69</b>	<b>\$3000</b>	<b>\$9500</b>	<b>\$14,500</b>
Minor Traveller	1954-69	I/D	\$11,000	\$16,500
<b>2015</b>				
Minor Sedan	1948-52	\$1600	\$6200	\$9000
<b>Minor Tourer</b>	<b>1948-52</b>	<b>\$3500</b>	<b>\$10,000</b>	<b>\$16,500</b>
Minor Sedan	1953-64	\$1200	\$4800	\$8000
<b>Minor Tourer</b>	<b>1954-69</b>	<b>\$3000</b>	<b>\$8500</b>	<b>\$14,500</b>
Minor Traveller	1954-69	I/D	\$12,000	\$18,500
<b>2018</b>				
<b>Minor Sedan</b>	<b>1948-52</b>	<b>\$2800</b>	<b>\$7800</b>	<b>\$14,000</b>
Minor Tourer	1948-62	\$3500	\$11,000	\$18,500
<b>Minor Sedan</b>	<b>1953-64</b>	<b>\$2000</b>	<b>\$6200</b>	<b>\$11,000</b>
<b>2022</b>				
Minor Sedan	1948-52	\$2800	\$7800	\$14,000
<b>Minor Tourer</b>	<b>1948-62</b>	<b>\$3500</b>	<b>\$11,000</b>	<b>\$18,500</b>
Minor Sedan	1953-64	\$2000	\$6200	\$11,000
<b>2024</b>				
<b>Minor Sedan</b>	<b>1948-52</b>	<b>\$4500</b>	<b>\$11,000</b>	<b>\$18,000</b>
Minor Tourer	1948-62	\$5500	\$16,000	\$25,000
<b>Minor Sedan</b>	<b>1953-64</b>	<b>\$2800</b>	<b>\$9000</b>	<b>\$16,000</b>



PHOTO ★ MARK BEAN

# DATSUN 240Z-260Z

**WHEN DESIGNING** its own long-nose sports coupe in the late 1960s, Nissan didn't need to look very far for inspiration.

Some years earlier, Jaguar's E-Type had changed the game entirely and produced a template other designers could easily follow.

In 1969, when the design of Nissan's 240Z was revealed, it almost exactly replicated the Jaguar's swooping profile. Also unashamedly included were inset headlights and a hatchback accessing the luggage platform.

Powering the Datsun-badged 240Z was a 2.4-litre version of Nissan's six-cylinder engine, with twin carburetors instead of the E-Type's triple side-drafts. It also made do with a single overhead camshaft where the XK engine used two.

Brakes were disc front/drum rear rather than the E-Type's all disc system, however, Nissan's five-speed gearbox was way ahead of Jaguar's four-speed manual that had originated in the 1930s. Nissan's design also included independent rear suspension.

A year elapsed before Australia saw its first 240Zs and at launch in 1970, the Datsun wasn't cheap. At almost \$5000 it was \$1600-2000 more than a

Ford Capri V6 or GTR Torana.

A 2.6-litre 260Z version was launched in mid-1974, with improvements including 7.5kW of extra power, altered gear ratios for better acceleration, uprated tyres and better seats.

Ventilation in early cars had been improved but the Z cabin still got hot in summer and air-conditioning was a welcome 260Z option.

Also included in the Z range from 1974 was a 2+2 version on a longer wheelbase, with a folding rear seat and storage space behind it. Although more expensive than two-seat cars, the 260Z 2+2 sold well and plenty have survived.

Few Z Cars took to local race circuits, but the USA had categories where they could challenge Porsche, Triumph and Jaguar. Here and in other parts of the Southern Hemisphere the emphasis was on rallying, with Zs twice winning the tough East African Safari Rally and taking West Australian Ross Dunkerton to three Australian Rally Championships from 1975-77.

Decades would pass before the 240Z and 260Z made significant gains in value. Even worse was the 2+2's performance; lagging until recently and still making only half the price of an early 240Z.

Most expensive, due to their appeal on the world market, will be the Japanese specification Fairlady Z, with wheel-arch flares and the option of a twin-camshaft 2.0-litre engine.

Local 240Z prices look to have peaked after their 2020-22 surge, with excellent cars below \$100,000 and good quality two-seat 260Zs a further 20 per cent cheaper. 🚗

## HOW THE PRICES MOVED

MODEL	YEARS	COND 3	COND 2	COND 1
<b>2010</b>				
240Z Coupe	1970-74	\$6000	\$17,500	\$24,500
<b>260Z Coupe</b>	<b>1974-77</b>	<b>\$4500</b>	<b>\$13,500</b>	<b>\$21,000</b>
260Z 2+2 Coupe	1974-78	\$2700	\$7800	\$11,000
<b>2015</b>				
<b>240Z Coupe</b>	<b>1970-74</b>	<b>\$9000</b>	<b>\$20,000</b>	<b>\$33,500</b>
260Z Coupe	1974-77	\$6500	\$16,500	\$25,000
<b>260Z 2+2 Coupe</b>	<b>1974-78</b>	<b>\$3800</b>	<b>\$9000</b>	<b>\$14,000</b>
<b>2018</b>				
240Z Coupe	1970-74	\$12,000	\$33,000	\$48,000
<b>260Z Coupe</b>	<b>1974-77</b>	<b>\$9500</b>	<b>\$27,500</b>	<b>\$42,000</b>
260Z 2+2 Coupe	1974-78	\$4800	\$18,500	\$27,000
<b>2022</b>				
<b>240Z Coupe</b>	<b>1970-74</b>	<b>\$28,000</b>	<b>\$61,500</b>	<b>\$82,000</b>
Fairlady Z	1970-72	1/D	\$70,000	\$110,000
<b>260Z Coupe</b>	<b>1974-77</b>	<b>\$25,000</b>	<b>\$56,500</b>	<b>\$74,000</b>
260Z 2+2 Coupe	1974-78	\$14,000	\$31,500	\$42,000
<b>2024</b>				
<b>240Z Coupe</b>	<b>1970-74</b>	<b>\$28,000</b>	<b>\$54,500</b>	<b>\$77,000</b>
Fairlady Z	1970-72	\$37,000	\$70,000	\$100,000
<b>260Z Coupe</b>	<b>1974-77</b>	<b>\$23,000</b>	<b>\$39,500</b>	<b>\$62,000</b>
260Z 2+2 Coupe	1974-78	\$14,000	\$32,500	\$44,000

# 5 AFFORDABLE EXOTICS

## FOLKLORE DECREES

that if you keep something for long enough it could eventually become valuable. Problem is, some things can't just be pushed to the back of the sideboard and forgotten for decades. Cars are among them.

Almost any new car will drop 25 to 30 per cent in value the moment it is registered and continue to decline over several years, sometimes decades.

High priced, prestige models have a reputation

for gobbling up owners' money at prodigious rates, but people who buy them new seem not to care.

For a while there wasn't a significant problem because high-end models produced during the 1960s and '70s did hold value and today can be worth many times their original cost. During the 1990s, as car prices soared and average incomes didn't, that dynamic changed.

The cars you see here all would have cost around the same when new as a decent house in a good

metropolitan suburb. When comparing the Ferrari, its real-estate equivalent would be a mini mansion with triple garage and pool.

If depreciation during the 1990s looked bad, then the next downturn was appreciably worse. This was the one that went by the name of Global Financial Crisis or GFC.

Auction barns during 2008-09 began filling with cars that just days earlier had occupied spots in executive car parks. Now they would be battling for slots in prestige dealer

yards at prices a fraction of the finance contracts they had left unpaid.

Declining prices during the past decade still haven't boosted used-market demand and a lot of older prestige models remain hard to sell.

Which factors might exert pressure on prestige values into the future is anyone's guess. The best strategy for now is to pick a car that suits your means and lifestyle and revel in an experience you could not have contemplated when the car was new.

## ASTON MARTIN DB7 COUPE



PRICE NEW 1996: \$249,445  
PRICE NOW CONDITION 1: \$62,000

PHOTO ★ ASTON MARTIN

**CLOSELY RELATED** in size and design to the XK8 Jaguar, Aston Martin's DB7 came initially with a supercharged Jaguar engine, then a V12 that had been cobbled together from a pair of V6 Ford engines. Nobody seemed to mind all of this parts-bin engineering and platform sharing as it was helping keep two iconic British brands – Aston Martin and Jaguar – alive while under the haphazard ownership of FoMoCo. The first new-style Astons available to Australia were DB7 coupes, priced initially at almost a quarter of a million dollars. They arrived towards the end of 1995 but it took time to re-establish the Aston Martin brand in Australia. Sales during 1998 finally reached double digits, comprising 10 coupes and three Volante convertibles. The soft-top DB7 had been launched a year earlier at almost \$280,000 and it came as no surprise that few found local owners. These are still classy cars though, with exclusivity on their side. Available cars are more likely to have been sold new in other countries but these are (or should be) less expensive than local deliveries. Fear of the unknown is a major factor in the restrained values of later model Aston Martins. Service support, even in major Australian cities, isn't easy to find and parts are relatively expensive for a car that continues to decline in value.

## FERRARI 456GTA



PRICE NEW IN 1996: \$493,863  
PRICE NOW CONDITION 1: \$135,000

PHOTO ★ FERRARI

**YACHTING, SO** they say, is akin to standing under a cold shower tearing up money. Owning a front-engined Ferrari – a modern one anyway – must feel somewhat similar.

Ferrari had been doing well for several years with its array of mid-engined models, having deleted the slow selling 400iA V12 in 1985. In 1992 though, it announced a new front-engined, V12-powered 456GT which was released to Australia in 1994 and followed in 1996 by an automatic GTA version.

With Australia still hauling itself painfully out of recession, half-million dollar Ferraris weren't on the shopping list for even wealthy car buffs and hardly any 456s sold here. A decade later though, that situation had changed.

The 456s that had been sold new in other right-hand drive markets were arriving locally as personal or dealer imports. No longer a \$500,000 indulgence, these cars were landing at \$140,000-180,000 and being offered by retailers at \$200,000.

Fast-forward 20 years and excellent examples of the 456GTA will struggle to make \$150,000. Doesn't matter that these are a very practical Ferrari with more power than a Testarossa plus some actual space inside. When buying a Ferrari, style is everything.

## JAGUAR XKR 4.2S COUPE



PHOTO ★ JAGUAR

**TWO-DOOR** Jaguars from the 1960s and '70s have finally achieved parity with their new-car prices and, at last report, XJS convertibles from the late 1980s are also getting back on to equal terms. Nobody, however, is rushing to spend \$200,000 on an XK8 or XKR.

Struggling under the yoke of Ford ownership, these Jaguars sacrificed character for durability, but even that didn't work once reports began to surface of V8 engine failures.

No such problems were experienced in 2003 when the new 4.2-litre supercharged V8 with 298kW appeared. Despite significant improvements, the revamped coupe had also barely moved in price; the 4.0-litre XK8 in 1998 costing \$203,000 with the 4.2S in 2003 at \$209,000.

What didn't change either was the pace at which depreciation cut into the V8 Jags' retained value. By 2011, a 4.2-litre supercharged XKR coupe had plunged to less than \$70,000. Five years later, the price of these cars in excellent condition had dipped below \$60,000 and that is where the majority have stayed.

Later XKRs suffer no endemic problems, but the need for maintenance is ongoing and costly. Then again, if you spend \$30,000 on a mechanically neglected car and invest another \$30,000 in repairs, the result will be a sound, reliable and relatively cheap Jaguar.

## MASERATI COUPE GT



PHOTO ★ MASERATI

**MASERATI FOR** many years stood in the shadow of Ferrari and Porsche before finding its niche. Maseratis built during recent years have found owners amongst people who like owning an exotic car but not to the extent of strapping on a helmet and fronting every other month at the club track day. Maserati's GT Coupe, which arrived early in 2003, used a 4.2-litre V8 just like the XKR Jaguar but made its 287kW without help from a supercharger.

GTs were a plush device, with everything visible inside being leather trimmed, front seats that were comfy but not clingy, and room for two more in the back. Standard as well were power windows, seats and mirrors, plus air-conditioning and a concert-hall music system. Maserati clearly weren't worried by weight, which hit 1690kg.

The new model obviously appealed to Maserati's Australian ownership base, helping boost sales from 60 cars during 2003 to 107 by 2006. None of the above helped curb Maserati's problems with value retention, which over a five-year finance term would struggle to achieve 30 per cent. By 2011, the wholesale value of a 2005 model had slumped to \$70,000 and from there drifted slowly downward.

Most Maserati GTs in the market won't have seen much use and 20-year-old cars now typically show 45,000-60,000km while priced at \$45,000-55,000.

## PORSCHE 928GTS

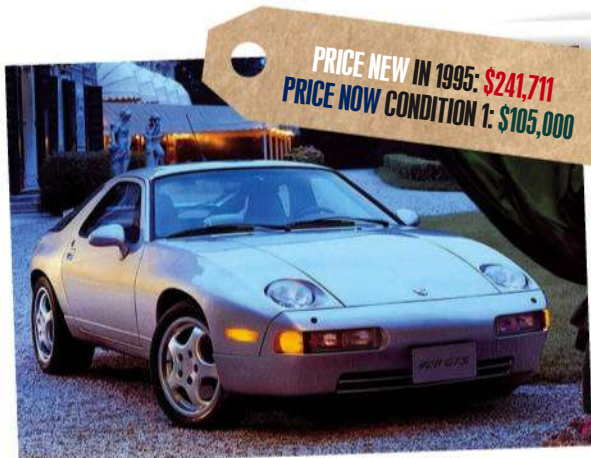


PHOTO ★ PORSCHE

**PORSCHE IS** regarded as a brand that does a good job of protecting its devotees' investment from rampant depreciation. Sadly, that doesn't extend to the ones who bought a 928.

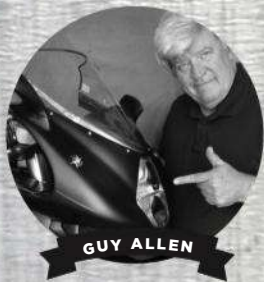
The shark-nosed, front-engined coupe was by 1992 running a 257kW 5.4-litre V8 and its price had hit \$230,000. Three years later when the 928 experiment was finally terminated, the cost of a new one had risen by another \$11,000 and just 19 cars would be sold locally during that final year.

Surviving 928GTS Porsches accordingly aren't easy to find in the used market, but rewarding if you do. These are a properly luxurious GT, packed with gear that was lacking from early versions.

The GTS isn't a cheap car to keep either, as the owner filling one from a 98 Premium pump can attest. The tank takes 86 litres and just 500 kilometres of spirited driving will see it needing to be filled again.

As an automotive experience though, the 928GTS has few rivals, especially in the region of \$100,000. Unlike some in this group, low-kilometre examples are scarce, so be wary of high-priced cars that could soon need considerable sums spent on maintenance. 🚫

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MODERN CLASSICS

# BIMOTA YB11

**LOW, LIGHT AND QUICK, THIS EXOTIC ITALIAN  
RUNS WITH A JAPANESE HEART**

**ALWAYS A** boutique brand, Italian firm Bimota was founded in 1973 by the partnership of Valeria Bianchi, Giuseppe Morri and Massimo Tamburini. And yes, the brand name was derived from the first two letters of each surname.

Of the three founders, Tamburini is the best known as he is the designer behind two iconic motorcycles from the 1990s: Ducati's 916 and MV Agusta's F4 revival model (see pic at right of the two together).

Traditionally the firm has taken an engine from a larger maker (all four major Japanese makers, plus Ducati) and wrapped it in a high-end bespoke chassis with unique bodywork.

Typically they have been small-volume productions for which the company has charged steep prices.

The 1996 YB11 Superleggera (Superlight) you see here is typical of the breed. When new, it cost the buyer \$33,500 or over double the price of a new 1996 Honda

CBR900RR Fireblade.

It's running a tuned Yamaha YZF1000 Thunderace powerplant. In other words, a 1000cc inline four with five valves per cylinder, claiming 145 horsepower.

That was matched to a five-speed transmission.

As is typical for Bimota, the chassis is very high end, with massive, for the time, 51mm Paoli forks up front and four-piston Brembo brakes.

The beefy aluminium frame is a work of art and the whole thing





weighs 183kg dry. For its era it was the size of a 600. That lot claims a 10.4 sec standing quarter time and 260km/h top speed.

In an age of 200hp street bikes, the Bimota YB11 is no longer at the cutting edge. Nevertheless it remains fast and very competent.

Its seating position is very sporty and suits the young or young at heart.

Overall handling is light and responsive, with a particularly good front end. In fact, that front is better

than on many current bikes.

This was one of Bimota's more successful models, with total production reaching 650 units.

Though expensive when new, they represent value in the market, with good ones selling in the high teens. Donington Auctions has one in its current sale.

Bimota was bought by Kawasaki in 2019, so bikes like the YB11 represent a breed we will never see again. 🏍️ [AllMoto.com](http://AllMoto.com)



On the  
blockWHAT'S HOT **ON THE AUCTION FRONT**ON THE  
BLOCK

# 1974 KAWASAKI H2 MACH IV 750

Donington - Collector Motorcycle Auction, Lot 19

Date: September 9 to 22, 2024

Estimate: \$32-42,000

Visit: [doningtonauctions.com.au](http://doningtonauctions.com.au)

**AN EXAMPLE** of Kawasaki's hero two-stroke from the 1970s, this H2 Mach IV is coming up for sale at Donington Auctions in Melbourne.

The auction site backgrounder explains: "The success of the H1 500 triple, particularly in the vital North American market, saw Kawasaki develop a new model range for 1972, expanded to include the S1 250, S2 350 and H2 750 variants.

"Dubbed the Mach IV, the new 750cc had a bore and stroke of 71x63mm, 7:1 compression and three Mikuni VM30SC carburetors, for a power output of 74bhp at 6800rpm.

"A stronger five-speed gearbox and clutch were employed, along with a new CDI ignition system and the H1's inadequate frame was suitably beefed up, with larger diameter main tubes and additional bracing. The H2 also benefited from a single 296mm front disc brake.

"A genuine superbike, the H2 enjoyed an impressive race record, with Mike Steele and Dave Burgess winning the 1972 Castrol Six-Hour production race held at Amaroo Park."

This example is listed as having undergone a restoration and is carrying an estimate of AU\$32,000-42,000

ON THE  
BLOCK

# 1975 YAMAHA RD350B

Donington - Collector Motorcycle Auction, Lot 9

Date: September 9 to 22, 2024

Estimate: \$6-12,000

Visit: [doningtonauctions.com.au](http://doningtonauctions.com.au)

**IF YOU** wanted a motorcycle that was emblematic of the joys that can be provided by a simple air-cooled two-stroke road bike, you would struggle to beat a Yamaha RD350 from the 1970s.

Our recollection of owning one is that it was light, with decent handling for the day and plenty of performance to keep you interested. And, overall, they were pretty reliable while being easy to look after.

Sadly, only a relatively small percentage of the examples sold have survived, though they were a successful model for the maker.

Two-strokes are definitely on the collector radar, though currently it's most often the glam performance liquid-cooled models of the 1980s (for example RZ/RD500) and 1990s (Aprilia RS250) that really get the serious attention at a sale.

That might present an opportunity if you're a little more broad-minded. Donington Auctions in Melbourne has a 1975 Yamaha RD350B out of the USA coming up in its September 9 to 22 auction. It's offered without reserve and carries a broad estimate of AU\$6000-12,000.

# Classic & American Imports

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SHIPPING FROM THE USA PARTS FROM \$300, CARS FROM \$5,500, BIKES \$1,600



## 1956 CHEVROLET BEL AIR

V8 Auto, Exceptional condition throughout from a private collection It has had a frame off restoration to original condition a few years ago, hardly used since, Stunning two-tone matching interior, Excellent chrome.

More details on our website. S344. TA1219078.

**\$67,900**



## 1967 CHEVROLET IMPALA

SS 383, V8 Auto, Mirror finish Paintwork excellent Red interior, Having had a full nut & Bolt Rotisserie Restoration in Australia, Warm Crate motor mild cam, Stainless Steel Ex pipe exhausts system, Ceramic Headers, King Springs, AC Deco Air Shocks, Absolutely stunning throughout, SA Registered, One of the best quality Impalas we have had in. More detailed pictures on website.

S348. TA1225130.

**\$89,900**



## 1955 CHEVROLET BEL AIR

V8. Automatic, Hard top Coupe, Beautiful body & Paintwork, Excellent Chrome & Moldings, Superb two-tone Red Interior, A real joy to drive.

AVAILABLE SOON. S346. TA1221902.

**\$89,900**



## 1960 PONTIAC CATALINA

389, V8 Auto. Superb Coronado Red body, Excellent Two tone Cream Interior, Beautiful Chrome/Trims, Beautiful body lines with a stylish rear end. Kept Very original having had a fortune spent by the last owner, Hidden reverse camera, Roadworthy & registered, Beautiful looking & cruising car. S350. TA1227996.

**\$49,900**



## 1994 CHEVROLET CORVETTE

C4 Auto, Excellent metallic Bright Aqua paintwork, Black leather interior. PAS, Power windows, Power seats, Air conditioning, Removable roof, Beautiful looking car which is a joy to drive.

More details on our website. S342. TA1210028.

**\$43,900**



## 1998 CHEVROLET CORVETTE

C5 5.7 V8 LS1 Auto, 40,100 Super low Miles, This Corvette stands out with its impeccable bodywork, Beautiful metallic paintwork, Black leather interior. This Corvette embodies both style with stunning performance, P/seats, AC, P/Windows & Mirrors, Traction Control, Remote central locking. S351. TA1235047.

**\$56,900**



## FORD MUSTANG

1965 Ford Mustang 302 V8 Auto, Beautiful throughout, Mirror finish paintwork, Fully refurbished Black interior, Upgraded Disc brakes, FITECH Electronic fuel injection system fitted, More detailed pictures on our website.

S341. TA1210017.

**\$60,900**



## 1966 FORD MUSTANG

V8 Automatic Beautiful White Paintwork, Excellent Red Pony Interior, Superb Chrome, Disc brakes, Redline tyres, More details & pictures on our website. S335. TA1198512.

**\$61,900**



## 1966 FORD THUNDERBIRD

390 Auto, Excellent Body & Mirror finish Paintwork, Nice Chrome, Superb Black interior new white wall tyres, PAS, P/windows, Factory Air Con, very well maintained car. More details & pictures on our website. S336. TA1204619.

**\$49,900**

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# TEMPTERS

FOR SALE FOR SALE THE ONES THAT DIDN'T GET AWAY (YET!) FOR SALE FOR SALE



## 1962 RILEY ELF

**WHILE THE** Mini has justifiably become the stuff of motoring legends over the years, luxury variants such as the Riley Elf are a rare sight, particularly in Australia.

On the subject of the Mini, which this car is based on, we noted: "Even now, the Mini stacks up as an exceptionally clever piece of design, and it's impossible to come up with something that made better use of the resources and space allocated to its diminutive package."

The Riley features a much more elaborate grille than its donor car, along with an elongated boot complete with American-style fins. Inside, you're treated to acres of timber for the dash.

It's powered by an upgraded 1275cc inline four, with a four-speed manual transmission.

Located in Melbourne with the Healey Factory, It's on the market at \$29,900.

Tel 03 9998 1695.



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# TEMPTERS

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## 1970 **FORD** ESCORT

**IF EVER** there was a car that embodies good simple fun, the Mark 1 Escort has to be it.

With an astonishing motor-sport record, it has won legions of fans and has been a popular target for restoration.

In a feature on the series, we commented: "At \$1770 they were keenly priced and cheaper than the most basic Holden Torana or Toyota Corolla. The Escort

was light and modern and exciting. Engineering advances included a new all-synchromesh gearbox, MacPherson-strut suspension plus rack and pinion steering."

This example is a restomod with 2.0lt Pinto engine and a close-ratio four-speed manual transmission.

Located near Wollongong, it's on the market at \$45,000.

Tel 0424 888 530.



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## 1971 **FORD** MUSTANG

**WHILE THE** relatively delicate lines of the original Mustang won a lot of hearts over the decades, the rather brutish bulk of the third-generation cars has also won plenty of fans.

In a feature in the series, we commented: "The third Mustang incarnation, released September 1970, was a completely new car, As the Mustang began to show its age and

Americans demanded more from their low-cost cars, Ford found a way to brighten the image of its 'Pony' while delivering a bigger dose of performance."

This example is running a premium High Output 351 V8, matched to a three-speed automatic transmission.

Located in Clifton Springs, Victoria, it's on the market at \$69,900.

Tel 0434 955 393.



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**FORD RANGER** 2023, 2023 Ford Ranger PY MY23.5 XL 2.0 (4x4) White 10 Speed Automatic Double Cab Chassis. 884KB3. TA1233437. **\$44,990**



**MORGAN +8 CUSTOM BUILT** 2009. This is a custom built Morgan Replica. Built in 2009 - 5 litre Ford Windsor V8 with GT40 heads, custom extractors and running gear, 4 speed manual. Travelled approx 15000 k's since built and in 'as new' condition. 1051WB. TA1222679. **\$44,990**



**MAZDA CX-7** 2011, One Owner 73000ks! 4X4 Turbo diesel Sport CX-7 manual. Best one of these currently on offer! .00008464. TA1182123. **\$14,990**



**BMW X5** 2017, 1 Owner 54000ks, 294Kw and 760Nm powerhouse. Fully Optioned including Sun Roof, Heads up display, Radar Cruise, Overhead Cameras, Heated Sport Leather Seats, Smart phone connectivity, Perfect up to date BMW service History, with recent Rotors and pads x4. Unblemished throughout!!! .00008542. TA1225882. **\$76,990**



**MERCEDES-BENZ ML350** 2013, BlueTEC 166 4x4 White 7 Speed Automatic Wagon. Air Conditioning, Airbag, Alloy Wheels, Anti-lock Braking System (ABS), Climate Control, Cruise Control, Power mirrors, Power Steering, Power windows, Traction control system. 924KG9. TA1226936. **\$24,990**



**AUDI A5** 2015, 8T 2.0 TFSI Quattro White 7 Speed Auto Direct Shift Cabriolet, S Line - 2 owners, 76,000 k's. Immaculate full history 2 keys. 982IN5. TA1207782. **\$29,990**



**MERCEDES-BENZ S350** 2005, Last of this series finished in Obsidian Black Metallic with Contrasting Bone Leather Interior, fitted with Sun Roof, Rear Entertainment, 2 Owner, with great service history, in outstanding condition!! 143IZG. TA1232775. **\$21,990**



**BMW X5 X-Drive 3.0d E70 MY12 Upgrade** 2012, update with only 111,000 ks! Heads up display, Nav, Reverse cam. Pure White with Black Leather interior. Very tidy, Drives well, great service history. 00008490. TA1195632. **\$22,990**



**BMW 220i** 2020, sold and complied 2020. Flamenco red with oatmeal perforated leather, 35,000km. Fitted with front and rear dash cam, ambient lighting, reverse cam, Nav, sports alloys with Michelin tyres. 983IN5. TA1178814. **\$39,990**



**FORD FALCON** 2002, 2 Owner with full up to date service history, finished in Acid Rush metallic and fitted with Hard Lid, Rear Wing, Bin liner, UHF CB, Discreet Light bar. This Unit is in great condition throughout, and comes with plenty of rego and a RWC, along with Stat Warranty..217SOX. TA1230714. **\$10,990**



**MERCEDES-BENZ C250** 2017, 46,000 ks, Full history, 2 keys, finished in Cavanaugh Blue/anthracite int. Electric seats, Apple car play, Lane change warning, Distronic Cruise Control, Great car at a great price!! .992IN5. TA1222515. **\$34,990**

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# 1986 LAMBORGHINI JALPA

**YOU CAN** be forgiven if you've not heard of a Jalpa before this - it's a rare car even by Lamborghini standards.

In the line-up of the day, this was an entry model for the marque and quickly over shadowed by big brother, the Countach.

Nevertheless, it has a reputation as an exciting car to drive, powered by a 3.5lt V8 matched to a five-speed manual transmission.

In a review of the car,

*Motor Trend* noted: "The Jalpa is arguably the better sports car, a ballerina compared to the brutish Countach. It's small and lithe, a challenge to handle but willing to work with any driver with a modicum of competence."

This example is one of 35 right-hand drives ever made, out of a total production of just 410.

It's with Oldtimer in Brisbane, priced at \$189,950.

Tel 07 3171 1953.



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## 1972 HOLDEN MONARO

**FOR SOME**, the two-door HQ Monaro body shape was the most elegant ever designed in this country.

In any case the car certainly had a visual impact, and you could order it in a variety of mechanical spec from sixes through to the big 350 V8.

In our profile on the series, we noted: "The launch of the HQ series was literally revolutionary for Holden and in sedan form, led to its biggest-ever production numbers. Lots of coupe styles were trialled before the final shape was agreed, including

a convertible T-top and hardtops with wrap-around rear screens. Tempting as they sound, the end result was brilliant, and it offered more mechanical configurations and trim choices than before."

This example is running the premium 350 V8 with three-speed TH400 automatic transmission.

Originally delivered to a GMH executive, the car has undergone a restoration.

It's located in Perth and is with Australian Muscle Car Sales, priced at \$295,000.

Tel 02 6171 3030.



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## 2017 **FIAT** ABARTH 124

### FIAT'S MODERN

Abarth 124 hails back to the similarly-named classic rally weapon, using an intriguing mix of a unique driveline, tied to Mazda MX-5 underpinnings.

The powerplant is a 1.4lt turbo-four matched to a six-speed manual transmission.

In a 2016 review, *Wheels* magazine noted: "It will ultimately be a matter of taste and brand preference whether you

choose the Abarth 124 Spider or the obvious Japanese alternative, but the Roman - but still Japanese built - roadster does its bit to sway buyers with a distinct look, turbo torque and a solid value equation. And it's a terrifically involving handler."

This example shows 87,000km on the odometer and is located in Melbourne. It's priced at \$34,900.

Tel 0403 512 189.



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**MAZDA CX-7 2011, One Owner 73000ks! 4X4 Turbo diesel Sport CX-7 manual. Best one of these currently on offer! .00008464. TA1182123.**

**\$14,990**



**MERCEDES-BENZ SL600 R129 1996, V12 96 Update, 4 airbag, 5 speed auto, 44,800 ks. 2 Owners, sold and serviced in Brisbane with up to date books and invoices including recent roof ram overhaul and suspension gas cell replacement. Azurite Blue with navy leather. An impeccable history ensures that this fantastic example is "one of a kind". UFO600. TA1178671.**

**\$112,990**



**ROVER MINI 1999, Outstanding example!! 1275 cc Multipoint Fuel Injected Cooper Style With Air con, ABS, Air Bag, Rare Pepper Pot Alloys, with near new tyres finished in Classic Epsom Green Duco, with contrasting Balmoral Tweed interior, presenting like new inside and out. QMKV11. TA1195090.**

**\$37,990**



**JAGUAR XJ13R 1986, one of very few Jaguar XJ13 replicas in the world, (5 speed manual) of the "One and Only", which resides in a Museum in the UK. Built using Jaguars original plans (supplied by Jaguar) by John Wilson (Vehicle Engineer in the Canberra/Sydney region) and first road registered in the ACT in 1986. 00007620. TA1076042.**

**\$699,000**



**BMW X5 X-Drive 3.0d E70 MY12 Upgrade 2012, update with only 111,000 ks! Heads up display, Nav, Reverse cam. Pure White with Black Leather interior. Very tidy, Drives well, great service history. 00008490. TA1195632.**

**\$22,990**



**MERCEDES-BENZ ML350 2003, Luxury Pack Series 3, Tow pack, New Tyres, 218000Ks, Green Black with Anthracite Leather. 617JX7. TA1225881.**

**\$8,990**



**BMW 325i 2007, M Sport 136,000ks, Sun Roof, Sapphire Black with Beige leather, Full History, RWC. 00008540. TA1226992.**

**\$12,990**



**MERCEDES-BENZ ML250 166 Bluetec 2015, Sun Roof, AMG Pack, New Tyres, Recent MB service, Great Package!! Priced To Sell!! 98,000 K'S. DCV12F. TA1235104.**

**\$29,990**



**BMW 325i 2007, M Sport 136,000ks, Sun Roof, Sapphire Black with Beige leather, Full History, RWC. 00008540. TA1226992.**

**\$12,990**



**BMW X5 X-Drive 3.0d E70 MY12 Upgrade 2012, update with only 111,000 ks! Heads up display, Nav, Reverse cam. Pure White with Black Leather interior. Very tidy, Drives well, great service history. 00008490. TA1195632.**

**\$22,990**



**MINERVA ROADSTER 1923, 2 seat 1923 Open Top "Speedster". Had the race No. 23 on its radiator prior to a major recent restoration in Adelaide. Only recently offered for sale, for the first time in 50 years, when we acquired it. A most rare and magnificent part of motoring history. One of Belgium's most famous exports in the 1920s and known to be favoured by the Kings and Queens of Belgium, Norway & Sweden. 00007619. TA1076041.**

**\$178,990**

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## 1962 HOLDEN EK

**AT A** time when Holden was enjoying incredible market dominance, the EK series represented fresh Chevrolet-influence on a well-tried platform.

In a profile on this and the FB predecessor, we noted: "On May 2, 1961 and despite a 'credit squeeze' that savaged new-vehicle sales, the EK Holden was launched. Most obvious among its external changes were the new grille and single rubbing strip to replace the big sweep of stainless

steel that characterised FB Specials. An extensive accessories list allowed buyers to upgrade and personalise their Holden, with extras including a radio, weather-shield and mudflaps."

This utility has seen some mechanical updates, with a 202 straight-six and four-speed manual transmission.

It's located in Yallingup in WA and is priced at \$30,000.

Tel 0413 045 520.



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## 2003 **FPV** BA GT

**WHILE IT** often feels like there are no Aussie muscle cars out there for under six figures, there are some good buys when you start to look at later builds, such as the FPV BA GT.

In a piece on best Aussie buys, we noted: "There's no question the BA-on GTs represented a proper rework and rethink of the whole GT Falcon idea, which brought it into the 21st century. Of course the centrepiece was the 5.4lt V8, which had a huge amount of

local development input, resulting in a respectable 290kW peak output accompanied by a very nicely-shaped torque curve that gave the thing proper V8 grunt."

The cars were offered with a five-speed manual or six-speed auto and rewarded the driver with a decent handling package.

This example is an auto with 161,000km on the odometer and is with Prestige Motor Gallery in Sydney, priced at \$36,990.

Tel 02 8279 7188.



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## 1967 CHEVROLET CAMARO

**WHEN YOU** talk to people about pony cars out of the 1960s, they naturally envisage a Mustang. However, Chevrolet's Camaro series turned out to be a worthy and stylish competitor.

In a feature on the series, we revealed: "To say Chevrolet was badly wrong-footed by Ford's introduction of the Mustang is a gross understatement. Frankly, it was left gasping. That instant success was

the dominant topic of conversation in every rival design department across the country, according to the people who were there at the time."

This 1968 example is running the original 327ci (5.4lt) small-block V8, matched to a later five-speed Tremec transmission.

It's with Apex American Autos in Sydney, priced at \$97,900.

Tel 02 8315 0023.



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## 2008 **BMW** M3

**OF ALL** the models in the BMW line-up, the M3 has typically been the crowd favourite when it comes to performance cars.

In a feature on the series, we noted: "March 1986 saw the launch of the E30 BMW M3, arguably the most iconic of all M cars. A road-going version of BMW's new Group A racing saloon was the concept behind the model. It combined the E30 3 Series two-door coupe body with a 200 horsepower, normally aspirated four-cylinder

engine, close-ratio manual gearbox, lightweight body panels and superb handling."

This E93 is a long way down the development road. By now it was sporting a 4.0lt V8 claiming 309kW (414hp) and in this case runs a seven-speed sequential transmission.

It has a relatively low 60,000km on the odo. Located in the west of Brisbane, it's on the market at \$55,000 with the addition of Government charges.

Tel 0418 782 582.



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## 1971 **PORSCHE** 911 E

**FOR FANS** of air-cooled 911s, this generation represents an important progression of the series in to something with more pace and stability.

The 2.2lt flat-six in this variant now ran fuel injection alongside a higher 9.1:1 compression, claiming 125hp.

Matched to a five-speed manual transmission, that was enough to give the relatively light car a

decent turn of speed.

Handling was a little more user-friendly in this series, with the long wheelbase.

In our feature on the series, one owner commented: "I think for its era that car was pretty sophisticated. The handling, the sound of the engine, was the start of a total new generation."

This car is with the Healey Factory in Melbourne, priced at \$139,500.

Tel 03 9998 1695.



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## 1963 DAIMLER SP250

**DAIMLER'S** launch of the SP250 in 1959 represented a bold new direction for the company, better known for its big saloons.

Under the elegant fibreglass body was a modified Triumph TR3 chassis, matched to a unique 2.5-litre V8 hemi engine, designed by Edward Turner.

Turner is perhaps best known for being the brains behind some legendary Triumph motorcycles,

including the Bonneville.

In fact, the V8 shared some Triumph motorcycle DNA.

For its time, this was a lively car, claiming around 120hp.

Behind the engine is a four-speed manual gearbox, while braking is handled by discs all-round.

This example is on the market with the Healey Factory in Melbourne, priced at \$55,000.

Tel 03 9998 1695.



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# TEMPTERS

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## 1964 JAGUAR MARK 2

**GRACE AND** pace pretty much sums up the appeal of a Mark 2 Jaguar which showed a good turn of speed while cossetting its occupants.

That reputation has stood the test of time, with *Road & Track* magazine in the USA commenting: "It's easy to see why the Jaguar Mark 2 became so beloved, regularly filling vintage racing grids, auction-house lots, car-show lawns, and top-10 lists of the greatest sports sedans of all time.

This is the original, after all: a four-door with the power and poise to keep up with sports cars, plus luxury in abundance. In post-War Britain it was a revelation. It still is today."

The driveline consists of the legendary 3.8lt inline six, matched to a four-speed manual transmission with overdrive.

This example is with Paradise Garage in Sydney, POA.

Tel 02 9313 7866.



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## 1983 MITSUBISHI STARION

**IF YOU** were looking for a car that is the epitome of 1980s Japanese car-industry optimism, the Starion would be a great example.

Mark Higgins explains in a feature: "Mitsubishi joined the party in 1982 with the Starion that made its world debut at the 1982 Geneva Motor Show. Angular in design, with quirky features like door-mounted seatbelts, it's a

two-door, turbocharged four-cylinder, four-seat sports hatch that sold in Australia from 1982 to 1989."

The driveline is a lively 2.0lt inline-four with turbo, matched to a five-speed manual gearbox. Power steering is standard.

This example is said to be a well-preserved car and is on the market with Australian Muscle Car Sales in Sydney, priced at \$49,500.

Tel 02 6171 3030.



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# TEMPTERS

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## 1990 CHEV CORVETTE

**CHEVROLET'S** release of the C4 Corvette was famously held back a year to allow extra time on the development of what had become a critical image-making car.

In our feature on the series, we revealed: "The 1984 C4 was the first all-new Corvette since '68 and continued the fibreglass-body, front-engine, rear-drive tradition but was clothed in a more aerodynamic body - its raked windscreen, sleek body and low ride

height cutting its drag coefficient to 0.34. Weight was reduced by extensive use of aluminium."

Under the bonnet there was a much-updated line of engines, in this case a 5.7lt V8 with alloy heads and fuel injection. In this car it's matched to a four-speed automatic transmission.

This well-equipped example is said to have been well-maintained and is on the market with Pennant Hills Auto in Sydney. It's priced at \$45,000.

Tel 02 8279 7029.



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DODGE CHARGER

THE

# REPLICANT

**HARRY IS MORE HEART-TRANSPLANT SURGEON THAN MECHANIC** BASED ON THE HISTORY OF HIS '68 CHARGER, WHICH HAS UNDERGONE A SERIES OF TRANSPLANTS, **INCLUDING ONE INVOLVING THE LEGENDARY 426 HEMI**



Late '60s Dodge Chargers look tough. And mean. And nasty. Which made the black R/T 440 Charger in that classic car chase movie, *Bullitt*, the perfect choice for the villain's car, as opposed to McQueen's sleek and quick '68 GT Mustang. Cop McQueen was the prey/good guy and the two bad guys in the Charger (as Mafia hitmen they were, perhaps the original Men in Black) were on a mission to take him out to protect their boss.

The nearly 11-minute chase scene over the undercarriage-grinding humps and bumps of San Francisco's rollercoaster streets, set a benchmark for the genre and in my opinion at least as far as authenticity goes, has never been matched (see *The Chase For Sales sidebar*).

Which brings us to Chrysler fan Harry's Mopar, the second generation '68 Charger resetting the dimensions for muscle cars of the era, with its nearly 3m wheelbase one of the longest in the business. It was the most 'muscular' of the factory hot rods of the time, its broad, aggressive shoulders and vast bonnet projecting a real tough guy persona. And the R/T version (for Road and Track) had various suspension, brake and performance upgrades in line with its designation. Which was why it was chosen to stalk McQueen's similarly upgraded, sleek and nimble, manual four-speed 390 Mustang GT.

At the heart of any muscle car is 'the muscle', and in the case of the Charger, and in particular, the R/T version, there was a small range of large and pulsating muscular eight-cylinder





**THIS PHOTO**  
The interior is luxurious for a muscle car. Column auto looks out of place..

## "IT WAS PRETTY SOLID, SO IT WAS A GOOD STARTING POINT"

engines on offer. Base models came with the more pedestrian two-barrel 230hp 318 cu in small-block donk, while those with a taste for performance could have any big-block variant, beginning with the two-barrel 383 cu in at a modest 290hp, or the 330hp four-barrel version, before you reached the serious end of the options list. Here could be found the famous 440 cu in Magnum in four-barrel 375hp spec, or presiding over all other powerplants, braver buyers could tick the 425hp, twin four-barrel 426 cu in Hemi, otherwise known as "The Elephant". It was so dominant on the streets and racetracks that NASCAR had, in 1965, banned it on the back of a boycott threat

by rival manufacturers.

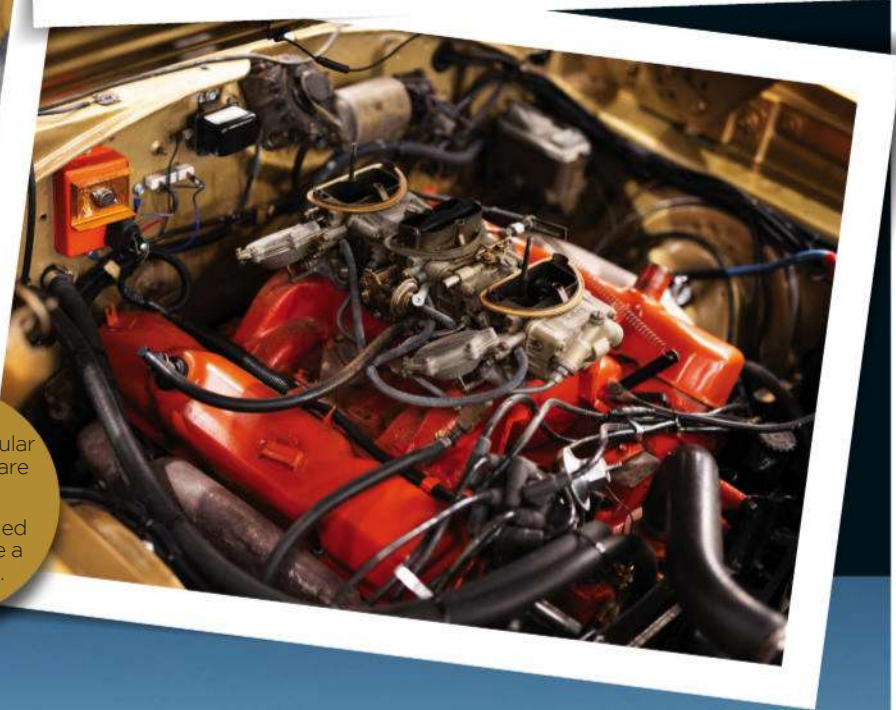
Nevertheless, Dodge and sister (and now sadly defunct) Mopar brand Plymouth continued to compete successfully in NASCAR through the late '60s and early '70s using the almost as powerful 440 wedge-head engine in its Charger race cars. And the same engine combination, available with either a Torqueflite auto or four-speed manual 'box, was the popular choice for street use.

Plenty of Hemis also found their way into drag racing at the time, and in ultimate supercharged Top Fuel and Funny Car nitromethane burning spec, they produced unheard-of horsepower estimated at the

time to be around 2500hp. Fast-forward to today and the same basic pushrod engine layout is now good for a ground-shaking and mind-numbing 11,000-12,000hp, or 1500hp per cylinder!







**RIGHT** By popular request, the bare Six Pack.

**LEFT** Concealed headlights are a nifty design.



**RIGHT** Harry and his stunning Charger.

**BELOW** Even in gold, it still looks menacing.



## "HARRY SPENT A LOT OF TIME REFURBISHING THE INSTRUMENTS AND ELECTRICS"



In Harry's case, induction is somewhat milder, though his big-block boasts an extra two venturis, courtesy of the triple two-barrel Holleys as used on the factory's famous Six-Pack option, with the centre carb feeding the engine and the two outer squirters joining in depending on the mood of the driver. It wasn't a factory option at

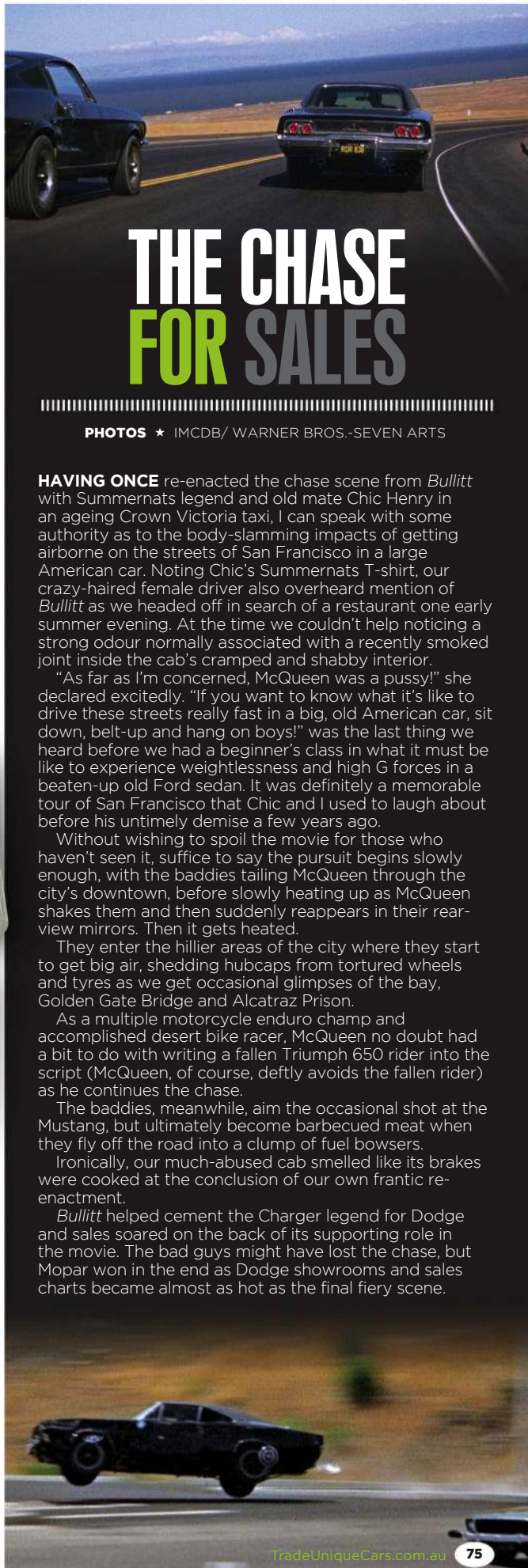
the time, but then again, Harry's car isn't exactly all factory. In fact, strictly speaking it's not even an R/T, but rather started life as a 383 Charger and by the time it had fallen into Harry's hands it even had a 426 Hemi shoehorned into its engine bay at some point during its life.

But delving deeper into the 58-year-old's





**RIGHT** The original Chrysler 1968 Customer Care Warranty pack and its last Indiana license plate.



# THE CHASE FOR SALES

PHOTOS ★ IMCDB/ WARNER BROS.-SEVEN ARTS

**HAVING ONCE** re-enacted the chase scene from *Bullitt* with Summernats legend and old mate Chic Henry in an ageing Crown Victoria taxi, I can speak with some authority as to the body-slamming impacts of getting airborne on the streets of San Francisco in a large American car. Noting Chic's Summernats T-shirt, our crazy-haired female driver also overheard mention of *Bullitt* as we headed off in search of a restaurant one early summer evening. At the time we couldn't help noticing a strong odour normally associated with a recently smoked joint inside the cab's cramped and shabby interior.

"As far as I'm concerned, McQueen was a pussy!" she declared excitedly. "If you want to know what it's like to drive these streets really fast in a big, old American car, sit down, belt-up and hang on boys!" was the last thing we heard before we had a beginner's class in what it must be like to experience weightlessness and high G forces in a beaten-up old Ford sedan. It was definitely a memorable tour of San Francisco that Chic and I used to laugh about before his untimely demise a few years ago.

Without wishing to spoil the movie for those who haven't seen it, suffice to say the pursuit begins slowly enough, with the baddies tailing McQueen through the city's downtown, before slowly heating up as McQueen shakes them and then suddenly reappears in their rear-view mirrors. Then it gets heated.

They enter the hillier areas of the city where they start to get big air, shedding hubcaps from tortured wheels and tyres as we get occasional glimpses of the bay, Golden Gate Bridge and Alcatraz Prison.

As a multiple motorcycle enduro champ and accomplished desert bike racer, McQueen no doubt had a bit to do with writing a fallen Triumph 650 rider into the script (McQueen, of course, deftly avoids the fallen rider) as he continues the chase.

The baddies, meanwhile, aim the occasional shot at the Mustang, but ultimately become barbecued meat when they fly off the road into a clump of fuel bowzers.

Ironically, our much-abused cab smelled like its brakes were cooked at the conclusion of our own frantic re-enactment.

*Bullitt* helped cement the Charger legend for Dodge and sales soared on the back of its supporting role in the movie. The bad guys might have lost the chase, but Mopar won in the end as Dodge showrooms and sales charts became almost as hot as the final fiery scene.



motoring history, it seems engine swaps go with the territory. After completing a mechanic's apprenticeship, through various circumstances he found himself, at the tender age of 23, with a 1966 model Mercedes 220 SE, which, after his aunty donated the 265 Hemi out of her Chrysler

Ford territory, owning a 1961 Thunderbird for a while before taking the plunge into a 1971 Plum Crazy Purple Plymouth Road Runner, with a matching-numbers drivetrain. Wisely removing the original 383 for preservation, he now runs a very hot 580hp 383 with Edelbrock aluminium

## "HIS BIG BLOCK BOASTS AN EXTRA TWO VENTURIS, COURTESY OF THE TRIPLE TWO-BARREL HOLLEYS"

Regal, underwent a driveline swap.

"Once I had the Hemi six, I realised there was a lot of room under the bonnet on the 220, so I rebuilt the 265 up to E49 specs, with a Carter Thermoquad instead of the triple Webers, and swapped it and the gearbox into the Merc," he explains. "It looked completely stock, but was a very fast car."

Which began his love affair with things Mopar, although he diverted into classic

heads and a stroker crank mated to a factory manual four-speed with an overdrive fourth gear.

"The overdrive is pretty rare actually," he says, "But it's great because at freeway speeds it's barely ticking over at just 2500rpm."

And his work on the Road Runner was rewarded with a Best B Body trophy at the prestigious Chryslers on the Murray



**THIS PHOTO**  
Visually, there's a lot to take in.

**BELOW** Interior is plush and it has a full spread of gauges.



**ABOVE**  
Expecting a floor shift were you?

**BELOW**  
Growling V8 gets your attention.





## "IT EVEN HAD A 426 HEMI SHOEHORNED INTO ITS ENGINE BAY AT SOME POINT DURING ITS LIFE"

annual get-together.

But now his time is mostly taken up with the Charger, which, not surprisingly, soon underwent a heart transplant after he purchased it from a Sydney Dodge enthusiast two years ago.

"It was pretty tired actually, with patchy paint and the triple Holleys needed overhauling, but overall it wasn't too bad," says Harry. "It was pretty solid, so it was a good starting point because although it didn't leave the factory as an R/T, it had all the R/T running gear in it, including beefed-up suspension and brakes."

Harry set about tidying up the bodywork and laid on the shimmering J Mid Gold paint, along with the R/T vertical stripes on the rear quarters and across the boot lid.

He also inherited a lot of the original paperwork etc with the car, including the original factory roadside-assist card and original number plates, amongst other records of previous ownership.

Since purchasing it, the Charger has, not surprisingly, undergone a major facelift and makeover, including a thorough driveline checkout and rebuild where necessary, and

including rebadging it with the R/T branding. As it is now, to all intents and purposes, an R/T as far as specifications go, Harry has no problem displaying the reborned Charger as such.

"It's a bit like the guys who do up older Falcons and put GT badging on them, I guess," he says. "I always tell people it wasn't an R/T to begin with, but since it's been through a lot of changes over the years, I don't think it really matters."

While the stock interior needed virtually no work, Harry spent a lot of time refurbishing the instruments and electrics, which also included a total rework of the troublesome flip-up headlights, which tended to be a problem for owners as the cars aged.

Now he's got it where he wants it, Harry attends the occasional local car show in Melbourne and says he hopes to take it to next year's Chryslers on the Murray in March.

It may not be as dark and menacing as the villains' black car in *Bullitt*, but in the hands of a crazed cab driver from San Francisco, I'm sure it would more than live up to the movie that helped sell so many R/T Chargers back in the day. 🚗

### Vital Stats

#### 1966-74 DODGE CHARGER

**NUMBER BUILT:** 52,778 (1966-67) 235,068 (1968-70) 241,095 (1971-73)

**BODY:** All-steel, unibody two-door hardtop

**ENGINE:** 521cc, 6276cc, 7210cc V8 w/ OHV and single downdraft carburettor (triple carbs with 440-6 Pack)

**POWER & TORQUE:** 279kW at 4600rpm, 648Nm at 3200rpm (440 single carb)

**PERFORMANCE:** 0-96km/h - 6.1 sec, 0-400 metres 13.9 sec (440 auto)

**TRANSMISSION:** three or four-speed manual, three-speed automatic

**SUSPENSION:** Independent w/ upper and lower control arms, torsion bars and shock absorbers (f); live axle w/ semi-elliptic springs and shock absorbers (r)

**BRAKES:** Drum or disc (f) drum (r) power assisted

**TYRES:** FR70 or GR78-14 bias ply

### Special thanks to:

• Darren at Falzon Panels in Dandenong South, Vic.



**TOP** Charger, the American one.

**BELOW** The Charger is long with almost 3m wheelbase.



**PENRITE**  
BASE OIL 3

**PENRITE**  
BASE OIL 4





# DODGE CHARGER MARKET REVIEW

WORDS CLIFF CHAMBERS ★ PHOTOS DODGE/CHRYSLER

The USA Muscle Car market was well established when, in 1965, the Chrysler Corporation decided to produce a mid-sized performance model to directly challenge Pontiac's immensely successful GTO.

Without the time or money to develop a completely separate model, the Dodge division cleverly modified a Coronet Hardtop, adding hidden headlights and a fastback roofline for enhanced individuality.

Unlike other brands that denied access to mid-sized models using their most potent engines, Dodge included its most powerful V8s on the list of optional Charger power units. These were a single-

carburettor '440' with 279kW and the 7.0-litre, twin-carburettor Street Hemi with a claimed 426bhp or 317kW.

Later versions of the Charger would offer the 7.2-litre, 440 cubic inch engine with a Six Pack set of triple two-barrel carburettors.

In 1968 the shape changed, giving Chargers a longer, lower profile. Headlights 'behind closed doors' were retained and R/T cars were identified by a special striping package.

Australia didn't see many 1960s Chargers as new cars, but the ranks since then have swelled. Values have soared as well, from 1990 when excellent 1968-70 R/Ts sold for \$16,000-19,000 to 2020 when similar cars soared past \$120,000. 🚗

## CHARGER 1966-67

**HARDLY EVER** seen in Australia as new cars and scarce even in the USA, 1966-67 Chargers fail to match the money generated by later Charger R/Ts. That's disappointing given their distinctive appearance and scarcity.

The 1966-67 Chargers came only with V8 engines, the smallest being the same 5.2-litre 'Fireball' V8 as used in Australian Valiants. Hemi-engined Chargers were rare and in some cases used for competition.

During 1966, 468 Chargers were supplied with Hemi engines, but 1967 saw only 118 from a total 15,800 cars with Hemi engines.

Typical Chargers in the USA market cost US\$35,000-40,000, which tallies with the local 2024 value of A\$70,000 for Condition 2 cars.

Given the Hemis' scarcity, it comes as no surprise the highest recorded sale price occurred back in 2012 at \$190,000. Early in 2024, two cars described as 'extremely original' sold at auction for US\$84,700 and US\$145,000 respectively.

## HOW THE PRICES MOVED

MODEL	YEARS	COND 3	COND 2	COND 1
<b>2015</b>				
Charger Coupe	1966-67	\$18,500	\$32,000	\$45,000
<b>2020</b>				
<b>Charger Coupe</b>	<b>1966-67</b>	<b>\$22,500</b>	<b>\$48,000</b>	<b>\$80,000</b>
<b>2024</b>				
Charger Coupe	1966-67	\$32,500	\$70,000	\$115,000



## CHARGER 1968-70

**IF YOU** watched a television series called *Dukes of Hazzard* or are mesmerised by the car chase from cop film *Bullitt*, you will already be familiar with Dodge's second generation Charger.

Sitting on the same 2972mm wheelbase as the original version, 1968-70 Chargers built with their inset grille and reshaped rear pillars managed to look considerably longer than they actually were.

They would have felt big too for the small number of buyers who specified their Charger with the standard 3.7-litre, 225 cubic inch six-cylinder engine. Should any of these survive they are likely running transplanted V8s.

At nearly two metres wide, the restyled Charger looked way too bulky for its narrow standard rims, encouraging buyers like the Duke Boys to fit 14x7 Vector racing rims and 235/70 radial rubber.

Hemi engines were available but not common in 1968-70 cars. Buyers who wanted a fast Charger were more likely to specify the Six Pack triple-carburettor 440 cubic inch V8 that came with a claimed gross output of 290kW.

Estimated production numbers are unreliable; however, Dodge gurus will say that around 2500 Charger R/T



Six Packs were sold in 1969 with fewer than 1000 the following year.

Recent USA sales include a 1970 R/T 440 Magnum single carb that had undergone a \$100K restoration and at auction brought US\$122,000. It was followed in May by a Hemi automatic that was bid to \$160,000 and a four-speed manual Hemi that reached \$180,000 but again was a no-sale.

### HOW THE PRICES MOVED

MODEL	YEARS	COND 3	COND 2	COND 1
<b>2015</b>				
<b>Charger 318 Coupe</b>	<b>1968-70</b>	<b>\$21,500</b>	<b>\$40,000</b>	<b>\$55,000</b>
Charger R/T 383 Coupe	1968-70	\$27,000	\$50,000	\$72,000
<b>Charger R/T 440 Six Pack</b>	<b>1968-70</b>	<b>I/D</b>	<b>\$70,000</b>	<b>\$100,000</b>
<b>2020</b>				
Charger 318 Coupe	1968-70	\$26,500	\$60,000	\$90,000
<b>Charger R/T 383 Coupe</b>	<b>1968-70</b>	<b>\$37,000</b>	<b>\$90,000</b>	<b>\$125,000</b>
Charger R/T 440 Six Pack	1968-70	I/D	\$115,000	\$175,000
<b>2024</b>				
<b>Charger 318 Coupe</b>	<b>1968-70</b>	<b>\$34,500</b>	<b>\$80,000</b>	<b>\$125,000</b>
Charger R/T 383 Coupe	1968-70	I/D	\$110,000	\$165,000
<b>Charger R/T 440 Six Pack</b>	<b>1968-70</b>	<b>I/D</b>	<b>\$145,000</b>	<b>\$215,000</b>

## CHARGER 1971-74

**THREE GENERATIONS** into the Charger's existence, the style of the car and its performance were both in decline.

The classic cigar shape had put on some weight, with a massive bumper framing the front end, exposed headlights and extra curves at the rear.

The wheelbase was 50mm shorter and the car wider. A new Rallye version for 1972 added 'sport' suspension including front and rear anti-roll bars, however, the Charger's spot as a front-running muscle car was all but gone.

The 426 and 440 cubic inch Six Pack engines remained available, but fewer than 100 cars built in 1971 had them. Blame a campaign by motor insurers to rid the USA market of its most powerful muscle cars. Chargers built after 1971 most usually had 318ci V8s, with 383 engines the

popular performance option.

Combined 1971 sales of R/T and Super Bee versions plunged to fewer than 8000 cars. For 1972 they would be discontinued and replaced by the Rallye version. Despite declining performance, buyers during 1973 warmed to the Charger's new image and sales exceeded 119,000 units.

Today's values for 1971 R/Ts peak at US\$55,000, with the majority of 1971-74 cars in SE trim at less than US\$30,000. Super Bee and R/T cars with single-carburettor, 440 cubic inch engines have been seen recently in Australia at over \$100,000.

### HOW THE PRICES MOVED

MODEL	YEARS	COND 3	COND 2	COND 1
<b>2015</b>				
Charger Coupe	1971-73	\$10,000	\$28,000	\$45,000
<b>Charger Super Bee/R/T</b>	<b>1971-72</b>	<b>I/D</b>	<b>\$42,000</b>	<b>\$60,000</b>
<b>2020</b>				
Charger Coupe	1971-73	\$16,000	\$42,000	\$70,000
<b>Charger Super Bee/R/T</b>	<b>1971-72</b>	<b>I/D</b>	<b>\$55,000</b>	<b>\$85,000</b>
<b>2024</b>				
Charger Coupe	1971-73	\$20,000	\$55,000	\$80,000
<b>Charger Super Bee/R/T</b>	<b>1971-72</b>	<b>I/D</b>	<b>\$75,000</b>	<b>\$110,000</b>



# TEMPTERS

FOR SALE FOR SALE THE ONES THAT DIDN'T GET AWAY (YET!) FOR SALE FOR SALE



## 1977 FORD XC GS

**BIG LOCALLY**-built Ford, Holden and Chrysler utes are very much a thing of the past, and these days the survivors are very welcome at car shows.

As Cliff Chambers notes in our buyer guide: "A vast model range, plentiful options and brash new colours contributed at least as much to XA Falcon sales as its big, somewhat divisive, body style. With

150,000 XAs sold during just 19 months in the market and a further 370,000 combined for Falcon XBs and XCs you would think the market should be brimming with 1970s Falcons. But it isn't."

This example runs a 302 V8 with three-speed automatic transmission and is with Pennant Hills Auto in Sydney, priced at \$60,000.

Tel 02 8279 7029.



Go straight to this car by **SCANNING THE QR CODE**

**WANT MORE ON THIS MODEL?**

See our feature



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## 1955 CHEV BEL AIR

**KNOWN AS** the Tri-Years, Tri-Five Chevs (1955-57) were to many, the pivotal era for the marque.

There's no mistaking the Harley Earl influence in the styling.

It also saw the introduction of a new small-block Turbo-Fire 265 V8 that was to grow in capacity and output, to become legendary across the decades.

Back in 1955, Chevrolet had 14 models in its range and its primary sales target

was to beat Ford. You could get a sedan with a six-cylinder powerplant for just \$1600, while options and add-ons saw you closer to the top of the range in a well-equipped Bel Air, at near \$2800.

Our featured Bel Air retains its original 265 drivetrain and is backed by a manual three-speed gearbox.

It's with Classic & American Imports in Adelaide, priced at \$89,900.

Tel 08 7007 6970.



Go straight to this car by **SCANNING THE QR CODE**

**WANT MORE ON THESE?**

See the feature



FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE



## 1971 **TRIDENT** VENTURER

**IF YOU** were in the mood to tackle a project car, you just might be tempted by something that is rare and unusual, albeit based on some well-known mechanicals.

The Trident Venturer is very low production British sports car based on a lengthened Triumph TR6 chassis, fitted with Ford Essex V6 mechanicals - similar to what you might have found in a Capri. Added

to that was a Laycock four-speed manual with overdrive.

According to a feature on website *Silodrome*: "Trident Cars was founded in the mid-1960s. It essentially rose out of the ashes of TVR which had gone bust again."

The seller says the car needs a full restoration.

It's located near Wollongong and is on the market at \$29,000.

Tel 0417 469 380.



Go straight to this car by **SCANNING THE QR CODE**

**WANT MORE ON THESE?**  
See the feature



# TEMPTERS

FOR SALE FOR SALE THE ONES THAT DIDN'T GET AWAY (YET!) FOR SALE FOR SALE



## 1973 TORANA XU-1

**FOR THE** petrol-head living in the 1970s, owning the premium and sporty XU-1 Torana was the stuff dreams were made of.

In a feature on the series, Mark Higgins commented: "The General was chasing under-30s buyers and in October 1972 a knockabout, long-haired 27-year-old named Peter Brock winning Australia's great race in a Torana was

the stuff of dreams for the folk at Fishermans Bend."

This LJ XU-1 is located in Yeppoon in North Queensland.

It's running the 3.3lt inline-six with four-speed manual gearbox and the seller says it is largely in original shape, though it has had some mechanical work done.

Offered with a RWC, it's on the market at \$175,000.

Tel 0428 333 013.



Go straight to this car by **SCANNING THE QR CODE**

**WANT MORE ON THIS MARQUE?**

See our feature



# MAZDA WITH THE MOST

WORDS CLIFF CHAMBERS ★ PHOTOS IAIN CURRY



## TURBO POWER AND ALL-WHEEL DRIVE MAKE THIS MAZDA A TRUE HOT HATCH

January 1981 brought dramatic change to the world of international rallying.

Nobody in prior years had considered Audi as much of a contender for rally stardom, but that was before the arrival of a conservative looking coupe with turbo fire in its belly and four wheels putting power to the ground.

The Audi Quattro's debut came at the opening round in Austria of that year's European Rally Championship, which it won.

Five weeks later in Sweden against the best cars and drivers in the world, another Audi in the famous hands of Hannu Mikkola would win Round Two of the 1981 World Rally Championship. That was when the world took notice.

The difference between this car and others was not just prodigious power from its turbocharged five-cylinder engine, but the way that power was harnessed and directed. On bitumen, gravel or in snow, Audi's Quattro 4WD system apportioned engine output to the wheels with greatest grip, allowing Audis to cover ground much faster and remain more controllable than the best of their two-wheel drive rivals.

In Japan, every major brand watched developments in Europe with keen interest. Four-wheel drive pioneer Subaru was first into the fray with an all-wheel drive rally car, followed by Mazda with a more sophisticated design accompanying the 1985 release of its BF Series Mazda Familia/323.

Mazda's system avoided the problems suffered by Subaru's On Demand all-wheel drive or the complexity of Audi's system



**ABOVE**  
Exclusive Mazda sports trim.

**LEFT** Mazda's first hot hatch.





**LEFT** Rear spoilers created a sporty appearance.

**RIGHT** Adjustable ride height was high-tech for the era.



## "WE NEVER BROKE A GEARBOX, BUT WE WOULD CHANGE THE 'BOX AFTER EVERY EVENT"



with its viscous coupling.

Mazda used conventional differentials front and rear with a centre differential that would normally be left unlocked to let torque flow unhindered between each pair of driving wheels, depending on available grip. In slippery terrain, such as a forestry road or on ice, the centre differential could be locked to divide power equally between each pair of wheels.

The diff lock could be activated by

drivers when entering a turn to minimise understeer, then released again when running in a straight line to maximise rear-wheel grip.

Known in Japan as the Familia, these compact Mazdas had a range of engines, including the 1.6-litre with twin overhead cam and single turbocharger. Running at 0.7 bar of boost, the turbo engine made 103kW of power at 6000rpm and would rev willingly to 7000.

Production of Mazda's BF Series

Familia/323 began in late 1985, meaning Mazda's local operation needed to have its skates on to ensure cars on the water and ready to participate in 1986 Australian Rally Championship events. Even so, the process did take time, with the first of the 323s not competitive until mid-year.

Early in 1985, rally traditionalists had been cursing the Production Rally Car programme that saw Subaru's All Wheel Drive RX Turbos running against more powerful, rear-wheel driven contenders.





# HIS WON THE AUSTRALIAN CHAMPIONSHIP

**FEW AUSTRALIANS** have more experience with All Wheel Drive Mazda 323s than suspension guru and 1988 Australian Rally Champion, Murray Coote.

The Queenslander began rallying and fettling cars for other competitors around 1974, starting his career in a Datsun 1200. "We did all of our own work in those days because you couldn't afford to be paying anyone."

From the early 1980s, Coote switched from Datsun to Mazda, running a front-wheel drive 323SS in Qld Championship events.

When Mazda announced it would follow Subaru Australia's example and import a batch of 323 Turbos for sale at a discounted price to prominent rally competitors, Murray Coote was quickly in line to request a car.

"I think there were 10 cars brought in originally," Coote recalled. "They cost around \$20,000 each, which was a big chunk off the price of the road car, but there were no parts and preparation was pretty much up to us."

Coote said that while hardly anything mechanical was changed, the turbo boost could be increased from 0.8 to 1.2 bar (11.6lb to 17lb).

"Any more than that and you took a risk with the transmission," he commented.

"We had been running 323s for a while, so the front end was pretty much the same as we had been using in the front-wheel drive car, just with heavier coils and struts.

"We never broke a gearbox, but we would change the 'box after every event. We were running ARC and Qld State rounds together, with not much time between them so the cars got a fair workout."

Coote attributed his 1988 Australian Rally Championship win to good preparation and experience driving the car. "We never pushed the car too hard and we didn't break anything, so that was a big help."

All up, Coote would campaign three 323 Turbos, including a later GT version, but didn't keep any of the cars and has no idea where they might be now.

"I do get the odd enquiry from people trying to track them down, but I really don't know."

**Editor's Note:** One of Murray Coote's earlier front-wheel drive Mazda 323s was recently offered for sale (needing work) at just \$19,500.





**THIS PHOTO**  
 Unique mesh front bumper, would be a hard part to replace today.



## "MAZDA'S SYSTEM AVOIDED THE PROBLEMS SUFFERED BY SUBARU'S ON-DEMAND ALL-WHEEL DRIVE OR THE COMPLEXITY OF AUDI'S SYSTEM"



At the end of a keenly contested season, South Australian Barry Lowe in a Subaru took the title from Hugh Bell's Group G Mazda and Peter Clark in another Subaru.

Mazda was keen for some of that kudos and arranged for ten of the 323SS Turbo All Wheel Drive hatchbacks to be sold at subsidised prices to rally contestants throughout Australia.

With acknowledgement to Tom Snooks' very detailed 1968-88 ARC reports,

*History of the Australian Rally Championship, 1968 to 1988 - Australian Rally History*, we know Tasmanian Andrew Murfett scored the first local win by an AWD Mazda, having switched mid-year from the RX2 rotary he had been running in Group G form.

Murfett's win came at the Queensland ARC round in July 1986, with local driver Murray Coote finishing third outright in the 323 he had debuted just weeks

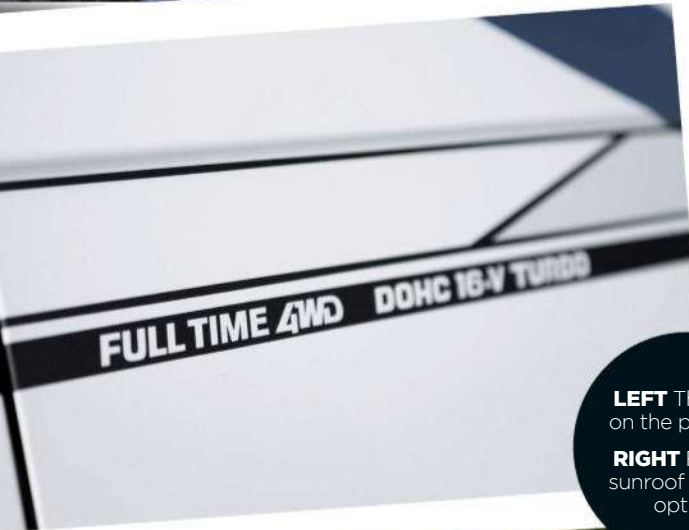
earlier at a Qld Championship event in Townsville.

Murfett and the Mazda came close again in SA, finishing second to Barry Lowe's Subaru before putting themselves out of contention for the Championship by hitting a stump during the final round in Victoria.

As had been the case with Subaru's turbo Leones, the 323 was never designed to deal with the pounding they received



**LEFT** Familiar scene for any KC-KE Laser owner, though the tiller, seats and trim are exclusive 323 items.



**LEFT** The label on the package.

**RIGHT** Factory sunroof is a rare option.





during Australian rally events and drivers sometimes found their pursuit of victory tempered by the need to take care of a fragile transmission.

The year 1987 saw more Mazdas in ARC contention and more outright wins, at the NSW and SA events. However, a poor final round again in Victoria relegated Mazda convert Wayne Bell, who had ditched his Toyota Sprinter for a 323, to second place.

Queenslander Murray Coote (see our chat with Murray) then had a serious crack at winning Mazda's first and his only Australian Rally titles.

Only four ARC events were contested during 1988 and Mazda 323s won them all,

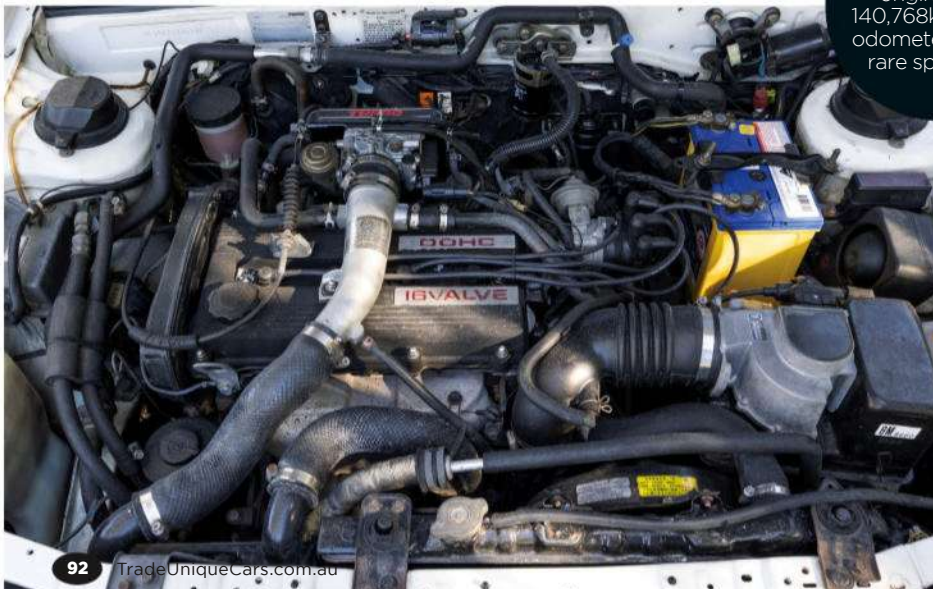
with the results including a 1, 2, 3 clean sweep in the final event. The result gave Coote his second win for the year and sufficient points to take the title ahead of Greg Carr in a Mitsubishi Starion.

Another handy rally driver, but one who preferred the journalistic lifestyle, was Paul Gover, who tested a 323 AWD for *Modern Motor* August 1986 edition.

In between sliding someone's soon-to-be rally car between big gum trees, Gover described the Mazda as "... one Japanese performance car which could cut it with the best of the European super-minis, the Peugeot 205GTi and Golf GTi ..."



**LEFT** the engine remains totally original with 140,768km on the odometer. Truly a rare specimen.



**LEFT** The stripes, mags and wing tell you it's the go-fast one. Aside from that, it looks like any Mazda 323.



# I OWN THIS ONE

## 1988 MAZDA 323 BF

**AFTER ENJOYING** a series of larger performance cars including an XA Falcon GT, Derek Williams downsized in 1984 to a front-wheel drive Mazda 323SS and found it perfect for his lifestyle at the time.

That was after driving a similar car owned by a friend and being impressed by the overall dynamics, its point-to-point pace and economy on country trips when compared with the V8.

"I still always wanted a Turbo version," recalled Derek. "And while I found a few of the Laser TX3 versions, there was never an All-Wheel Drive 323."

Early in 2024 though, Derek stumbled across this car being sold by a Sunshine Coast (Qld) dealer who was finalising a deceased estate.

"The car had been bought new by the recently departed owner so everything about it was fully documented. It even has the original dealer delivery sticker from West End Mazda in Parramatta NSW," he said. "There are also delivery documents showing the car was sold on November 30, 1988."

The gap between its sale and the car's May 1988 build date concurs with problems made public at the time by multi-franchise dealers, who were finding AWD versions of the 323 'as hard to sell as those turbo Subarus'.

The Subarus in question were road-spec versions of the RX Turbo Leonos that had brought consecutive Australian Rally Championships but sparked virtually no interest amongst retail buyers.

Mazda's first batch of Familias reportedly totaled just 50 cars but, once the first batch finally sold, there would be no more.

The 323 survivor now resides with Derek's father-in-law in NSW, on Historic registration and still driven regularly.

"It has done around 140,000 kilometres, which is pretty good for a car that is headed for 40 years old," Derek commented.

"The cloth trim is still excellent and it still has the dealer-fitted alarm system. One thing that doesn't work are the buttons on the dash that controlled the ride stiffness, but that is probably only because the dampers have been replaced by units that can't be adjusted."

Paint repairs to the front bumper suggest a minor impact at some point, but certainly never any major crash repairs. Derek says all the body rubbers and even the distinctive rear spoiler are original and excellent.

"I've got a Golf R as my regular transport, but jumping into the Mazda with its 100 or so kilowatts is still great fun," Derek said.



**"I STILL ALWAYS WANTED A TURBO VERSION," RECALLED DEREK"**





**LEFT** AWD helped cornering.  
**BELOW** The blower helped scoot the Mazda along.

The test car as supplied to Gover was hardly a stripped-out forest warrior. Standard spec for the Japanese market Familia AWD included power windows and power steering (the RX Subarus had neither) electric mirrors, an electric sunroof, electronic damper adjustment and a sophisticated sound system.

Air-conditioning was a dealer-fit option, which would have gone into the locally compiled 1987 cars, but none of those intended for competition.

Australia after 1988 would see no more 323 derivatives as new deliveries, but the 1990s and beyond brought a trickle



*Vital Stats*

**1988 MAZDA 323 BF TURBO FULL-TIME 4WD**

**BODY:** All steel unitary construction two-door hatch

**ENGINE:** 1597cc four-cylinder w/ double overhead camshafts, fuel injection & single turbocharger

**POWER:** 103kW at 6000rpm

**TORQUE:** 186Nm at 5000rpm

**PERFORMANCE:**

0-100km/h 8.5 seconds

0-400 metres 15.8 seconds

**TRANSMISSION:**

Five-speed manual

**SUSPENSION:** Independent w/ coil springs, struts and anti-roll bar (f); independent w/ coil springs, struts & anti-roll bar (r)

**BRAKES:** Disc (f & r)

**WHEELS:** 14-inch alloy

**PRICE WHEN NEW:** \$29,300 (1988 value)

**NOW** \$18,000-27,000



of Japanese-spec Familia GTX and GTR models.

These BG Series cars were announced in 1989 but most that reached Australia were 1992-94 models, running 132kW versions of the 1839cc Astina engine. They were from a 2500-car batch produced to homologate the GTR for international rally use, where it ran in Group N for production-based vehicles.

Early versions of the BF Familia/323SS are now almost impossible to locate, yet any that do appear won't be particularly expensive.

One car recently available ex-Japan, a 1989 model BG in tidy condition and showing 87,600 kilometres, was listed on a Japanese site at US\$9250 or around A\$14,000 before freight, taxes and local compliance costs. 🚗



FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE FOR SALE



## 1923 **MINERVA** ROADSTER

**THOUGH IT'S** a name you rarely hear these days, Belgian marque Minerva enjoyed an enviable reputation during its heyday of the 1920s.

In a feature on a 1924 Tourer, we noted: "What do Henry Ford, the industrial giant who built the Ford Motor Company, and infamous Melbourne gangster, Squizzy Taylor, have in

common? Well, they both drove a Minerva, a Belgian-built car arguably the equal of Rolls-Royce, in its heyday of the 1920s."

This four-cylinder roadster has a long local history and is said to have undergone an extensive restoration.

Located in Brisbane, it's with John Conroy and is priced at \$178,990.

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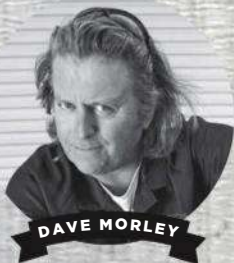


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# YOUNG & FOOLISH!



**RIGHT** We don't want to stereotype but BA-BF's and the VT-VY era do attract the P-plate young 'uns.



## MORLEY REMEMBERS HIS **P-PLATER CAPERS AND HOW IT HAS AND HASN'T** CHANGED ALL THAT MUCH

was happily thundering down to the rubbity for a counter-meal in some old oil-dripper recently, with a good mate beside me in the jump-seat. Leaving a set of lights, we watched as a crappy looking V6 VT Commodore beside us blasted off from the green, chirped into second gear and was gone.

"Typical," my mate commented, "bloody P-platers."

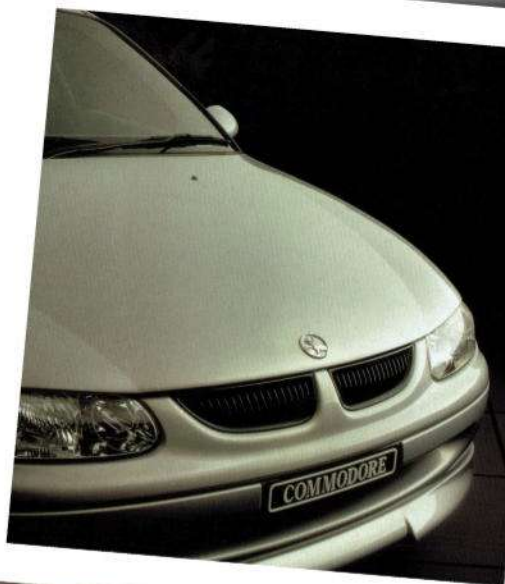
Now, on the surface, I'd be tempted to agree with him, but my memory is still good enough that I can remember when I was on my P-plates and full of the joy of being alive. Which is really all old mate in the Commodore was expressing, I'd suggest.

In any case, while it's tempting to lump all young 'uns into the one basket, I reckon

we'd be selling quite a few of them short in doing so. Which is not to say P-platers can't be a group of fairly loose units at times, but I reckon they're also a bit like Meat Loaf gigs: Each one needs to be taken on its own merits.

It is, of course, tempting to imagine that reckless driving and 20-year-old Holdens and Fords are the hallmarks of the P-plater. And, to a certain extent, it must surely be true, but today, I saw two very different modes of transport that suggested much greater diversity. And proved my point that a blanket description does nobody any favours.

The first was a grubby BF Falcon XR6 Turbo that had been wrapped in a bright, metallised shade of red. It kind



**RIGHT** An FC Holden Special wearing a green P-plate.

**BELOW** The FC was a tidy and slightly modified unit.

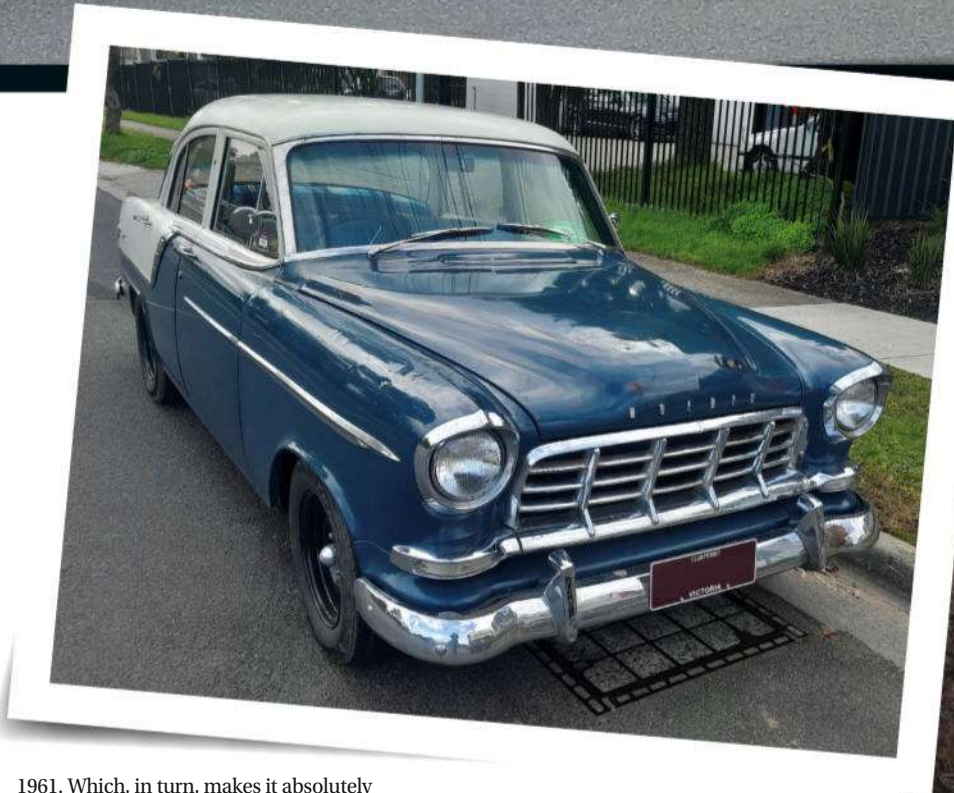


## "TAKE A LOOK AT THE PICS HERE AND YOU'LL SEE WHAT I MEAN"

of looked like a four-door version of the little tiny-shiny balls you hang on a Christmas tree (or some folks do, I'm told). Or, at least, it would have had it been washed since COVID. This particular car was also sporting a loud dump valve and was being driven in a manner that meant not even the dead could escape its whoofle-swoosh antics during every gear change. There, in short, was a car and driver combo just looking for a highway patrol car with which to engage.

But within just a couple of minutes, I stumbled across another car bearing P-plates that could not have been more different in terms of its attitude, it's desirability or what it said about its owner.

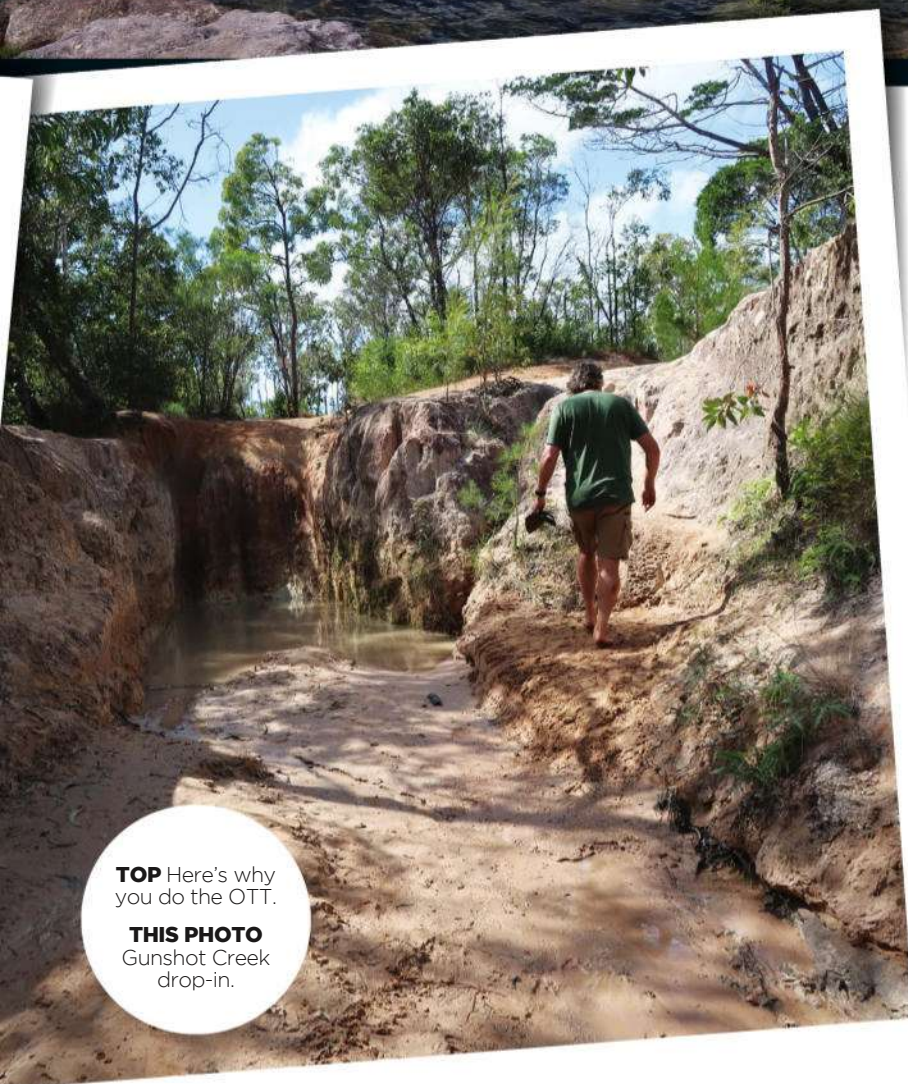
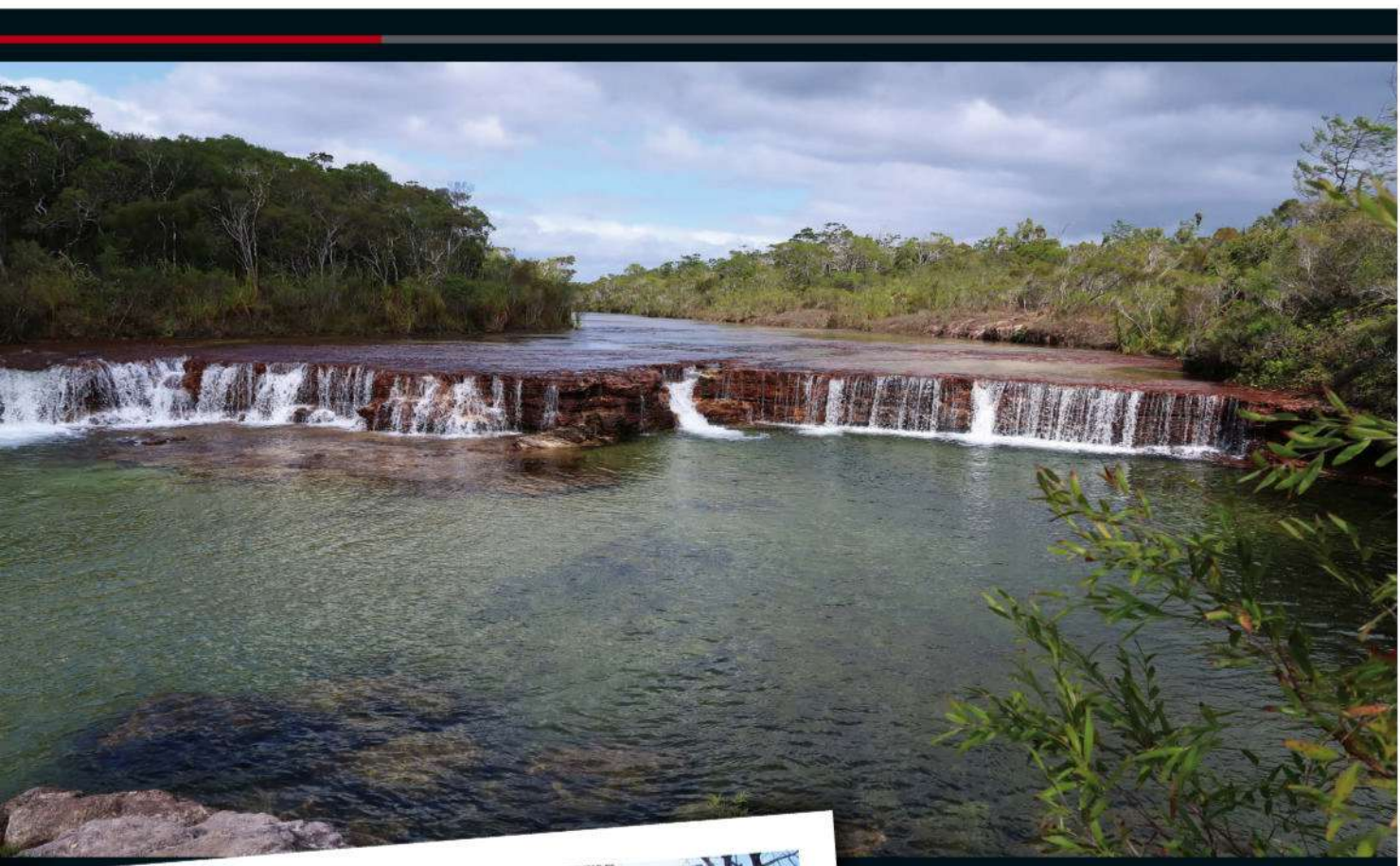
Take a look at the pics here and you'll see what I mean. It's an FC Special so that dates it as being built anywhere between 1958 and



1961. Which, in turn, makes it absolutely decades older than most (any?) P-platers, yet here it was parked just around the corner from the MBC, proudly bearing the green P.

The body had a few little hail-dings and such, and the paint was a bit thin in places, but it had all been preserved under

a coat of satin clear. The trim all looked pretty good without being pristine, and the standard, skinny little 13-inch wheels had been replaced by bigger, dished steelies that looked the absolute business. Inside, a lovely aftermarket steering wheel was fitted (not



**TOP** Here's why you do the OTT.

**THIS PHOTO**  
Gunshot Creek drop-in.

too big, not too small) and there were a couple of extra, period-correct gauges lurking in there, too. But critically, the bench front seat and column-shift were still in place. Fantastic.

I sincerely hope it had a warmed-up red motor on board (and probably did looking at the fatter tailpipe) but, equally, I hope the owner knows that he has already achieved perfection and has no plans to mess with it and make it something it's not and never was. Drive it and enjoy, young P-plater, and may the force not see you (hopefully they're already too busy chasing red-wrapped BF Turbos anyway).

Seeing cars like this almost convinces me that maybe the human race isn't doomed after all. And if you happen to read this, young person, feel free to drop into the MBC for a chat about cars. I'm quite certain I'd be very pleased to meet you.

## The road less travelled

A handful of years ago, I decided to tackle the Old Telegraph Track in Queensland to see if me, The Speaker and my ancient, creaking old LandCruiser could make it to the very tip of Cape York. By any measure, this is a grand pursuit, a worthy undertaking, and one that will open your eyes to what a great country we live in and how accessible a lot of this stuff still is.

**THIS PHOTO**  
Morley's 80 Series  
LandCruiser,  
tackling a Cape  
York river  
crossing.



Sure, we could have taken what's called the Development Road to the cape, but, since it was built in 1986, it's strewn with busted caravans and rented Camrys. Nope, if you want a real adventure, the OTT is your track. (Which is not to say the Development Road isn't a pretty trip, nor without its challenges, but it can be done in a two-wheel drive car if you're careful.)

Built back when the overland telegraph was still the only means of communicating between the cape and the rest of Australia, the track itself was established to allow maintenance crews to follow the line of the telegraph poles (some of which are still apparent) to keep the wires joined up and the lines of communication open.

Since the internet and other wireless methods of annoying each other, the OTT has been left to its fates as far as maintenance is concerned, but has become an absolute must-do for anybody who likes camping in the jungle, swimming in waterfalls and systematically destroying their four-wheel drive. And destroy them they do. Google 'Gunshot Creek carnage' and you'll soon see what I means as punters get their ambitions and their abilities all mixed up, often with fairly terminal results.

Anway, apart from a broken steering arm in one of the other cars I was travelling with, and Muggins here forgetting to lock the centre-diff in for the climb out of Palm Creek on day one, the old Cruiser did us proud. And along the way we had a grand time doing all that outdoorsy stuff that Aussies

claim to love.

Now, by modern four-wheel drive standards, my 80 Series LandCruiser is a bit of an old banger. I'm not sure how the economy works for some folks, but up that way you'll see a lot of much newer Toyota and Nissan fourbies as well as a thick layer of modern dual-cab utes decked out with rooftop tents, winches and mud tyres big enough to fit one of those giant open-cut mining tip-trucks. (Hey, whatever works for you. Personally, though, I couldn't handle the

family-oriented 4x4 station wagon. It was big, boofy and tough enough to survive anything anybody could throw at it, while offering a six-seat layout and a bit more comfort than could the FJ40 Cruiser with its largely metal interior.

Of course, I spotted this bloke and his 55 from way out and, as he rumbled past my tent back to his swag, I also noticed that this old FJ didn't sound anything like the old pushrod six-cylinder it would have been born with. Nope, this one sounded, I dunno, just

## "AND THIS BLOKE'S VEHICLE OF CHOICE? A 55 SERIES LANDCRUISER"

racket mud tyres make back on the bitumen. Give me an All-Terrain any day.)

Of course, being a fan of motor vehicles of a certain age, I was quite pleased that my 80 was one of the elder-statesmen of the OTT that season, but I was completely upstaged by one vehicle that I saw. He was heading south and I was going north and we met at a campground that serves as the jumping off point for the OTT. Turn right and you'll hit the Development Road, stay left and within a kilometre or so you'll be on the Old Tele Track.

And this bloke's vehicle of choice? A 55 Series LandCruiser. Built between the mid-60s all the way to 1980, the 55 Series was Toyota's first real attempt at a recreational,

different. So, after dinner, I cornered the fella at his campfire.

Turns out he was a fitter and turner or a toolmaker (I can't remember, maybe both) by trade and he'd turfed the old straight-six into a skip and fitted up a Buick V6 from a VN Commodore. He showed me under the lid and there was tons of room, with the V6 set back far enough to take a bit of weight off the front axle. (Which is no bad thing when you're ploughing out of river crossings with an angry croc on your hammer. Don't laugh.)

I expected he'd made an adaptor to mate the V6 to the Cruiser gearbox, but a look in the cabin revealed the T-bar shifter from a four-speed automatic Commodore, too. Nice, I said. Much work to do it? "Well," said

**THIS PHOTO**  
From straight-six  
to Buick V6.

**BOTTOM** What  
Model T dreams  
are made of.



the bloke, "I won't be doing it again, if you know what I mean." Apparently the hours and head-scratching involved in making the auto fit the Cruiser's transfer case was out of control, but jeez, it was a neat job he did. I just wish I'd taken a photo of the installation, but I'd promised myself no work for the next four weeks, so I left it at that, shared a beer with the lad and got all his tips on where the OTT was most cut up and/or slippery.

The one thing I'm quite certain of is that even though many of those newer fourbies will have been written off in Gunshot Creek or simply given up the ghost as their DPF filters clog and their fancy common-rail injection dies a horrible death, that old 55 will still be soldiering on. Who knows, he may have even upgraded to an LS engine or something similar by now. Cars like that tend to be ever-evolving projects. More power to you fella, wherever you are.

## Model T mafia

I've mentioned before the phenomenon of becoming associated with a particular thing and then other fanciers of the same thing magically finding you. Not only that, but they



**RIGHT** Hand-built cab on Model T frame.

**BELOW** Ford blue motor with leccy starter, ready to fire.



**"I STARED AT THE THING, OPEN-MOUTHED FOR ABOUT TEN MINUTES BEFORE MATEY ASKS IF I'D LIKE TO HEAR IT START?"**

also often turn up bearing gifts of one sort or another. Sometimes it's a contact you needed, sometimes it's actual spare parts or a special service tool that had been eluding you. Other times it's simply a shoulder to cry on when the bastard goes boom and paints the workshop floor in 5W40.

Anyway, there I was a couple of weeks ago, minding my own business (literally) when Bondini calls me. Given that it's rare for Bondini to even know where his phone is, this usually means one of two things: Either he's had a stupid idea that needs to involve me or he wants to have lunch at the pub.

This time, though, he was calling to tell me about an old school buddy of his who had just bought a Model T. And would

I like to pop around and see it? Would I ever. Apparently, his school chum had bought the Model T Truck with his dad recently, but had only just put two and two together that the dill in *Unique Cars* with the Model T survivor was, in fact, that big bloke who's a mate of Bondini's. See how the universe works?

So we hustled around there and right in the middle of his workshop was a truly lovely Model T truck, complete with hand-made cabin (as many of them were back in the day) and the rest of the Gothic chassis architecture laid bare for all the world to see.

I stared at the thing, open-mouthed for about ten minutes before matey asks if I'd like to hear it start? Why's he asking me so many dumb questions?



Being a later T, this one had the optional-then-standard electric starter motor fitted which clunked into the engaged position and then grunted and groaned at about 100 decibels until the motor had turned about twice and the old bugger burst into a chuggity-chug version of an idle. No smoke, no rattles; nothing apart from white-metal-bearing and thermo-syphon-cooling goodness.

And here's where it gets all critical mass again: Seems Andrew (the dude who owns this T) and his (co-owner) dad had decided they better get their hands on some consumables like ignition bits and fan belts and such. Except Andrew's dad, whose background is in earthmoving, did his usual trick of ordering ten of everything. So now there's a shelf in Andrew's garage, absolutely groaning with Model T bits that I'm now welcome to dip into should I need to. I swear, it's almost as if the universe wanted me to have this old Tin Lizzy. Certainly that was the view of my late father-in-law who willed the old girl to me, so I'm committed to its resurrection. Whether I like it or not. Luckily I do (like it). A lot.

So now I'm just waiting to see what other T tragics I bump into as I go about my daily business. Normally, the chances of a Model T gearbox or engine expert living, say, four doors up from you would be a bit of a long shot. But the way this is all going, I reckon it's a fair chance to come true.

Stay tuned. 🚗



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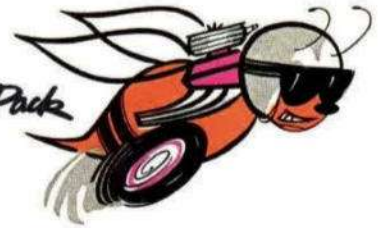
**Automo Principal Cliff Chambers has been a valuer and vehicle market analyst since the 1980s, served as Consultant Valuer to Unique Cars magazine since 1995 and to various Specialist Vehicle Insurers since 1993.**

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AND HAVE A LAUGH OR TWO ALONG THE WAY

*Inside this month*

**READER RESTO**

Holden HK Monaro

106

**MICK'S WORKSHOP**

New starters, dodgy diesels, tips of the trade, coolant colours, Bimmer buying, and more

116

**OUR CARS: TORRENS**

If at first you don't succeed, try buy again

126

**WADDA YA RECKON?**

MX-5 cooling woes and a clutchless bug, stop GT in his tracks

131

**FAINE**

JF spring cleans the Caddyshack and then, uh oh

132

**READER'S RIDE**

Holden UC Torana

134

# READER'S RESTO

WORDS & PHOTOS  
GUY ALLEN WITH LUKE MITCHELL

*Resto file*



**VEHICLE**  
1968 HK MONARO

**OWNER**  
LUKE MITCHELL

**LENGTH OF RESTORATION**  
2 YEARS



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RESTO?**

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# HK HERO

LUKE MITCHELL DECIDED HE **HAD TO HAVE AN EARLY AUSSIE MUSCLE CAR** TO ROUND OUT HIS FLEET, AND WHAT BETTER CHOICE THAN A 307 MONARO?

I've got Toranas and I wanted a HK Monaro as it's the first Australian two-door muscle car with a V8.

I've built modified cars in the past and one of my Toranas ended up on the cover of *Street Machine* magazine. It was built in four months as part of a Network 7 TV series called *Rides Downunder: Workshop Wars*.

With this car, I tried to do it as stock as I could - it needed to be bang-on original. The Monaro was found four hours

north-east of Melbourne and it needed a full resto.

It was sitting in a shed in a paddock. It runs a 307 V8 with Powerglide and Banjo rear end.

Aside from wanting to tackle an original restoration, I had an eye to the long-term value, where a stock HK will be worth more than one that has been done with mini-tubs and the like.

The research was challenging, as people weren't always





**ABOVE** It sure is a ground-up resto.

**BELOW** Getting it all square is a delicate process.



prepared to give away their secrets. I feel like a lot of the information is dying out with some of the older fellas who were around back then. The ones who do remember keep their cards close to their chest, unless you're in the Monaro club. It's a bit of a challenge to find out the info.

There are no exact answers, either, because every plant did things slightly differently. Mine is a Sydney-built car and it was different to the way they did them in Melbourne, Adelaide and Brisbane. The stripes can be slightly different, the colours in the engine bay, the way they did the black. They had

different little 'tells' not only from the numbers, but the way they put holes in the firewall, in different spots. Those in the know can tell if it's a Sydney car that has had Brisbane things done to it. It's a minefield and none of it is documented.

I checked with a few gurus from the Monaro world and got some feedback from them.

It took just over two years and most of that time was spent on panel work.

Everything was pulled apart. We unpicked the roof, the quarters, the door skins. About eight inches up the sill has been repaired and or replaced.

It wasn't rusty - the issue was





**SPACE MAN**

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**PICKLE ME GRANDMOTHER!**

The roof, quarters and door skins were all unpicked and repaired flawlessly.



**ANOTHER PIECE TO THE PUZZLE**

The Monaro was not overly rusty but recieved lots of bad repairs over the years.



**TEAM HK**

Inner fender assembly and detailing with the boys.



**SWINGERS BOOTH**

Rotisseries aren't just handy with sheetmetal repairs.



**SHINY INTERNALS**

After this level of fabrication, everything was treated to a better than OEM finish.



**TRIM TERRIFIC**

The hubcaps recieved the same level of detail as the other components.



**CABIN FOR A KING**

After months of fabrication and prep, the body is starting to look the goods.



**SKIM COAT**

With a paint coat laid, any owner would be excited at this stage of the resto.



**THIS PHOTO**  
Wrap-around  
tail-lights and red  
strip define GTS.  
The General's  
coupe won  
Bathurst.



bad repairs. There were areas where they had done a shocking job of repairing it. Back then they were \$500 bush-bashers, so they weren't worth spending a lot of money on fixing. Even 20 years ago you could get a mint one for 15 grand.

The bottom of the car needed

it towards the end. In the last month we went from raw steel bodywork to a painted and finished car. A few people came in and helped towards the end.

The motor was original and cleaned up better than I thought it would. We gave it an acid bath and it came up

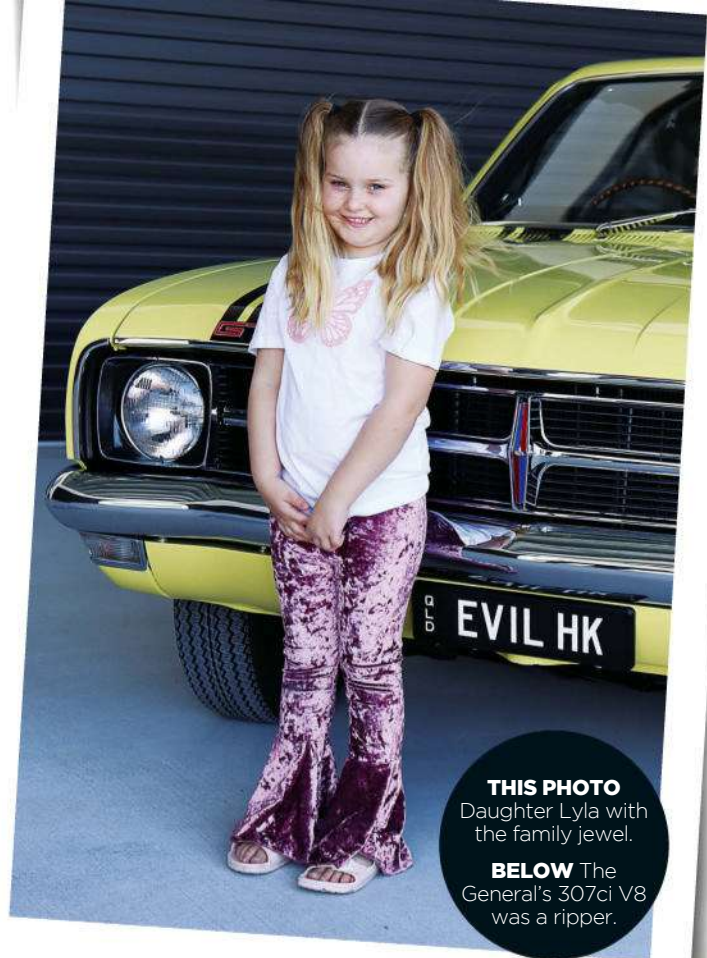
## "BACK THEN THEY WERE \$500 BUSH-BASHERS, SO THEY WEREN'T WORTH SPENDING A LOT OF MONEY ON FIXING"

work. I unpicked the floorpan. It needed inner middle and out sills done, B-pillars, A-pillars, parcel shelf, rear beaver, boot floor, boot jamb, under the rear window.

While the body chewed up most of the time, we ended up putting a bit of a rush on

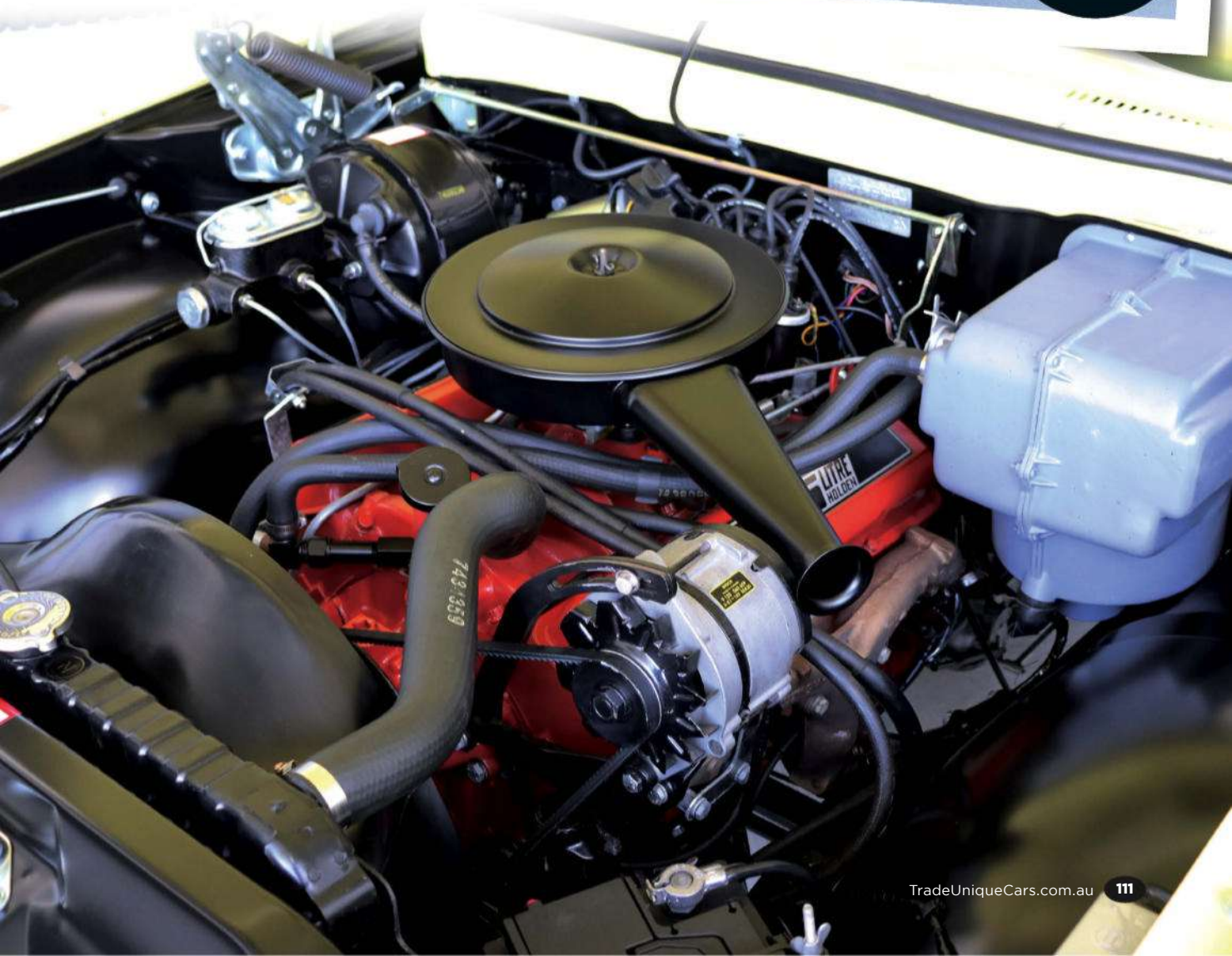
pretty well. It was given a 10 thou overbore, and we rebuilt it with new pistons and it was fine. It still has the stock crank and is running the standard two-barrel carb.

Normally I would have painted the individual components and then assemble



**THIS PHOTO**  
Daughter Lyla with the family jewel.

**BELOW** The General's 307ci V8 was a ripper.





**ABOVE** Floor-mounted tacho, a first for Australian cars.

**BELOW** Pink tail-shaft like they were in '68.

it, however, that's not how it was done at the factory. Instead, they were painted as a complete unit, which we needed to emulate.

Getting the correct Chevy orange was tricky as no-one does it any more. I found someone with a really good original valve cover and got it colour-matched at the local paint shop.

We did the same thing with

There is, however, only so much you can do. Getting the Warwick Yellow right wasn't too much of a problem, but my car is sprayed in two-pack when the originals were done in yellow.

As for the Powerglide, it was alright - they're pretty strong - and we gave it a rebuild.

We had a deadline to have it ready for Rockynats, which meant we had about a week to assemble it. We had to be there

## "GETTING THE WARWICK YELLOW RIGHT WASN'T TOO MUCH OF A PROBLEM"

the pink tail-shaft. I found a dude in Adelaide who had a good survivor. So I paid him to take it out and go to his local paint shop and have it colour matched. Now when I see someone looking for the same information online, I can just send them the paint code. It seems like a lot of effort, but you don't spend so much money and time to not get it right.

at lunchtime on the Friday and finished it at 2am that day.

Because it's a GTS it has disc front brakes and drum rears, plus it has a power-assist ram underneath it for the steering.

The trim was not too bad and we've managed to use the original covers, though we've restored the frames and refreshed the padding. I also managed to source some

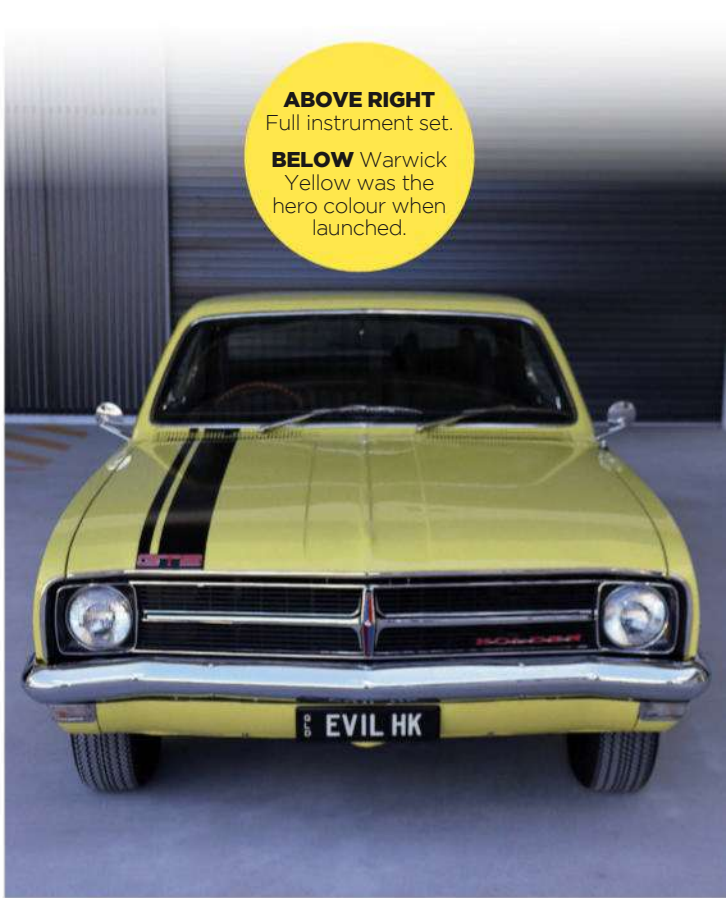






**THIS PHOTO**  
Holden's first  
coupe nailed it.

**BELOW** Original  
chrome was  
redone.



**ABOVE RIGHT**  
Full instrument set.

**BELOW** Warwick  
Yellow was the  
hero colour when  
launched.

## READER'S RESTO

new-old-stock door trims.

All the chrome inside and out was redone. As far as possible we've stuck with original components and restored them. Some things we have left alone, so some of the badges are a little faded.

We pulled out the original wiring loom, laid it out on a floor and went through it to do any repairs. We tested it before putting it back in, and

used the original type of tape to fix up some sections. I'm an electrician, so I can read a wiring diagram.

It was painted on the Monday, and landed in my driveway at 10pm that night. But we had it complete by the Friday. It ended up being three days and four hours from a shell to a running car. I think I slept about four hours and we had a team of five people working

on it.

We must have done something right. It went to the state titles late last year, where it won Top HK Concours and Top Monaro in the show. The only thing I got picked on (tongue-in-cheek) was my panel gaps were a bit too good!

The hardest thing was

with the Warwick Yellow paint and claimed the car as her own. It's her favourite colour and when it came back from the painter she said, "You've built me a car!" We went to the trouble of making up a kid seat in matching material to the rest of the car and she loves coming out for a run in it.

**"IT ENDED UP BEING THREE DAYS AND FOUR HOURS FROM A SHELL TO A RUNNING CAR. I THINK I SLEPT FOR FOUR HOURS!"**

ensuring we had the right information. With a modified car you can do things the way you want. With a restoration like this, it's a lot more precise. I went to the extent of making dies, so we could do things like put the original stampings back into the sills.

My daughter Lyla was taken

It's really nice to drive. Like any older car, you give it extra room to stop, but it's really comfortable to be in. The seats are so thick it's like being in your lounge room. When you're driving it, you're enjoying it and not just trying to get somewhere. Just cruising, it gets you out of the rat race ... 🚫



**LEFT** Some original interior trim was used.

**BELOW** Named after an Aussie region. Now a GM icon.



### *Vital Stats*

#### **1968 - 1971 HOLDEN HK-HG MONARO V8**

**NUMBER BUILT:** 29,529  
(all HK-HG Monaro)

**BODY:** All steel  
two-door coupe

**ENGINE:** 4142cc, 5030  
or 5047cc V8 with  
overhead valves and single  
downdraft carburettor

**TRANSMISSION:**  
Four-speed manual, two or  
three-speed automatic

**POWER & TORQUE:**  
179kW @ 4800rpm,  
425Nm @ 3000rpm  
(HT 308 V8),

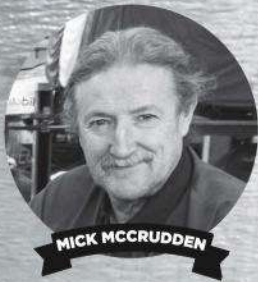
**SUSPENSION:**  
Independent with  
wishbones and coil springs,  
shock absorbers &  
anti-roll bar (f).  
live axle with semi-elliptic  
springs & shock  
absorbers (r)

**BRAKES:** Disc (f) drum (r),  
power assisted

**TYRES:** DR70 H14 crossply,  
185H14 radial

### *Special thanks to:*

- Greg and Mick for panel.
- Steve from Kruik Customs, Wilkys Pro Paintz and Matt for paint.
- Old boy (Bruce), Doug, Ty, Kevin, Ben, Luke, Scott, Shane, Mark, Richard and Andy. Fireball Fabrication for stainless-steel repairs and wheel trims.
- Cody from Flash Detailing.
  - Jerome for the trim.
- Dan for his help with the engine.
- Tony at Pacific Plating for the chrome works.
- Ricky from SVO Towing.
- My great wife for putting up with countless hours of work on it.
- Lyla my daughter for help throughout the build.



# MICK'S FIVE STAR WORKSHOP

MICK IS TOILING AWAY IN THE WORKSHOP AND PROVIDING YOU WITH THE CAR ADVICE YOU NEED

*Got a problem?*

**SEND YOUR EMAILS TO:**

uniquecars@primecreative.com.au or via snail mail at Unique Cars,  
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PHOTOS ★ PRIME CREATIVE MEDIA

## STARTERS & QUALITY GEAR

**W**e've had plenty to keep us occupied in the last few weeks, with two of Guido's cars in the mix. The first was the mighty Kingswood, which needed a service and a starter motor. The latter, believe it or not, is the original with some 350,000-plus kays on it over 45 years. That's a pretty good run.

If the car was left sitting for a while, the motor would spin but not always engage. While we could have repaired it, we decided an upgrade to a new one was the way to go.

Then there is the VK Commodore wagon project, which is getting close - honest! The latest was a shiny new battery box to fit the premium Optima gel battery we've decided to instal. The box looks great and is made in China. Unfortunately their tooling must be a little worn, as the holes to mount the side struts for the box were just a little too small at one end - let's say half a millimetre out. It's a little frustrating but was soon fixed.

Now before you're tempted to launch about the quality of otherwise of Chinese goods, I should share the thoughts of a wise Chinese manufacturer I met a little while ago. He said, "We can make any quality you want, including the best in the world. But no-one will pay for it!" And that's the issue: price rather than ability tends to dictate the quality.

Meanwhile, we've had an interesting time with a diesel Ford Mondeo that's in the workshop. Being a fairly modern diesel, it runs two fuel pumps: one to feed from the tank, and another at the motor to deliver the required high pressure.

Now the owner reported some problems and we pulled out the electronic diagnostic tool. It pointed to two faulty sensors. At \$400 a pop, we thought we'd better get this right and have a closer look at what was going on. This is a trap for young players, or the inexperienced: diagnostic tools are only as good as the operator. You also need to listen very carefully to what the owner reports.

In this case the sensors not reading correctly was a symptom and not the cause. The real culprit was the high-pressure pump under the bonnet.

To make matters worse, there is no replacement in Australia and we're told by Ford there never has been. This model is more popular in the UK and we're looking at about \$1900 just for the part. That of course brings in to question whether the car is worth repairing.

A second-hand pump has been offered to us for \$800, but my concern is when will it develop exactly the same problem?

So the poor old Mondeo owner has a few things to think about. It might be time to find another car ...





## Hot tips

Hi Mick. Appreciate the advice you give all the readers and enjoy reading your responses and suggestions. Was wondering if you had any more industry tricks you could share?

I've used Jiff on the plastic headlights of my older HSVs, have used the full-cream long-life milk Dave Morley suggested for insect removal off my cars with plastic bumpers, have used Pine O Clean (gotta be the brown stuff) to flush the cooling systems in my VH SL/Es.

You were right, it leaves a long-lasting smell after the flush and also the overflow bottles came up mint.

All these things industry experts like yourself have learned over endless years may one day be lost, which is a shame. Do you think the brown Pine O Clean works as well as Rislone? I'm guessing your workshop is super busy and there'd be a decent wait to get some work done on one of my SL/Es?

Appreciate your advice.

**Chris Hodgson**



*Mick says*

**WOW, THANKS** Chris. I'll keep passing on tips as they come to mind and yes the Pine O Clean does work better than anything else out there. However, I have no idea why. That was a tip

passed on to me by an older mechanic at least 30, maybe even 40, years ago.

As for your SL/Es, they're a great car. We're always busy but no doubt we can help - give us a call some time.

## Which coolant?

Mick, I'm sure there was a time when you walked into an auto-spares shop and asked for coolant, the only decision was which make of green stuff you were offered.

My 'toy' at the moment is a Chrysler Centura six, the big 4.0lt version.

It's not everyone's cup of tea, but I get a lot of fun out of it and it's pretty easy to look after.

My question is with myriad coolant options out there, should I be sticking with the usual green or look at something different?

**Maurie Smith**



*Mick says*

**I LOVE** Centuras. The only problem was they were so prone to rust it was ridiculous. The metal in them was thin, to keep the weight down, which was their downfall.

The package, however, was right. The six-cylinder 265 was a quick car that would see off a Valiant and

most of its local mid-size competition. I like the look of them, too.

If you have found one with no rust or very little in it, you've done well.

Believe it or not, coolant is not required and water is fine in an engine of that type and era. What we know as green coolant is ethylene glycol which was developed for WWII aircraft and it was meant to be run at 100 per cent - no diluting with water.

When you bought your Centura brand new, it had water in it. Coolant is (among other things) an inhibitor which helps to slow down the stray current in the engine, which eats away at the softer metals (such as aluminium). If it's an eighties motor with an aluminium head, stick with what it's been using all along, which will be 50/50 green and water. In any case, check your owner manual, if you can find one, and stick with what they say.

Those with later engines may also want to be aware that different types of coolant generally don't mix.

## Bleeder tip

G'day Mick. I'm an old bloke and my memory isn't as good as it once was but I seem to recall a piece in an old *UC* issue where you described a way to avoid having to bleed the brakes after working on them. Something to

**ABOVE** Full-cream milk, Pine O Clean and Jiff. Use them to keep you oldie looking and running like new.



*Trivial pursuit*

**PLAYING THE BANJO**

**Banjo bolts and fittings for hydraulic lines got their name from the round fitting with the narrow stem, that looks a little like a banjo in profile. The idea emerged in the automotive industry during the 1930s.**

## MICK'S WORKSHOP



### TRACK THAT BUILD

We've just taken in a part-completed Ford panel-van project and have found a host of issues that need to be addressed with the bodywork. So, when you're tackling a big job like this and hand it over to your friendly local panel beater, here's our advice:

arrange to get plenty of progress shots along the way, so you have a record of the work that has been done. Lots of professionals already do this as a matter of course, but it pays to be sure it happens.

That way, if there's any question over the result, you can quickly establish what's been covered and what might need further attention.

do with opening the bleed nipple furthest away from the job and not touching the pedal.

Am I on the right track and if so, can you please explain again how it's done?

Might be worth another mention in your Workshop column too for all the punters out there who hate having to bleed brakes.

**Geoff Smith**



*Mick says*

**THE METHOD** is simplicity itself, where you simply allow gravity to do the work. We're using this to flush out the old fluid and air with the minimum of fuss. I use an old cola bottle, with a hole drilled in the top so it's a tight fit for the clear hose I'm using on the bleed nipple. One end needs to be a tight fit on the nipple and the

other needs to be in some fluid in the bottle.

What I do is make sure the master cylinder is topped up, then undo one bleed nipple at a time, starting with the one furthest from the reservoir. In a right-hand-drive car that's usually passenger rear, driver-side rare, passenger front and then driver front.

You can have a cup of tea as each line clears, as it takes time - just keep an eye on the fluid level. So long as the hose is full and resting in fluid, you can use a few short pumps on the brake pedal to help it along, as it shouldn't suck air back into the system. Nip it up when you see the fluid in your catch bottle start to run clean and bubble-free.



*Mick says*

## Auto Oil

Hello Mick, it looks like Castrol is no longer manufacturing TQ95 BTR Automatic Transmission fluid. I understand Castrol and Ford Australia collaborated on this special blend in the early 1990s.

Now that Castrol has dropped it, what suitable engineered alternatives are there available for the BTR LE transmission?

There are scores of Falcons and Territorys that use the BTR auto and I'm sure I am not the only one concerned about this.

**Bill Mullen**



*Mick says*

**THERE IS** nothing to worry about, Bill. While Castrol has dropped out of that market sector, others have stepped in. Local company Penrite

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**RIGHT**

Any high-end performance car is gonna be costly to operate, so be prepared.



makes an alternative. The company's website has a very good oil-finder feature, where you plug in your model of car and it suggests the best lubricants. Also, if you want to be doubly sure, it has a good advice line as well.

### BMW tempter

Hi Mick, I'm looking around for something a bit special. Top of my list is a BMW M Coupe with the 236kW 3.2lt inline six and six-speed manual. They don't pop up on the market very often and good ones seem to be over the \$100K mark.

I might also look at something from AMG as an alternative, though my heart really is with the BMW.

What should I be looking for with one of these?

I'm guessing unmolested and with a good service record is a good start.

**Andrea Marks**



*Mick says*

**THE THING** about high-end cars like the BMW M series, AMG and even Ferraris is they come with a built-in tax. Parts tend to be expensive and you need to keep in mind that any high-performance car like the M Coupe will quite likely cost a bit to keep going, with the occasional surprise.

That said, they're a great car and I love the look of

down the track. I would much rather have something that's been driven and properly looked after.

### Wheel good

Mick, I'm looking to change the wheels on my VN SS Commodore. It still has the standard wheels and I'm looking for something I can put more current rubber on, such as

look for something made by Holden, as there were lots of specialist wheels offered across various performance models. For example, there is a set of 19-inch VE Statesman factory wheels on a VS we have here at the moment.

There is a difference in size in the centre of the later wheels, which is smaller. So you may need to get that machined by a professional, however, the stud pattern will be the same.

The reason I say buy a genuine Holden wheel is - like all factory wheels - they're made to a very high standard, usually much higher than the aftermarket gear.

**"THEY'RE A GREAT CAR AND I LOVE THE LOOK OF THEM"**

them. Plus, that straight-six motor is pretty close to bulletproof, so long as it's been maintained properly. So yes, a good service record is really important, and yes I'd be looking for something with little or no modification.

One other tip: people put too much emphasis on buying the car with the lowest mileage. Lack of use is not a good thing and can lead to problems further

17-inch rims.

There seems to be a lot of rubbish out there. What should I be looking for? I'm starting to realise that cheap is exactly that - cheap.

**Andrew Goslin**



*Mick says*

**IT SOUNDS** like you're pretty well on top of this, Andrew. My first choice would be to

*Got a problem?*

**WANT SOME ADVICE** on a build or a potential car purchase? Heck, we'll even tackle long-distance diagnosis.

**Drop Mick a line at** [uniquecars@primecreative.com.au](mailto:uniquecars@primecreative.com.au)



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RESTO PROS

**RIGHT** Trent and Kyle are two of three family members running the business.







# NEWAY WHEEL REPAIRS

IF YOU THOUGHT REPAIRING A DAMAGED ALLOY WHEEL WAS  
**JUST A BIT OF SANDING AND A LICK OF PAINT, THINK AGAIN**



WORDS ★ PHOTOS GUY 'GUIDO' ALLEN

**WHEN WAS** the last time you saw someone repairing an alloy wheel? Up until recently, to us the idea brought up images of someone using power tools, some filler, and a bit of spray paint. However, as we recently discovered, there is another way which involves going very close to remanufacturing.

Having recently spent what we suspect is a small fortune on a massive upgrade, Neway Wheel

Repairs in sunny Melbourne has adopted a sophisticated production-line system to handle the massive volume of work that comes its way.

“Our family has been doing this for over 60 years,” says Trent Gilbert, who runs the show with brothers Kyle and Jai. “That’s since 1950. Our grandpa Bill and partner Tony O’Kane used to work at Austral Wheels and then started Neway.

“Their main business was wire-wheel manufacturing – they were the biggest before you could get this stuff out of India and China. Dave (who works at the Neway facility) still does the spoked wheels, but we’ve stepped away from that and do the new stuff – alloy wheel refurbishment.

“We’re busy. We do a lot of insurance work and have three vans on the road picking up

work from all-round Melbourne. So if your car is in an accident, we’ll go and pick up the wheels from the panel shop.”

The new machinery was installed during 2023.

“We travelled the world,” explains Trent, “including America and England. It’s a niche business here, but over there it’s bigger and we needed to find the best equipment.

“We flew people out from

RESTO PROS



**ABOVE** While a small fortune has been invested in automation, there is still a role for hand-finishing.





overseas and got them to instal the machinery - it's the best you can buy at the moment." The installation took a month and was effectively a custom build to fit the space and meet local regulations.

So what's the process? "You bring in a damaged wheel, we'll strip the tyre off and spin it up to

"The benefit of that is you're working from the start and not dealing with anyone else's paint. This is the point they get to when they're first manufactured, then you get to the powder coating. It's the same process as OEM.

"Most of the time we can fix a damaged wheel. We don't weld

## "WE FLEW PEOPLE OUT FROM OVERSEAS AND GOT THEM TO INSTAL THE MACHINERY"

check that it's round. Any buckles are taken out.

"Once that's done, we match the colour with our system cards. We load a basket that takes 30 wheels. It goes into a tank of locally-bought chemicals used in a hot strip. That takes roughly five hours.

"It brings the wheel back to the substrate, which is just the alloy.

very often and we don't fix cracks. We can re-roll and straighten wheels and fix surface damage. We can remachine them and paint them any colour you want."

After stripping, the wheels are blasted with stainless-steel shot in part to give the initial powder coat something to stick to.

The colour is a three-stage system: the primer is powder, the

## M WHEEL REFURB

**MY LOVELY** 1993 BMW E31 850 came with 19-inch ROH rims (above), which were nice but not quite to my taste. After a little searching I tracked down a set of tired but repairable 17-inch 10-spoke BMW M wheels identical to the ones on the family 2003 E39 540 M-Sport - or Style 66 rims in Bimmer-speak. They had lots of kerb rash, along with the usual stone chips and nicks.

Neway's finished product (top and below) is stunning. And yes, I happily paid for the service.

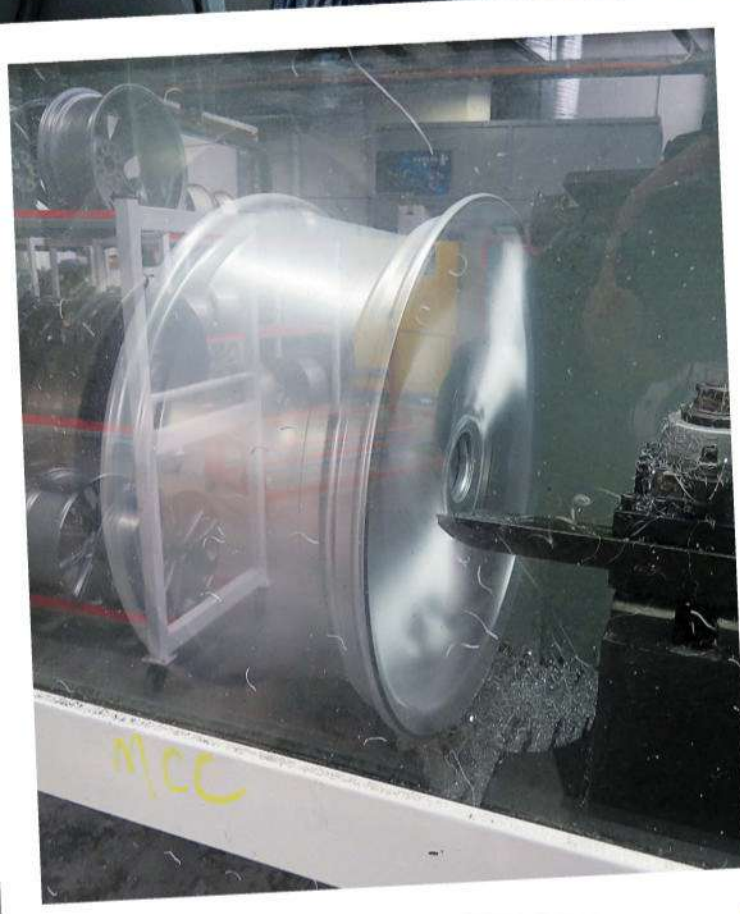
GA



RESTO PROS

**RIGHT** Paint is applied by hand.

**BELOW**  
Sophisticated  
CNC gear is part  
of the process.





colour is waterborne paint and then clear and acrylic powder. It's the same way they come out from the factory.

"It takes four days from start to finish - it's quite a process to do it properly," says Trent. "This is not a touch-up job as we can't go over any old stuff. It's a full remanufacture."

an oven and emerge at around 220°C so the primer can be applied hot. Doing it this way allows the primer to 'flow' resulting in an ultra-smooth finish. They then get baked and move on to the colour stage.

The process varies a little for machine-finished wheels, which are taken up to the colour

parts. Nevertheless, Neway cheerfully tackles custom jobs for anyone looking for a unique finish.

You end up with what is basically a new wheel. After this, all they need is a wash with water and a rag to keep them looking good.

Given these guys tackle wheel

## "WE CAN RE-ROLL AND STRAIGHTEN WHEELS AND FIX SURFACE DAMAGE. WE CAN REMACHINE THEM AND PAINT THEM ANY COLOUR YOU WANT"

The system is designed to have a couple of runs of 30 wheels on the go, at different stages, and to complete a strip overnight.

Handling the system is partly about traffic control, matching up wheels into batches so the production line flows as well as possible.

The wheels travel through

stage and then put on the CNC for a diamond cut on the face. Then they get a clear coat. Demand is such there are two machines going at any one time.

"The last time we upgraded was around five years ago and we grew out of it in a year," says Trent. "This time we've gone big so we don't have to do it again!"

There are a lot of moving

repairs for a living, what's their advice on getting wheels for your toy? "Get factory wheels, if you can find a set that works for you, as they're good quality."

If you're buying aftermarket, the advice is a cheap wheel is a cheap wheel, so expect to pay thousands rather than hundreds for a decent quality set. 🔄



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the repair process.)

IN THE SHED, **WITH GT**



GLENN TORRENS

THE  
CARS



'80 VC COMMODORE  
Owned since 2017  
Kms unknown



'73 VW BEETLE  
Owned since 2013  
Kms unknown



'86 XF FALCON  
Owned since 2022  
Kms unknown



'90 VN CALAIS  
Owned since 2018  
Kms unknown

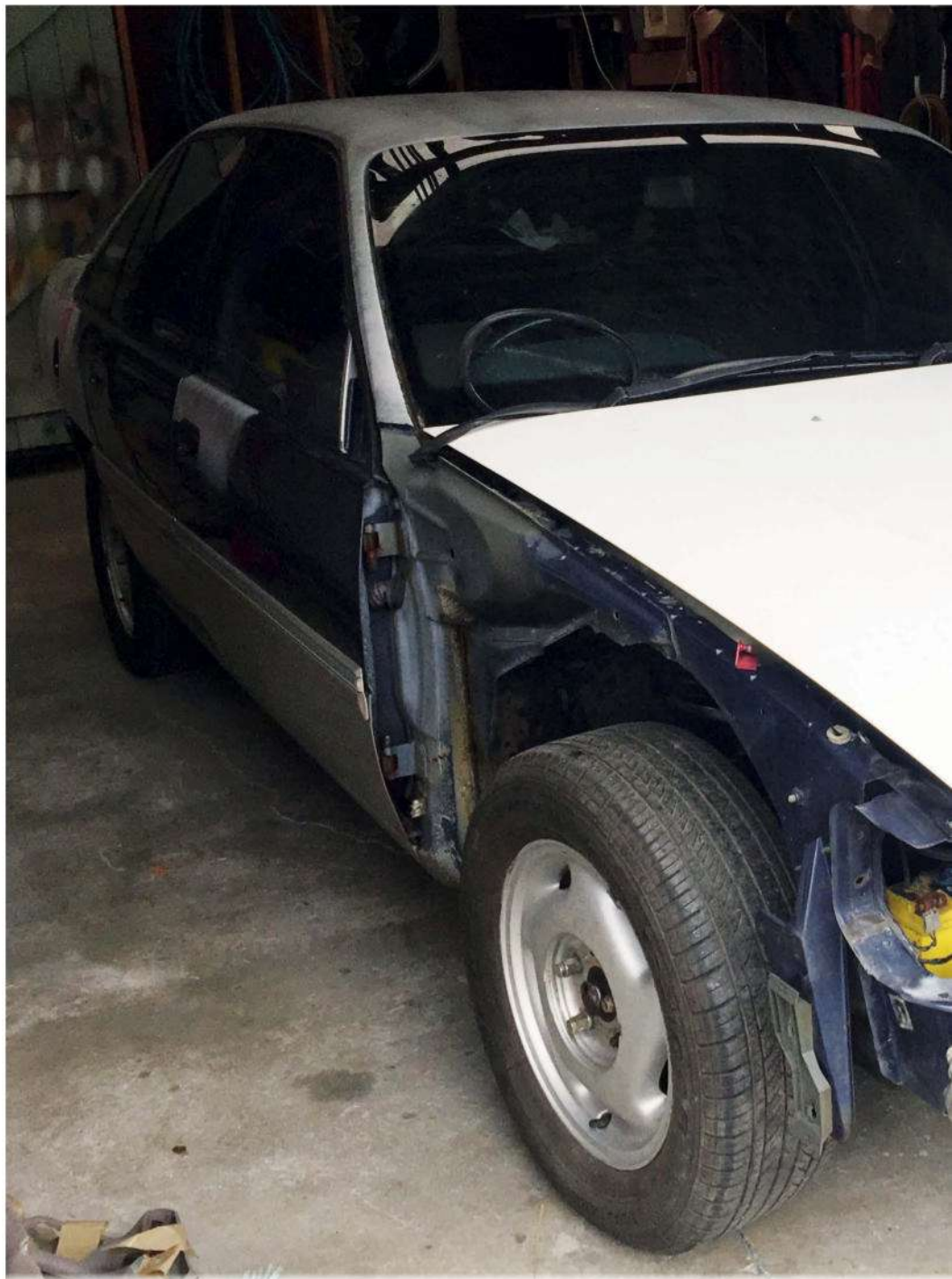


'90 MAZDA MX5  
Owned since 2016  
Kms 254,000



'89 MITSUBISHI PAJERO  
Owned since 2021  
Kms 294,453

THIS MONTH



01 My car's original bonnet has been replaced with one from a VP series. The only difference are holes for locating a badge – easily rectified.

# NEW V6 POW

**NEW V6 POWER**

Commodore's multipoint fuel injected 3.8 litre balance shaft V6 is a completely new engine from Holden.

No other Australian family car features an engine like it – and it's standard equipment.

But while it's the first V6 made in Australia, it's by no means the first in the world.

Car makers in Europe, America and Japan have adopted V6 engines for many of their high performance cars – Ferrari, Lotus and Honda Formula 1 racing teams all use V6 engines in their

multi-million dollar ma

Our new V6 is qu  
0 to 100 km/h in just 8.3  
previous Commodore,  
Holden 5 litre carburet  
thousands of drivers o

And even thou  
power it's great on fue  
One reason for



01

# TURN BACK TIME!

GLENN TORRENS  
**SCORES A SECOND  
 CHANCE TO BUY THE  
 FIRST HOLDEN V8  
 MANUAL THAT HE  
 DIDN'T GRAB LAST  
 CENTURY!**

WORDS & PHOTOS ★ GLENN TORRENS,  
 GM-HOLDEN

**DON'T TELL ANYONE**, but I've bought another Holden. Yes, as if I don't already own enough Commodores squeezed between a handful of VW Beetles ... now I own another one ...

It's a VN Holden Calais V8. Regular readers might remember that I own a full-books, time-warp, Phoenix Red 1989 VN Holden Calais V8 that I've written about here a few times.

This second VN Calais is also a V8, however, it has a five-speed manual gearbox, an option that is so rare that

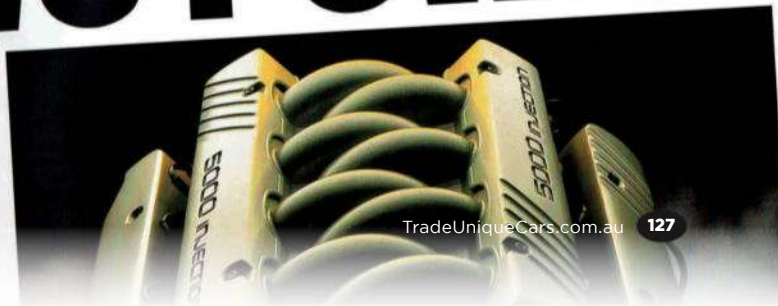
# ER AND V8 POWER

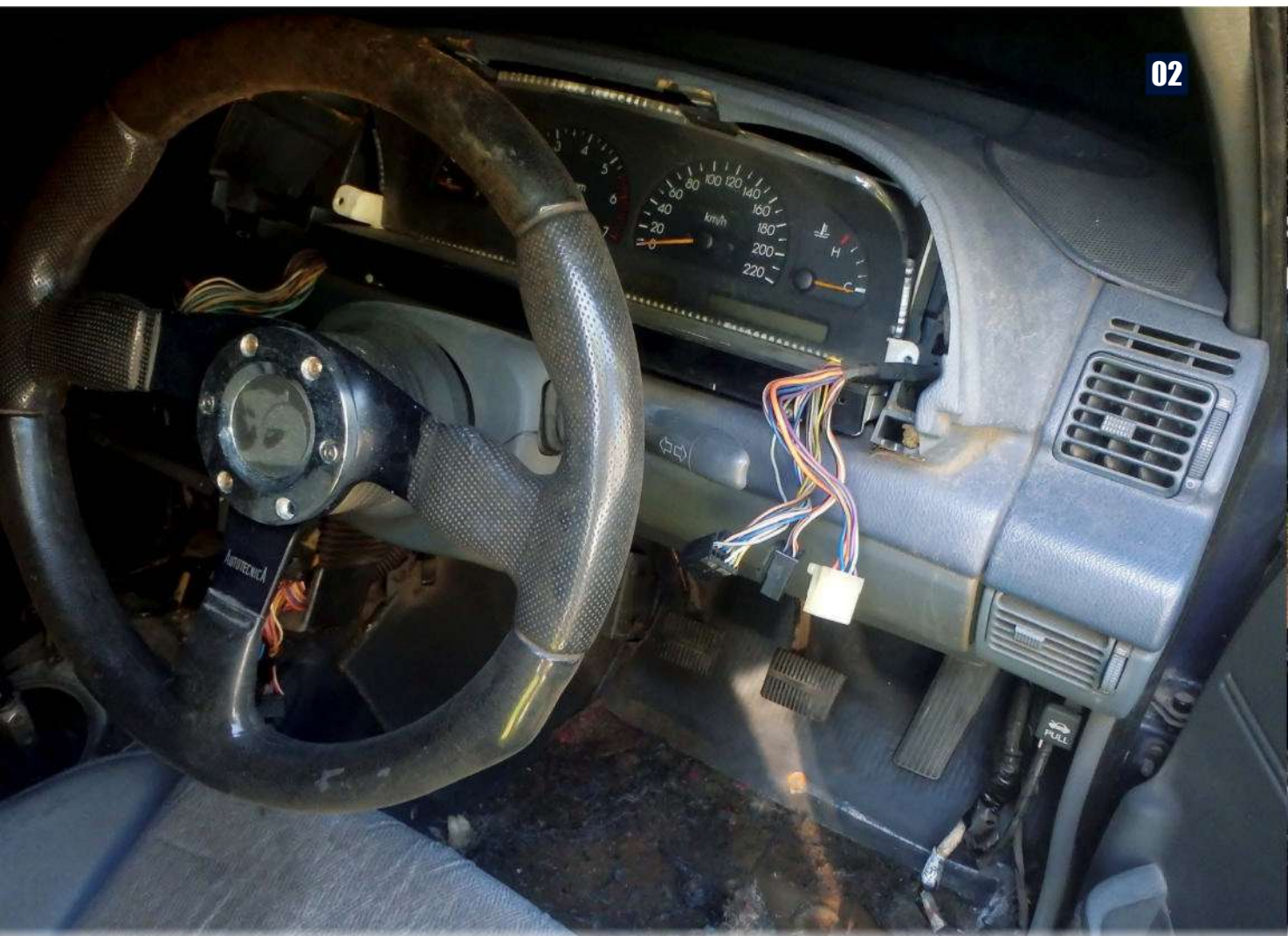
achines.  
 ick too. It accelerates from  
 3 seconds – faster than the  
 and even faster than the  
 tor V8 – the one revered by  
 ver the years.  
 gh it delivers all this extra  
 economy as well.  
 this is the new low friction

fan. And it also cuts fuel flow to the cylinders during deceleration...making it more economical.

Further, the computer saves fuel when the car is in overdrive (fourth) gear. By signalling the torque converter in the automatic transmission to go from hydraulic to direct mechanical drive, it eliminates the energy loss which occurs in ordinary automatics. This is referred to as a lock-up torque converter.

Holden Commodore's new multipoint





many Holden nuts don't know it exists!

Yes, it's that rare. In fact, even though I've been a big fan of the VN Commodore/Calais since it was launched more than 35 years ago, I have personally seen just three VN Calais V8 manuals.

Three.

The first was a white one I considered buying, second-hand, from my local Holden dealer. However, the manual version wasn't fitted with cruise control (that I wanted) so instead I bought an auto; a VP Calais V8. Incidentally, that VP Calais was my first Holden, my first V8 and my first automatic car.

The second was one owned by my mate Paul Cundy. He's the bloke I bought my green farm-find VB Commodore V8 'Project Bombodore' sedan

from a few years ago. Twenty-plus years ago, Paul rebuilt a crashed VN Calais V8 manual as a terrific Summernats show/street cruise car.

The third one is this; my 1990 VN Calais V8 five-speed. In March 1990 the VN range

half-dozen more VN Calais V8 manuals scattered around the country. There may have been hundreds or even thousands more of these manual V8s built, but I reckon that is unlikely. There are various pub-chat rumours of just 20,

## "THESE DAYS, VN COMMODORES ARE BEING BOUGHT BY ENTHUSIASTS"

was updated with a few extra shiny bits and automatic climate control so mine is what Holden paperwork refers to as a VN Mark 2. Its colour is Imperial Blue, coincidentally the same colour as my VP Calais V8 all those years ago.

I am aware of maybe a

50 or 100 built. Even though it's an option mentioned in the VN Calais brochure, therefore wasn't a 'limited edition'. Sightings of VN Calais V8s with five-speeds by my Holden-enthusiast/collector mates can be counted on one hand. It seems anyone who

wanted a Holden V8 manual in the early 1990s bought an SS or HSV. If you're an owner, a switched-on enthusiast – or even better, a Holden ex-staffer – and have any juicy gossip on the Calais V8 manual (known as a 325 pack) please share your knowledge with us c/o the magazine.

As bought, this car is a 'project': it's on crappy lowered springs, has mismatched wheels and an untidy interior. It has a set of those silly boy-racer alloy tooth-drive pulleys on the engine and a half-arsed attempt at a later-model VT Commodore front brake conversion.

Many car nuts – even some who should know better – have the view of VN Commodores as near-worthless paddock-pounders or carnage-creating





03



05



04

**02** The original Calais one-series-only steering wheel has been replaced with this one ... yukky. I'll try find a nice original one, plus the other missing interior parts.

**03** Primer spots reminiscent of a cow. Plenty of work is needed to return this beauty back to its former glory, but this V8 manual VN Calais is well worth saving.

**04** This rust is in the spare tyre well. Notorious, but an easy fix ... and an absolute holiday job after the rust in my 'farm find' VB Commodore sedan!

**05** Disassembly begins on the Commo, it's hard to believe that the VN has been around for over three decades!



06

burnout cars. But it's not 2009 anymore and the natural life-cycle of older cars means the tidy remaining VNs, are now being bought by enthusiasts. In fact, knowing of my liking of these VNs, a car-freak bloke I know - who is not short of dollars nor garage space - happily told me he's recently bought five VN Commodores. Yes, five ... he plans to restore four and the fifth is a donor/parts car.

Mine may be a little rough - primer patches blot its exterior, the rear electric windows don't

**06** Holden's 1990s EFI 'iron lion' V8 is one of my favourite engines. This one needs a tidy-up ... then I will add some extra power.

**07** This same-colour-as-mine VN Calais was at Summernats a few years ago. Its stout mechanicals hidden under detailed paint and panels is inspiring!

## "I HAVE PERSONALLY SEEN JUST THREE VN CALAIS V8 MANUALS IN MY LIFE"

work and the air-con's under-bonnet hardware is missing - but there's nothing here I can't replace, restore, repaint, rebuild or refurbish. This will be a terrific,

fun resurrection!

My plan is to have Holden's 1990 queen of the showroom looking beautiful again before I give her a bit of

bitchy, tarty attitude: I will fit a dual exhaust, modify the EFI V8 engine for a bit more grunt and maybe add a set of HSV wheels.

These are all tricks and tweaks from back in the day ... so I'm replicating a 1990s 'late-model' street car.

Yeehah! This is gunna be fun! 🚗



07

## WHAT DO YOU RECKON?



# WHAT DO YOU RECKON?

AFTER FIXING THE COOLING SYSTEM OF HIS MAZDA MX-5, GT FINDS HIS MX-5'S COOLING SYSTEM NEEDS SOME FIXING

PHOTO ★ FRAM FILTERS 1951

**YOU MIGHT** recall how happy I was having replaced the water pump and cam belt on my Mazda MX-5 recently. I could once again drive and enjoy my iconic little drop-top roadster, after pretty-much ignoring it for ages after the water pump began squealing.

Well, the day after I renewed the water pump, test-drove the car and flushed the cooling system with fresh water, before adding about \$60 worth of new green coolant, I popped the bonnet and noticed a flash of bright green on one of the coolant hoses.

Nooo ... A coolant leak. I soon discovered it was from the small pipe that I'd found some rusty crap in, during my previous afternoon's work. The leak was from a rusty pinhole through a steel pipe.

Bummer. I soon realised the little pipe was part of the lower thermostat housing and as that was bolted to the block, it couldn't be simply replaced. I had to remove half the engine again: the intake pipe, the cam cover, the cam-belt plastics, the cam belt and both cam pulleys ... in other words, I'd be redoing most of the work, plus some extra I'd done just the day before to replace the water pump and rubber cam belt.

I wanted to scream! But all I could do was order the new part - luckily it remains available -

and when it arrived, pick up the spanners and start again!

Redoing that work on the Mazda reminded me of a similar situation helping one of my VW

cars both use specially built close-ratio gearboxes that aren't much fun for highway use due to the higher revs the engines operate at) and help him with

and cooling system. In all, it's a couple of hours' concerted effort to instal one of these rear-mounted VW engines.

The last task before hitting the key so Nathan could begin his 500km run-in drive, was to adjust the clutch. It was then I realised/remembered I'd removed the clutch throw-out bearing from that loaner gearbox ... so, the clutch didn't work and gears couldn't be selected. Nathan's car was undrivable.

So, after screaming at the bright blue sky - now becoming darker as evening approached - we pulled everything from the engine, dropped it to the ground, installed that missing bearing, and started again ... 🙄

**"I WANTED TO SCREAM! BUT ALL I COULD DO WAS PICK UP THE SPANNERS AND START AGAIN!"**

racing mates, Nathan, with the installation and running-in of a new race engine a few years ago. I offered to help with providing a standard road-car gearbox (Nathan and my race

the installation of everything at our engine builder's workshop. So, I arrived and we all got busy with installing the gearbox, then lifted-in the engine and 'dressed' it with hardware such as carburettors and generator



*Get in touch*

**WHAT DO YOU RECKON?** What's the most annoying little mechanical setback you've had with working on a classic car?  
**TELL US YOUR STORY AT** [uniquecars@primecreative.com.au](mailto:uniquecars@primecreative.com.au)

IN THE SHED WITH



JON FAINE



# GRAND PLAN

## BEFUDDLED BY THE BASICS

**I AM NOT** a car designer's bootlace. Nor am I even the swarf falling from the cut-offs of the tooling of an engineer, nor do I resemble the makings of the most incompetent of apprentice panel beaters. I am a less than mediocre mechanic and a complete novice as a coachbuilder. In fact, I have no idea why I pretend to know what I am doing about anything, while I tinker with my old rattlers.

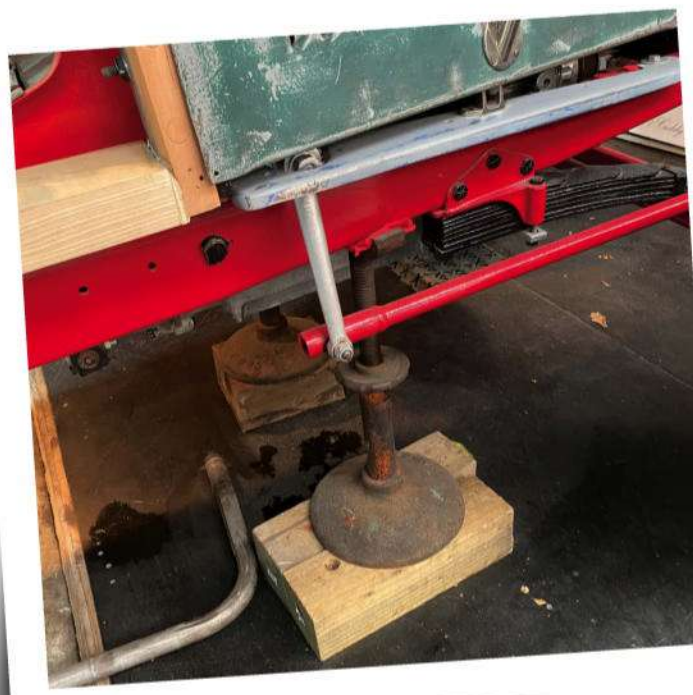
Imposter syndrome is real.

About a year ago, I enthusiastically and confidently inscribed in these pages (*Unique Cars #484*) that the proportions for the coach building of the boat-tail body on my 1926 Citroen B2 were slowly coming together. I thought I was flying along, my workspace adorned with lasers and string

lines propped up by cardboard templates and brackets made from old Dexion shelving angle iron. I confidently asserted that I had levelled the chassis, squared off the baseplates and body floor, finished cutting and gluing the scuttle frame pillars and was ready to conquer the world, or so it seemed.

Progress came shuddering to a halt when I decided to move the project from one part of my shed to another so as to free up space in the crowded workshop. I know it is exceptionally rare to have a large garage in the inner city but of course, no matter how big, it is always just that little bit too squeezey.

So one quiet afternoon, I took a deep breath, a double dose





**TOP** The car is right, what about the floor?

**BELOW** This is how the Caddy will look ... hopes JF.



of antihistamines and started cleaning and moving machinery that had been sitting in the same spot for more than 20 years. If cobweb clearing was an Olympic event, the gold medal was all mine. With a thin layer of prophylactic Vaseline lining my delicate and prominent nasal membranes, I avoided asphyxiation and survived the move and got the B2 into its new home, swapped around with the bandsaw, thickener and assorted other bits of second-hand wood-working machinery.

Once normal hostilities resumed - me wrestling the ash frame timbers and trying to precisely chisel clean and precise dovetails, mortises and tenons and so on - it soon became apparent there was something fundamentally wrong. If the front of the scuttle was level, the rear of the chassis was not and if it was square and stable on the driver's side, it was drooping on the passenger's. And vice versa. Yet I had devoted hours to ensuring that the chassis was true and square. So I checked and double checked everything - even the tyre pressures, the leaf-spring

loadings, and measured the distances between all the available key points. In isolation every key dimension was as it should be.

I stared, glowered, swore, walked away and came back several times - it was still all wrong. Frustration crept in - so as all prize-winning dummy-spitters do, I pulled a sheet over

## "THERE WAS AN UNDETECTED BUT SLIGHT SLOPE IN THE FLOOR IN THE BACK SECTION OF THE SHED"

the whole project and got on with other things.

A few weeks - oh, alright, it was months - later I summonsed the energy to take another look. I started with the basics and remeasured everything. It was all correct and every key data point aligned with the drawings. I was stumped and sought some expert advice.

My brains trust - who for his own reputation must remain anonymous - talked me through

what I had done. I explained that the chassis was square, the suspension was all aligned, the tyres were brand new and had equal pressure, the springs were even, the timber base of the body was exactly the same both sides of the frame. I was totally mystified how the scuttle could be discernibly higher on one side than the other.

As it transpires, there was one critical measurement I had failed to take in to account. The car was square within itself, as I had verified, but - of all things - it was the garage floor upon which it sat that was a tad out of kilter. There was an undetected but slight slope in the floor in the back section of the shed to where I had moved the car. Thus the chassis had decided to adopt a slight twist in its new home.

The solution, my mentor

explained, was to forget trying to level the car on its wheels - as I had laboriously done from the beginning of this project four years ago - and to instead jack the chassis up on to four sturdy and preferably identical telescopic stands, level it in every dimension with spacers and adjusters and to start again with the work isolated from any impact caused by the distortion embedded in the wonky floor.

An hour later, the twist in my project was gone and the scuttle and 'A' pillars aligned, although some minor and manageable remedial adjustments will be required. I have forgiven the almost centenarian Citroën for its sleight of hand and betrayal, reacquainted myself with the blueprints, sharpened my chisels and now that the shed is not as cold as an igloo in Anchorage, I can reassert my will on the remaining lengths of rough sawn American ash waiting to be transformed into the rest of the timber frame.

The ambitious target of having the 1926 car running again by its one-hundredth birthday is back in my sights. What could possibly go wrong next? 🤔

# READER RIDES

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SHANNON'S  
**TOP RIDES**  
OF THE MONTH



**ABOVE**

Sandalwood is rare on a Torana, but standard on Kingswood Vacationer and Gemini Sandpiper.

Paul & Wendy Hateley

# 1979 | UC TORANA SL 3.3

IT'S AS RARE AS IT IS WELL-TRAVELLED, YET PAUL AND WENDY'S UC TORANA SL FLIES UNDER THE RADAR

WORDS & PHOTOS ★ DAVE CAREY



Paul makes no apology for his classic of choice being the oft-maligned UC-series Torana, nor should he. After all, it truly is the ultimate Torana.

This may boil some blood because for many the UC Torana is a mere footnote; like the HB-series that launched the legend and the TA-series that stop-gapped the TX-Gemini when the LH grew up, the UC has been largely ignored by enthusiasts. So how is the UC the perfect personification of the 'to fly' Torana?

Well, not only is it the ultimate Torana in the literal sense, it's also such in the figurative because discounting the race homologation models like the XU-1, L34 and A9X, the Torana wasn't a race car. At its core, it was a mid-sized family car – yesterday's Camry – and to that, the UC fitted the bill very well; better than it ever had before.

Released March 15, 1978, improvements abounded; the front seats were deeply scalloped to improve rear knee room, the spare wheel was mounted vertically freeing boot space and the suspension updated, mirroring the race-borne A9X option from the preceding LX-Series. Gone was the foot-operated park brake (except on bench-seat models) as was the dash-mounted headlight switchgear, moving to a combination stalk shared with the larger Kingswood and Commodore ranges.

The bad news for horsepower enthusiasts was that optional V8s, both 4.2-litre and 5.0-litre, were consigned to history; there wasn't even a sticker pack with sporting pretensions. The styling also came under scrutiny because, while handsome at the front,



SHARE THE PASSION

**LEFT** Paul's UC Torana sports its original rego plates.

**BELOW** New seats meant extra rear legroom.





the 'Legoland' tail-lights were criticised for not including wrap-around blinkers, unlike the previous series.

But none of this worries Paul, who cut his teeth on an LH Torana many years ago, only to sell it by accident. "I was working at Claridge Holden at the time, as was my father, who spent more than three decades there," Paul says. "I'd parked my car near the lot, and someone thought it was

explains, before continuing with a sigh, "Some people don't even realise there is a UC Torana; it's news to them they weren't all Starfire four-cylinder Sunbirds."

Holden's fuel-crisis fuelled quest for efficiency saw the Sunbird get the lion's share of the marketing, with the unloved LX-carryover 1897cc 'Opel 1900' OHC four-cylinder tarnishing the UC's reputation from introduction, and the

## "SOME PEOPLE DON'T EVEN REALISE THERE IS A UC TORANA; IT'S NEWS TO THEM"

for sale. I guess it was because I sold it, then walked over to Dad's area and said he'd be giving me a lift home."

Paul's next Torana was a deceased estate UC Torana SL Deluxe in Dynasty Gold. "The UC has got the stronger 'small Salisbury' rear end with the 202ci six and four-speed. It's just a good goer out of the box," Paul

Holden-built 1982cc 'Starfire' OHV four-cylinder doing the same from September 1978. Buyers couldn't even option an SL/E version of the Torana, unlike the Sunbird which could be had with all the available fruit of the day. The Torana SL Deluxe was the top of the range, and Paul enjoyed the driveability of the 202ci sedan, doing



**ABOVE** All the paperwork is there.

**LEFT** Paul in his Torana man cave.



## SHARE THE PASSION

**LEFT** Not many UCs had three pedals to dance on.

**MIDDLE LEFT** Torana wardrobe to match the car.



the usual youthful things and courting his now-wife, Wendy.

"By the mid '90s, my UC Torana was long gone. We were living in Perth, and I'd acquired a four-door HJ Monaro GTS 5.0-litre with houndstooth trim, Aussie four-speed and a factory vinyl roof; it was all there, but very rough and undrivable. I started restoring it, but quickly learned that

Nothing like a health scare coupled with a mid-life crisis to catalyse an epiphany, and there it was, another deceased estate UC Torana SL. "I was laid up, so I asked Wendy to have a look and told her that if it was half decent to just buy it." Paul laughs at the memory, "She rang to say the seller wouldn't budge on price; it was \$2200!"

Continuing, Paul adds, "It was stock

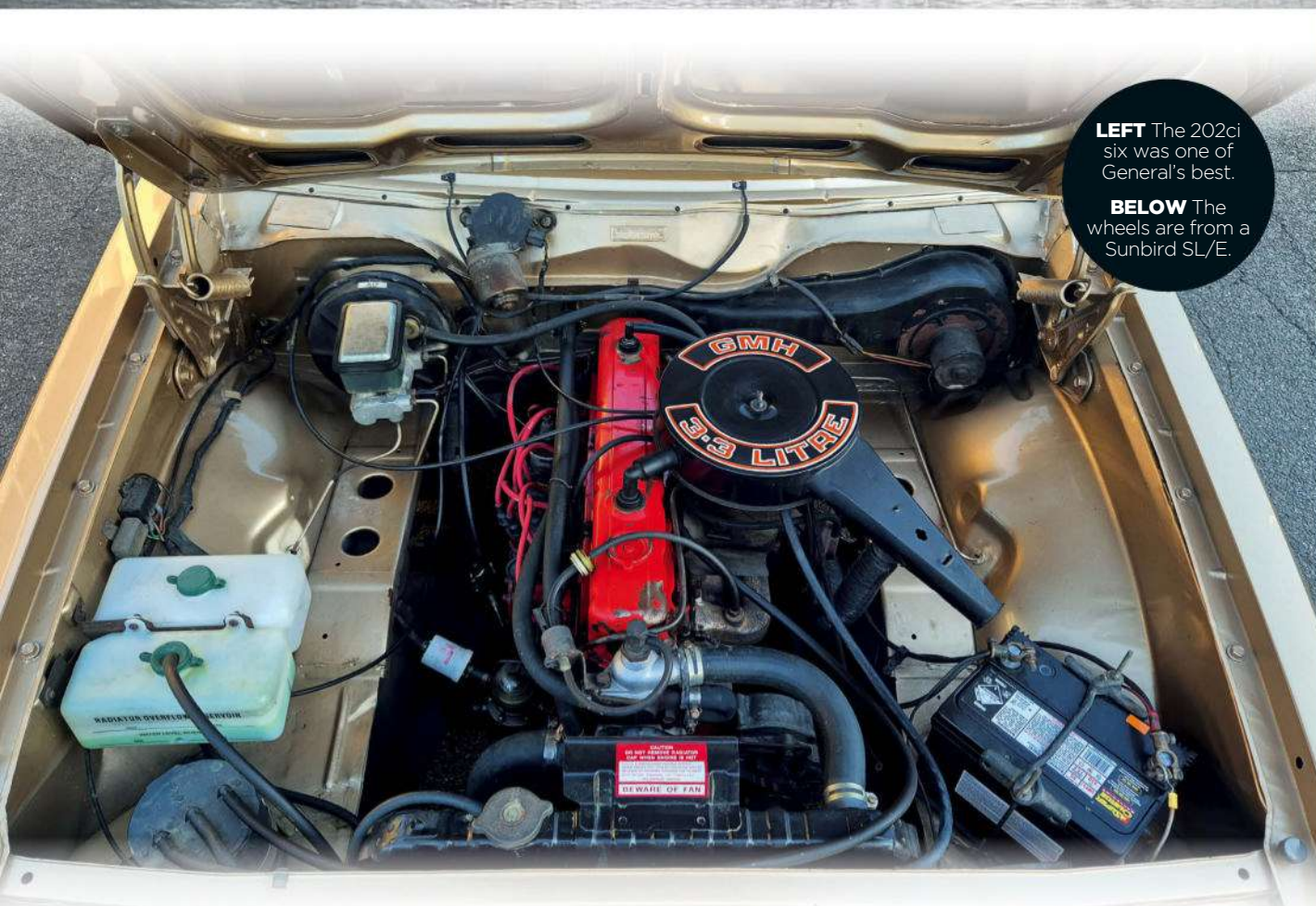
## "I STARTED RESTORING IT, BUT QUICKLY LEARNED THAT UNREGISTERED, UNDRIVABLE CARS ARE HARD TO SHIP AROUND THE PLACE"

unregistered, undrivable cars are hard to ship around the place." The nature of Paul's work, now with the Salvation Army, meant uprooting and moving cities with relative frequency, so the HJ Monaro had to go. "I bought it for \$1000 bucks and sold it for \$1800, just before prices went crazy, of course," he says, with some regret.

Around Christmas 2008, Paul and Wendy had returned to their hometown of Adelaide, and a bout of chronic glandular fever had Paul bedridden for several months. "I started getting a bit philosophical - there had to be more to life than work - so I picked up a newspaper and scanned the classifieds."

standard, but wore its share of 'grandpa bruises.' Entirely forgivable given the car had clocked 398,000km before Paul bought it. "The mileage is fully documented, it received a recon 202 around 120,000km ago and shows 410,000km on it now."

Paul continues, "I owned it for a few years before the bodywork kicked off; I had it resprayed in 2014, but there were some delays in it getting finished, and a six-month job blew out to 18 months." Adding to the complexity was that Paul and Wendy had been meanwhile redeployed to Melbourne. "As soon as it was ready, I flew back to Adelaide and drove it home. It went 'over the



**LEFT** The 202ci six was one of General's best.

**BELOW** The wheels are from a Sunbird SL/E.





SHARE THE PASSION



**ABOVE** The last-gen Torana was rather square.

**BELOW** GTS wheel was also a Sunbird SL/E feature.



pits' with flying colours, although I was pulled up on 'slight grazing of an indicator lens,' Paul laughs.

Paul and Wendy's travels have seen them join Torana clubs across the nation, including the Victorian Torana Club, Combined Torana Club of WA, Torana Owners Club of Victoria and Canberra Torana Club Inc, bookended by two stints with the

weigh the car with a police officer present. I told them 'I have the brochure! It weighs 1175kg.'

Paul convinced them to use the existing chassis number, but still had to take it over the weighbridge and have a full inspection, where he met an older copper who took an interest in the UC. "He pulled me aside, said how nice it was, then 'strongly recommended'

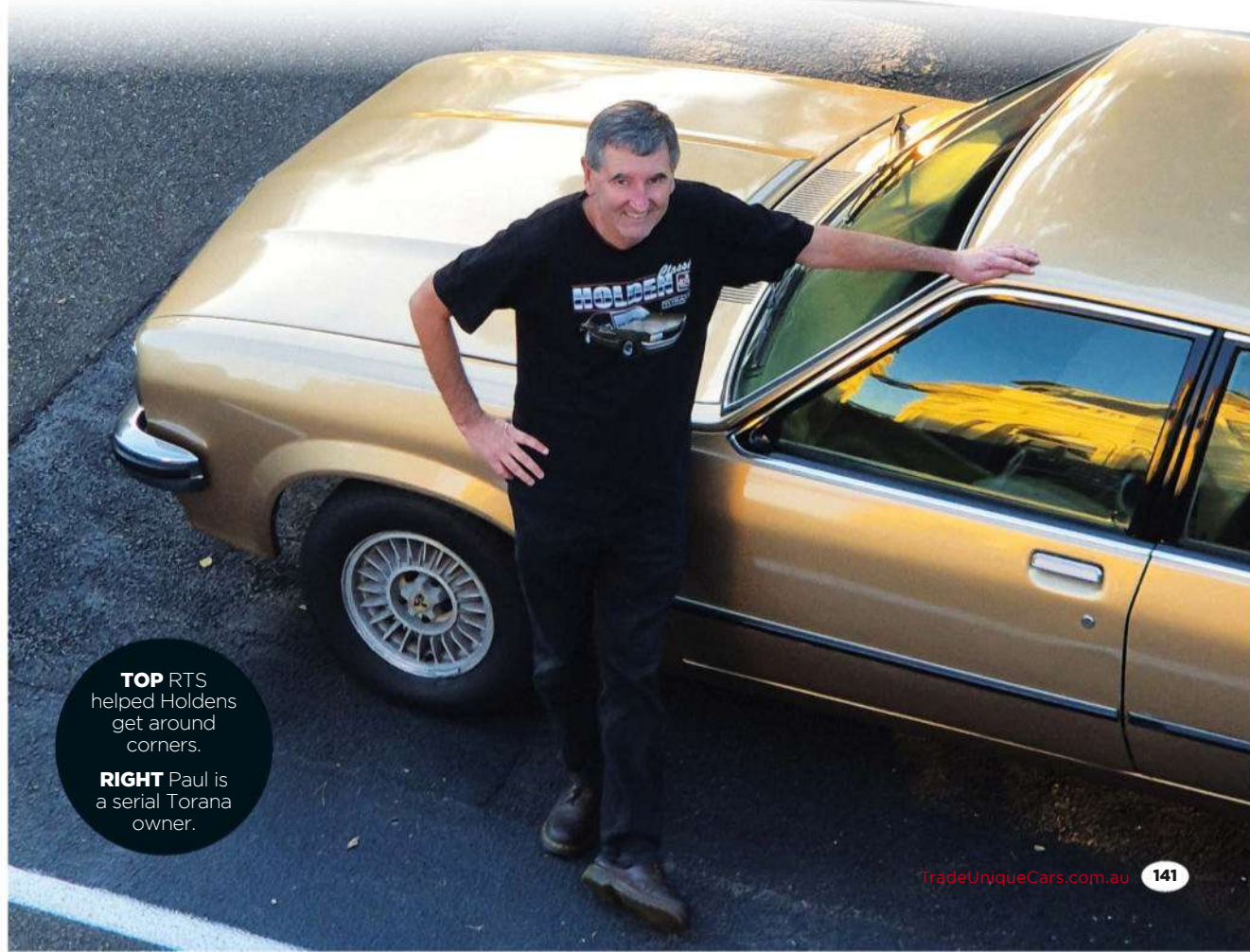
## "I OWNED IT FOR A FEW YEARS BEFORE THE BODYWORK KICKED OFF"

Holden Torana Club of SA.

Every different state has different club rego rules and different transport department expectations, but it was the WA Department of Transport that gave Paul the biggest scare. Paul says, "They wanted to stamp the UC with a new chassis number, despite one already being perfectly evident on the car. I told them 'No way'. They also wanted me to

that I replace my rear belts as they were sun bleached and their 'integrity would be compromised,' Paul says. "And he said that it'd be a really good idea to get them replaced. Then he ticked my paperwork, and I was on my way."

How good is that? Testament that not everyone has a problem with Holden's final independent mid-sizer, the UC-series Torana. 🚗



**TOP** RTS helped Holdens get around corners.

**RIGHT** Paul is a serial Torana owner.



**LANCIA BETA First**  
 1975, twin OHC 5 speed 4 wheel discs, owned 24 years, 20,000 kms since complete body/engine/gearbox restoration in 2021, recent brake/suspension work nothing to spend. Exc, cond, with beige velour. Historic Rego, 25046-J. NSW. DIY1232586. 0409 212 636. **\$26,500**



**HOLDEN COMMODORE SS 11**  
 2011, Ve SS Ute, six ltr, six speed, E85, full service history, very well presented, long rego, deceased estate, BVM22J. NSW. DIY1232478. 0414 265 074. **\$32,000**



**BUICK RIVIERA 1972**  
 1972, converted to right hand drive, bought new by my father, handed to me in 1995. I have all service receipts and invoices from then, JW504. NSW. DIY1234045. 0410 533 136. **\$75,000**



**HSV COUPE 4**  
 173kms, very good condition inside and out, has been kept out of the sun, harrop supercharger, crow cam, 3inch di fillipo exhaust also has most original parts and extra spares. Driving this car is an experience, 04awd. QLD. DIY1232315. 0427 380 152. **\$80,000**



**CHEVROLET SILVERADO**

1993, Built in Fort Wayne, last of 778 built on 454 engine format. Has RHD certificate and 50,000 kms on clock Canadian instruments with metric display. The vehicle is a personnel import in 1995 and owned by my wife and spent a lot of time at car shows, original paint never washed just polished housed in aircon garage. No suspension springs just air ride technology air bags. Blue tags for suspension and wipple supercharger and brand new bf Goodrich t/a radials. Has 4 l80 e trans 4 speed buss all standard on the ss. 1993 in Australia. It has a 4 link rear end and Detroit air differential to handle power only in straight line. This vehicle has never had any accident history whatsoever. Custom exhaust and totally legal, 1GCDC14NOTZ248887. VIC. DIY1229875. **0411 748 405. \$115,000 Firm**



**PACKARD SEDAN Patrician**

1956, V8 LHD Auto, 3rd owner Original 43000 miles, all electric systems work, torsion bar windows radio ariel seat adjust, new s/s mufflers, all drums machined, new shoes, exceptionally clean genuine car, lots of spare parts, original manuals, all paperwork, always garaged, 35810J. NSW. DIY1232300. 0427 798 180. **\$50,000**



**CADILLAC ROADSTER 62 series**

1947, series 62 convertible power top, four wheel disc brakes, Chev 454, turbo 700, ford nine inch, R/H drive, very nice car, has been restored, Red 60k. NSW. DIY1232385. 0411 593 390. **\$140,000**



**CHEVROLET K10**

1980, Rare truck, Silverado 4x4, factory short wheel base with step-side body, running a mild reco 454. Fair paint, good body, reasonable trim. Happy to send pics but please call first. Price is Ono, Tok001. QLD. DIY1232314. 0427 380 152. **\$33,000**



**HOLDEN COMMODORE MY10**

2010, car in immaculate condition, 3 owners only, 4 new tyres, 18 wheels, kenwood twin subwoofer, pioneer amplifier, lowered, CVX04W. NSW. DIY1232296. 0406 693 200. **\$17,000**



**HOLDEN ADVENTRA**

2005, Great car in very good condition. Good tyres, tinted windows and extremely comfortable seats. Service history and log books. Great car, a classic in the making, 1xf9wo. VIC. DIY1232317. 0437 007 489. **\$6,950**



**HOLDEN GRANGE HSV 255 LS1 WH**

2000, 4 Door Sedan with a V8 5.7 Litre engine in HSV Racing Green with full service history, 2 keys, and in very good condition throughout.

Original Vehicle Owner Compendium, with HSV Owners Handbook, original glossy brochure, Eurovox Audio system handbook in HSV aluminium briefcase. Holden First Aid kit and HSV Car care kit.

Drive away price includes RWC plus all on roads costs including GST, stamp duty and transfer fees.

LMOT 2600, CZO549. VIC. DIY1233766.

0422 444 335.

**\$46,934**



**JEEP GRAND WAGONEER**

1989, a sought-after and dependable modern classic American 4x4, powerful V8 engine, a smooth-shifting automatic gearbox, and impressive all-terrain versatility, would make a fine addition to any assembly of modern classics, and a stylish yet very capable companion for weekend drives, classic car show visits, and off-road adventures, 541TMP. QLD. DIY1233678. 0448 064 467. **\$70,000**



**AUDI A4 S line**  
2015, black, excellent body and trim, serviced to 2024 and now 11 months rego, nbz90w. NSW. DIY1232298. 0413 307 659. **\$9,250**



**FORD ESCORT mk 2**  
1980, beautiful professionally built car, panel van fitted with Ford Windsor V8 (221 cubic inch or 3.6 litre), 047AG3. QLD. DIY1234440. 0418 767 994. **\$68,500**



**HOLDEN UTE VF 11**  
2017, One owner, 20 inch simmons staggered fitment ls3 6.2l bimodal, exhaust l6 sp manual, F54xc. TAS. DIY1233549. 0438 966 186. **\$57,000**



**JAGUAR XJ6 Series 3**  
1981, This vehicle has Cotswold Yellow exterior with sable velour upholstery. So cool in summer and warm in winter and has great grip when tackling the big highway sweepers. It has had various improvements over the years including new dash, headlining, shockers, etc. The vehicle is on club plates so will be sold unregistered, Club Permit. VIC. DIY1232294. 0447 563 859. **\$16,990**



**MERCEDES-BENZ 500SL R129**

1991, a paragon for technology of the time and an archetype of 80s design. Best 500sl R129 in the market, resprayed the whole car, new 18inch Monoblock rims and tyres, only 100k kms, drives like silk, registered and come with RWC, 197997.

VIC. DIY1234039.  
0413 141 471.  
**\$54,000**



**HSV SENATOR SIGNATURE E2**  
2009, 2009 HSV senator walkinshaw has 50,000kms on the clock, second owner, 6.2l LS3, has been upgraded at walkinshaw performance in Sydney with their stage 3 performance package with upgraded cam, lifters, valve springs, double row timing gears and chain, intake, full stainless exhaust system by walkinshaw true track lsd diff upgrade and 3:45 gear ratio under drive pulley kit and full tune to 330 rkw, front bumper has been removed and repaired and callipers and discs are not with the car, DVD70L. NSW. DIY1231960. 0450 544 789. **\$38,000**



**CHRYSLER VALIANT V6**  
1970, 2 door Valiant with a newly rebuilt 225 slant 6 with turbo. An Australian muscle car from the 70s that turns heads and looks cool for sale in Western Australia, UAE954. WA. DIY1218357. 0418 236 113. **\$53,000**





**BENTLEY ARNAGE R**

2004, one owner car since new, immaculately maintained and in immaculate condition, only travelled 47000km, deceased estate, an extremely well-presented example of this exceptional marque, with a unique factory power upgrade and many factory options, BDC2. WA. DIY1234047. 0418 934 399. **\$120,000**



**MORRIS 1000 Tourer**

1957, Morris Tourer 1000 restored to near new condition, Club plates. VIC. DIY1231830. 0400 887 521. **\$19,000**



**PORSCHE CARRERA GT**

2004, Finished in classic GT Silver on black leather, this US-specification Carrera GT has only covered just under 360 kilometers from new. Converted to a European specification in Germany, it has benefited from clear film (PPF) on some parts of the body, and a recent clutch reading (30mm, June 2024), US, NJ. OV. DIY1231802. 5067084888. **USD 1,690,000**



**HOLDEN COMMODORE SS SS**

1983, VH SS, HDT improved original motor gearbox and diff, engine modifications are has B/cast heads acl flat top race pistons late A9L rods eng modified by BNB engines Clayton, Club rego 73581H. VIC. DIY1234885. 0421 345 650. **\$80,000**



**HOLDEN SANDMAN**

1976, Genuine sandman, hx 1976, L31, M21, full nut and bolt restoration 2 years ago, immaculate condition, Adz308. WA. DIY1231820. 0419 194 172. **\$100,000**



**HOLDEN SPECIAL HSV  
AVALANCHE XUV**

- 2004, \* First owner Christopher Doza Jansen
- \* Spent \$ 13500.00 at Sight and Sound at Buranda Brisbane.
- \* Sat Nav, Tv, Dvd player ( screens installed front and rear in back of seats ) ,Disc players. Massive sound system , 640w Kenwood Amplifier integrated in back flooring.
- \* Vehicle was second release in Australia and first registered.
- \* Towbar and tinting installed at Holden Underwood where vehicle was originally purchased.
- \* HSV AVALANCHE XUV , 5.7L V8 , 5667 cc , 270 kw @ 5700rpm , 475 Nm @ 4000 rpm ., VF041752035.

QLD. DIY1234880.

**0412 454 220.**

**\$45,000**



**JAGUAR XK8 Coupe**

2009, One owner/driver since 2011, 426RVT. QLD. DIY1221134. 0400 113 543. **\$42,000**



**FORD MUSTANG GT**  
RTR 750 HP mustang, BZX145. VIC. DIY1234762. 0459 181 474.  
**\$99,999**



**MINI COOPER S**  
2012, Pristine, much loved and well looked after with only 30K klm done. Full service history, Racing seats with partial leather trim, custom dash mat, Bluetooth, CD player with USB / AUX, Sports Height Adjustable front seats, Sports Pedals, Rear Roof Mounted Spoiler, Selectable Driving Mode, Elec Stability / Corner Braking and Cruise Control, Hill Holder, Climate Control Air Con, Elec Windows, Remote central locking with push button start. ., 034 YXM. QLD. DIY1233604. 0479 163 998.  
**\$25,000**



**FORD FALCON FG-X XR8**  
2015, Immaculate condition, low klm 2015 FG-X XR8 sedan. Powerful boss 335kW supercharged 5.0ltr V8 engine. One elderly owner and only occasionally driven since new, always kept garaged and well maintained. Lowered with after market harrop exhaust. Have original exhaust, springs and paperwork, 815WMI. QLD. DIY1232405. 0425 410 452.  
**\$58,800**



**JAGUAR C-TYPE**  
1953, one of 6 cars built in Australia, it is truly in mint condition. It stands as an impeccable example of the original, offered at a fraction of the cost of an original, which sold for \$20m in Monterey, California, chhri5. NSW. DIY1225061. 0400 806 001.  
**\$327,000**



**STUDEBAKER LARK**  
1962, excellent original condition. Has had a re-spray at some stage, but still presents very well. Interior is in amazing original condition. Brakes & steering have had a recent overhaul. Original running gear, 259 V8 with Flightomatic 3 speed automatic. Runs extremely well, & has a 4 barrel Edelbrock Carb. This car is a perfect driver, & extremely practical for a 62 year old car, 57440j. NSW. DIY1232370. 0414 854 214.  
**\$26,500**



**CHEVROLET CORVETTE**  
1968, fleur de lis dismantled, 2nd owner with provenance rolling body with original motor and gear box original bow tie engine all manuals ideal project, 194678S422351. NSW. DIY1225076. 0429 808 603.  
**\$40,000 NEG**



**MG MAGNETTE**  
1959, Leather upholstery. New tyres all round, lots of spares including engine block, taillights, all sorts of stuff and 3 starter motors. Top of the line. Fully restored and re upholstered. Spares inc. Motors gearbox, windscreen, taillights, instruments. Location Christchurch NZ. 4 speed manual. Reg and wof. A beautiful vehicle waiting for a new home, AK4654. OV. DIY1223507. +64 272 245 045.  
**\$17,000**



**HONDA CRX EG2**  
1993, IMMACULATE FWD 5 Sp Manual 2 Door Targa Coupe Convertible 1.6 litre DOHC VTEC Rego till 18/9/2025. Meticulously Maintained from new. All usual worn parts have been replaced with new as required, clutch, ABS brakes, radiator, pumps, seals, VTEC o-ring and filter, etc. No rust. Resprayed original Honda red for this model 4 years ago, FEZ21H. NSW. DIY1232373. 0409 453 434.  
**\$17,900**



**STAINLESS STEEL CLASSIC CAR**  
 BMW 501 year (1952-1962) and 502 year (1954-1964) bumper.  
 BMW 501(1952-1962) and 502 (1954-1964) Stoßstangen,  
 16VL12354. QLD. DIY1233465. 02 86273 7929. **\$1**



**FPV GT-P BA**  
 2003, Well loved and looked after. In very good condition inside  
 and out. Always kept covered in garage. Serviced regularly,  
 WZE338. SA. DIY1233430. 0419 859 709. **\$38,000**



**JEEP CJ6**  
 One of the best examples of an AMC CJ6 left in the world. With  
 what is known of the history of the jeep and the overall condition,  
 the speedo reading of 10688 kilometres would be correct. Not  
 rusted, not damaged. Original seats. Will require brakes serviced  
 and new tyres, none. NSW. DIY1234368. 0402 903 950. **\$20,000**



**HOLDEN HT MONARO GTS 186s**  
 1969, bare metal respray, new brakes and reconditioned engine,  
 new tires, all original currently on club reg, will be sold  
 unregistered, Pms478. QLD. DIY1233093. 0417 751 390. **\$165,000**



**TOYOTA SUPRA Mk4 Supra**  
 1993, I owned it since 2003. I bought it 55,000 km from Japan.  
 338 kw Tuned by Billtech. Turbonetics turbo kit from USA. Turbo  
 supra oil pump. New ignition kit. Rebuilt head. Turbo head  
 gasket. ARP head stud kit. New intake plenum. Golbey part cam  
 gears. Crank angle sensor kit. Custom exhaust twin tip. Vented  
 fenders. Haltech ic7 dash. Haltech 2500 ecu. Upgrade brake  
 discs front and rear, EUG42T. NSW. DIY1230585. 0415 114 372.  
**\$90,000**



**CHEVROLET UTE**  
 1934, Strong reliable vehicle. Car is currently fully  
 registered in California but comes with Queensland  
 LH10 paperwork, 14522X3. NSW. DIY1233675.  
 0428 507 164.  
**\$53,000**



**STUDEBAKER DICTATOR**  
 1928, Excellent vehicle. Well cared for. Location Wellington NZ  
 near a container port. Sold roadworthy. Excellent to drive, good  
 brakes and rides well. Reliable. This vehicle is being marketed by  
 Rushmore Motors on behalf of the owner, GI1928. OV. DIY1223406.  
 02 7224 5045. **\$25,000**



**BSA 10 HP**  
1932, car 4 wheel (2 wheel drive Needs to be finished off), none.  
NSW. DIY1234247. 0409 610 827. **\$1,950**



**FORD FAIRMONT XF**  
1985, Survivor, all original 85 XF Ford Fairmont Wagon, 57,000  
ORIGINAL Kms. Excellent gold paint, excellent fawn interior, A/c,  
P/steer, rare Cruise control. Drives and runs as new. New  
whitewall tyres, 09946J. NSW. DIY1235109. 0416 192 974. **\$25,000**



**HOLDEN CALAIS**  
1991, I am the third Owner of an Aussie Classic Cruiser, car is  
straight and runs and drives well paint in good condition for its  
age, has been serviced regularly over its life. It will not  
disappoint, its like driving around in a giant comfortable sofa. Will  
be Sold with No REG or RWC, 1ON7ST. VIC. DIY1223553.  
0466 917 806. **\$12,000**



**FIAT ABARTH 124 SPIDER**  
2017, Rare piece of automotive history. Only 600 or so in country.  
Best example of the car which will always turn heads! Summer is  
coming!, Vau-739. VIC. DIY1235013. 0403 512 189. **\$34,900**



**SUZUKI X90 Targa top**  
1997, Suzuki X90 Rare Classic, 1dmw165. WA. DIY1229097.  
0419 942 122. **\$10,950**



**FORD GALAXIE 500**  
1966, RHD Australian Delivered, 351C, C4, 9 Inch Diff,  
AK62GD23051205436286331R. NSW. DIY1228965. 0412 007 845.  
**\$26,000**



**MERCEDES-BENZ REPLICA**  
1928, LVVTA Mercedes Replica SSK. Location Levin. NZ.  
Restoration completed 2008. Has current rego and WOF. All  
bodywork/Panels etc were made by myself from Aluminium.  
Fibreglass moulded Guards. Ford 4.1 L Motor and gearbox with  
matching diff. Manual 3 Speed. Low mileage motor from written  
off car. New upholstery. Waterproof (Marine grade) Carpets. New  
Tyres/Tubes. A real head turner - Sounds great. Drives well  
, BENS28. OV. DIY1223423. 02 7224 5045. **\$50,000**



**HOLDEN MONARO HX**  
1976, A unique car with some modifications very well maintained  
and cared for. Professionally restored, worked 308 rebuilt, new  
tyres, pedders sport suspension, no rust, straight, and excellent  
interior, Club rego. VIC. DIY1234116. 0427 274 861. **\$68,000**



**FORD A MODEL**  
 1930, Model A Tudor. Location Christchurch. NZ. New set of tyres. New water pump. Gearbox excellent. Motor excellent. Motor run every 2 weeks to keep operational. Extremely well cared for. Always garaged. Flies through for wof. WOF and Reg. Painted its original colour, - Thorn brown. Port handy, AJ1982. OV. DIY1223422. 02 7224 5045. **\$33,000**



**CHRYSLER 300 Pacer**  
 2019, Chrysler SRt Pacer 23/50, BDJ610. VIC. DIY1232978. 0499 606 551. **\$85,000**



**MGB MKII**  
 1969, Second owner. New distributor. Refurbished suspension. No overdrive. Fitted electronic fan, thermostatically controlled. 2 pack duco in excellent condition, YFN 78VB. ACT. DIY1234175. 0408 180 009. **\$25,000**



**VAUXHALL ASX COUPE**  
 1934, Fully restored. Syncro gearbox. Spares. Good motor and gearbox. Reg and wof. Excellent upholstery. Drives very well. Location Richmond Nelson NZ. The chromework alone is worth a fortune. Chromework in excellent condition. Excellent brakes and tyres, 34ASX. OV. DIY1223408. 02 7224 5045. **\$24,995**



**FPV F6 TYPHOON**  
 2007, Lightning Strike Silver. 1 of 2 Built by Nizpro for UK export, Mifoon. VIC. DIY1159004. 0460 895 243. **\$75,000**



**RAILTON RAL 1**  
 1935, The year manufactured is 1935. Horse power 113 hp .Brakes work very well. Everything in that car has been reconditioned, engine, gearbox & diff. Tyres new. Leather seats were redone in leather. All interior is original as per design. Milage 25 miles on clock I do not know what milage it had done when I bought it some time ago the car was in poor condition, speedo did not work on purchase. Steering movement 50mm right and left. The car goes very well as it should, AL1422. OV. DIY1223409. 02 7224 5045. **\$50,000**



**LOTUS EMIRA**  
 As new Lotus Emira First Edition  
 V6 Engine, Registration plate NOT INCLUDED IN SALE, 188108. VIC. DIY1233413. 0416 094 435. **\$230,000**



**HOLDEN WB ONE TONNER**  
 Holden wb tonner, Club rego. NSW. DIY1234201. 0438 653 956. **\$45,000**



**VOLKSWAGEN KOMBI Camper**  
 1966, Engine reco 15000 klms ago. Gearbox reco 5000 klms ago. New tyres. Towbar. Pop top. Fridge. Fully Restored. Radio CD. Bed. Sink and cupboards, Club. NSW. DIY1232861. 0423 768 434.  
**\$55,000**



**DODGE CHARGER**  
 1971, 71 Charger with rebuilt 68 big block 440 V8 and 727 auto. California car, tinted windows, new 20inch black rims and tyres, vinyl roof and interior, runs well, 6ZZ0WH23G1E120637. QLD. DIY1232977. 0418 875 002.  
**\$39,900**



**VOLKSWAGEN COMBI Split Window**  
 1959, Immaculate condition, meticulously maintained and fully restored, 1500 Single port motor. Reliable performance with classic engine that has been rebuilt. New battery with Isolation switch. White wall tyres. This Kombi has been very well cared for and is neat and tidy condition, SI6371. QLD. DIY1234106. 0498 000 030.  
**\$89,990**



**FORD FAIRMONT**  
 1967, XT Fairmont 302 Automatic, going and club registered. Originally 6cyl 3 on the tree. Has some rust as in photos. Paint fair. Had been kept under cover, 34246H. VIC. DIY1234060. 0419 546 804.  
**\$24,000**



**HOLDEN EXECUTIVE VL**  
 1988, This car has been in the one family since new. Needs to go to a new home, 8K196HL293523L. NSW. DIY1235007. 0410 641 782.  
**\$18,000**



**FORD FALCON S XR8 EB**  
 1991, Immaculate, SXR8, dry S. A. country car. Refurbished better than new, see pics. Collector's show car, July build, first XR8 Ford engineered before Tickford. Calls only no txt or messages thanks, S284COX. SA. DIY1206599. 0458 984 164.  
**\$29,999**



**CHEVROLET FLEETMASTER**  
 1948, Fantastic condition with amazing chrome-work and reupholstered interior. Mechanically perfect. The car presents extremely well with a rust free body but with some small paint imperfections. The car would make for a trouble free club car for someone wanting an affordable classic. Deceased estate, UWK769. SA. DIY1227099. 0430 399 350.  
**\$27,950**



**BMW Z3 Roadster convertible**  
 2000, rare 3 litre model. Auto and low km. Factory alloy wheels. Convertible roof in good condition includes rear glass. No rust. Black leather elec seats. Full history and logbooks, ALH 98A. NSW. DIY1230723. 0413 165 414.  
**\$24,000 ONO**



**BMW 650I**  
2009, new tires, battery, starter, alternator, great condition, V8 sounds awesome, 101HRB. QLD. DIY1232813. 0452 355 504. **\$30,000**



**AUDI TT**  
2009, MY09 AUDI TT. Red leather, heated seats, convertible. 11 months rego. Automatic with paddle shift, auto spoiler, cruise control, FHB39M. NSW. DIY1232616. 0407 047 557. **\$18,000**



**FORD MUSTANG**  
1966, bare metal respray, pony interior, new AC, tyres, wiring. 289 V8 C4 auto. Arizona car. Rust free, 1234h. NSW. DIY1232615. 0407 047 557. **\$58,000**



**SUNBEAM TALBOT TOURER 10 Drophead**  
1947, Rare Tourer in top running order, used regularly. Registered with STAR (Sunbeam Talbot Alpine Register UK), S1689A. TAS. DIY1233799. 0447 870 007. **\$32,500**



**MAZDA RX8 FE1031 Coupe 4dr Spts Auto 4sp 13Bi Rotary**  
2004, This RX8 is ideal for a collector or someone looking for parts, or a full-on fixer upper project. Non registered. No road worthy. Been in storage for a number of months so does not currently start. Few scratches on the body of the car. It is in need of some serious TLC. Perfect for a big repair project, NA. QLD. DIY1234421. 0418 721 789. **\$6,500**



**MAZDA 1500 DELUXE**  
1969, 4sp manual. 62349 miles. Engine runs but needs work, unregistered, please call for details. Looking for quick sale, SUA57351. NSW. DIY1233639. 0413 259 392. **\$5,500**



**BMW 318IS**  
Same owner 10 years. Genuine M sport model with M factory body options fitted from new. Factory sunroof, genuine BMW motorsport alloy wheels with Michelin Pilot Sport tyres. Black leather interior, driver's seat slightly worn stitching. Tinted windows in good condition. Logbooks and oil change every 5000km. New water pump, brake fluid and coolant done, CD 27 CW. NSW. DIY1198192. 0413 165 414. **\$6,250**



**FORD FALCON XR6 AUIII**  
2002, 224000km on the dial. Runs well and is in good condition for its age. Includes upgraded pioneer sound system with subwoofer, Red Back cat back exhaust, tow pack and front LED headlight conversion. Sold without roadworthy, 1CA2YH. VIC. DIY1220422. 0429 322 787. **\$5,500**



**FAIRLANE  
by  
TICKFORD**

**FORD FAIRLANE NL by Tickford**  
1998, enhanced performance vehicle, an excellent cruiser, this one is 082 of the 106 built. Genuine low mileage, good history file, receipts for the full refurbishment. See the Internet pictures and if your interested please call. Old chap no messages or txt, S849CSU. SA. DIY1179976. 0458 984 164. **\$58,000**



**HOLDEN EK**  
1962, Great condition. Full Rego. 4 speed manual. 202. Good tyres. No rust, uju121. WA. DIY1235018. 0413 045 520. **\$30,000**



**VOLKSWAGEN KOMBI 2**  
1977, Transporter 4 Seater, 2Lt Auto camper. Fully, luxuriously renovated. Much loved. Must see, 21628J. NSW. DIY1231516. 0418 948 775. **\$50,000**



**MERCEDES-BENZ SLK230**  
2003, PERFECT CONDITION INSIDE AND OUT, 003SLK. NSW. DIY1229459. 0422 672 939. **\$14,500**



**TOYOTA TOYOACE KC100**  
1968, Toyota KC 100 4 ton trayback truck. Genuine 19000 miles. Not molested, totally original. No dents. No rust. Always shedded. Will require brakes serviced, new tyres and general service. Has not been started for some years, none. NSW. DIY1234938. 0402 903 950. **\$16,000**



**FORD XC Continental**  
1977, complete restoration must sell after two years work, make an offer, genuine sale, JDAA017. ACT. DIY1211346. 0428 488 479. **\$47,500**



**FORD MUSTANG**  
1989, a rare (in Australia) RHD, V8 manual LX version, see internet adverts for full details. Serious then call for more info, S037CMC. SA. DIY1151484. 0458 984 164. **\$35,000**



**FORD MUSTANG Mach 1**  
1971, Genuine Mach 1 M code 351 Cleveland, 169181. VIC. DIY1234906. 0434 955 393. **\$69,900**





**FORD ESCORT**

1970, Pinto 2L with brand new twin 45mm webers, absolutely no rust, clean, straight example. All suspension components, axle, subframe painted in gloss black, comes with loads of spares worth approx. 4-5K (twin 42mm webers plus manifold, new aluminium radiator, new thermo fan, 13 inch rims with near new tyres and more), 30561J. NSW. DIY1234842. 0424 888 530. **\$45,000**



**SAAB 900I 2.1 16 VALVE**

1992, one of the best and rarer body shapes for this particular model, 60231J. NSW. DIY1229076. 0438 887 068. **\$8,500 ONO**



**FORD FALCON**

1975, a unique, well done classic that does not disappoint, matching numbers & custom colour, 9 inch diff - 4.7 gears, quick shifter and 5000rpm stall, custom four core Radiator & thermo fan. All gauges including oil pressure & taco, ICE 7061MC 7 AMP 1 STEP STREET RACE IGNITION CONTROL SYSTEM. Billet 6061-T6 alloy distributor, 7 Amp digital ignition control with signal LED indicator, dedicated tach output and RPM limiter, KBKING. VIC. DIY1234764. 0421 544 248. **\$98,000**



**BENTLEY R TYPE**

1953, A truly superb car that really stands out in a crowd. Starts with ease, very reliable car, perfect for a Sunday cruiser or wedding hire. New Firestone crossply tyres, B245Z. NSW. DIY1218665. 0400 806 001. **\$57,000**



**MGB GT 2**

1970, mg b gt b/r green every extra v/g condition, 41174j. NSW. DIY1229693. 0413 745 274. **\$31,000**



**FORD MODEL B**

1932, Original Ford tudor hot rod. Professionally built chassis, boxed rails, 4 bar social front axles. 4 link rear with 9 inch diff, disc brakes all round. Ready to be stripped and painted, Chris. NSW. DIY1218669. 0400 806 001. **\$57,000**



**HOLDEN TORANA LH**

1975, LH SLR5000 replica, Clubrego. VIC. DIY1234834. 0419 567 662. **\$95,000**



**FORD MUSTANG GT Gt**

2020, Spec-3 750 HP supercharged mustang. Immaculate condition regretful sale very nice car, BZX145. VIC. DIY1234763. 0459 181 474. **\$106,500**



**HOLDEN PREMIER**  
 1978, Regetable sale. Hz Holden Premier, 253, 5 speed supra gearbox, 4 spare 5spoke drag-ways a few extra parts, runs and drives well, 8P69RH1416275Z. VIC. DIY1216733. 0458 654 008.  
**\$27,500 ONO**



**HOLDEN STATESMAN 1 Vq**  
 1990, VQ Statesman V8 which are now getting very rare and a great collector. Well maintained and always garaged, 61638H. VIC. DIY1234996. 0411 249 340.  
**\$15,500**



**FORD MUSTANG Cobra**  
 2001, convertible, unbelievable show car SVT V8 air cond manual transmission. You will be the only person anywhere with this car, Ang93. QLD. DIY1227126. 0411 564 864.  
**\$32,000**



**ALFA ROMEO 2000 SPIDER**  
 1974, ALFA ROMEO SPIDER 2000, Stunning car that is ready to be enjoyed. Featured in Unique Cars Magazine issue #490, UC74UC. VIC. DIY1218115. 0438 061 248.  
**\$90,000**



**JAGUAR MK II 240**  
 1968, Jaguar Mk2 240 Automatic, Cream/ black Int. Australian delivery matching numbers. Reluctant sale \$27000 neg NSW reg, BPO58Q. NSW. DIY1235019. 0404 087 408.  
**\$27,000**



**MERCEDES-BENZ 500SL R107**  
 1981, Chassis #787 500SL, 4spd auto. Full rotisserie body restoration, full underside factory coatings, restored hardtop, new leather, new Toyo tires, battery, LSD, cruise, rebuilt brakes, suspension, VG chrome, numerous new parts, Fully serviced with history, manuals. Owner 20yrs. WA club rego. Interstate shipping included, 11GL640. WA. DIY1229343. 0435 832 272.  
**\$75,000**



**MAZDA MX-5 NA**  
 1990, Great condition inside and out with hardtop, as new glass window soft top, BC coil overs, 15in Rota Grid wheels, Current RWC, 702JPP. QLD. DIY1234483. 0407 170 989.  
**\$21,000**



**2007 PONTIAC SOLSTICE GXP**  
 Two-seater soft top convertible, 2.0L turbo, 260 hp, 13,100 miles, left-hand drive, unrestricted license. DIY1215811  
**\$55,500** **0419 309 381**



**1960 PORSCHE 356B**

Wide body replica, 2021 engine overhaul, rebuilt gearbox, and wiring. Super reliable and stylish. DIY1188686

**\$77,000**

**0400 806 001**



**2019 CHEVROLET CAMARO**

V8 engine, 10-speed auto, leather interior, 8-inch touchscreen, Bose audio, performance suspension. DIY1198418

**\$125,000**

**0402 720 496**



**1959 MG A**

Classic coupe with 1800cc motor, in very good condition. Fun to drive with unmatched charm. DIY1199754

**\$47,500**

**0408 270 188**



**1975 HOLDEN TORANA LH**

V8 engine, 5-speed manual, air conditioning, alloy wheels, and sports exhaust. DIY1234834

**\$95,000**

**0419 567 662**



**1975 FORD FALCON**

Matching numbers, 9 inch diff - 4.7 gears, quick shifter, custom radiator, ICE 7 AMP ignition. DIY1234764

**\$98,000**

**0421 544 248**



**1968 FORD MUSTANG GT**

Classic muscle car, pristine condition with 418 stroker engine, perfect for enthusiasts and collectors. DIY1182025

**\$155,000**

**0423 331 422**



**1970 FORD ESCORT**

Pinto 2L engine with new twin 45mm Webers, rust-free, gloss black suspension, and extra spares. DIY1234842

**\$45,000**

**0424 888 530**



**1976 FORD ESCORT**

V8 engine, engineered for exceptional performance. Comes with custom plates, 12 months rego included. DIY1234836

**\$65,000**

**0424 888 530**





**1998 FORD FAIRLANE**

Classic car with low mileage, excellent condition, and limited edition 082 of 106 built.  
DIY1206593

**\$58,000**

**0458 984 164**



**2020 FORD MUSTANG**

750 HP supercharged, immaculate condition, premium interior, enhanced sound system, advanced safety features. DIY1234763

**\$106,500**

**0459 181 474**



**2007 BMW Z4 M**

Hero color Imola Red, 6-speed manual, 89,000 kms, full service history, S54 engine, immaculate condition. DIY1216052

**\$68,500**

**0400 383 069**



**1930 FORD A MODEL**

Steel body, chopped 5", channeled 5", full NSW rego and compliance, 355 stroked engine, optional blower. DIY1188777

**\$97,000**

**0400 806 001**



**1948 ROLLS-ROYCE SILVER WRAITH**

New leather interior, fully refurbished, mechanically sound, seats 7, ready for the road!  
DIY1188778

**\$127,000**

**0400 806 001**



**1990 MAZDA MX-5 NA**

Hardtop, new glass soft top, BC coilovers, 15in Rota Grid wheels, current RWC. Great condition. DIY1234483

**\$21,000**

**0407 170 989**



**2004 MERCEDES-BENZ AMG E55**

Supercharged V8, 469hp, leather interior, sunroof, navigation, premium sound system.  
DIY1186537

**\$25,000**

**0408 038 392**



**1954 PLYMOUTH CRANBROOK**

Rewired with valiant motor/auto, disc brake conversion, PearlCraft steering wheel, no rust.  
DIY1231518

**\$27,000**

**0416 173 646**





**1968 CHEVROLET CORVETTE**

Convertible, total rebuild with body off restoration. Immaculate condition and ready to drive. DIY1222565

**\$75,000**

**0418 954 628**



**1969 JAGUAR E-TYPE**

Jaguar E-Type 4.2 manual, original import, matching numbers, extensive restoration, drives well. DIY1217091

**\$125,000**

**0408 951 203**



**1972 BUICK RIVIERA**

Right hand drive, full service history, family-owned, well-maintained classic car. DIY1234045

**\$75,000**

**0410 533 136**



**1991 MERCEDES-BENZ 500SL**

New 18-inch Monoblock rims, 100k km, resprayed, registered, drives like silk, includes RWC. DIY1234039

**\$54,000**

**0413 141 471**



**2004 MAZDA RX8**

13Bi rotary engine, 4-speed automatic, coupe with scratches, needs TLC, currently non-starting. DIY1234421

**\$6,500**

**0418 721 789**



**1980 FORD ESCORT mk 2**

Ford Windsor V8 (221 cubic inch/3.6 L), professionally built, panel van. DIY1234440

**\$68,500**

**0418 767 994**



**1973 CHEVROLET CORVETTE**

Matching numbers big block coupe, 454 Turbo 400, power steering/windows, A/C, black leather, all works. DIY1194870

**\$60,000**

**0401 188 909**



**1957 FORD THUNDERBIRD**

Restoration project with right hand drive conversion started. Car dismantled in boxes; no motor/gearbox. DIY1206620

**\$13,500**

**0405 151 515**





**1969 MGB MKII**

Refurbished suspension, new distributor, electronic fan, thermostatically controlled, excellent condition. DIY1234176

**\$25,000**

**0408 180 009**



**1950 STUDEBAKER CHAMPION**

Strong engine, stylish car with excellent upholstery and whitewall tires. Looks and drives great. DIY1200643

**\$29,500**

**0409 358 888**



**1982 MERCEDES-BENZ 280E**

Elegant sedan with refreshed suspension, minor dents, excellent engine, and needs AC service. DIY1202063

**\$4,500**

**0409 431 008**



**FORD FALCON**

Low mileage, V6 engine, leather seats, sunroof, advanced safety features, and a modern infotainment system. DIY1152320

**\$53,000**

**0412 405 338**



**LEXUS SC430**

Luxurious 2-door V8 convertible, premium leather seats, advanced navigation, and stunning design. DIY1190008

**\$25,000**

**0413 584 404**



**1966 PLYMOUTH BARRACUDA**

Powerful V8 engine; iconic rear window; smooth automatic transmission; sleek chrome accents. DIY1126442

**\$38,000**

**0418 912 601**



**2004 BENTLEY ARNAGE**

Luxury sedan with factory power upgrade, meticulously maintained. Only 47,000km, numerous premium features. DIY1234047

**\$120,000**

**0418 934 399**



**1968 CHEVROLET COUPE**

Fully restored coupe with powder-coated chassis, only 1,500 km on new engine. Stunning condition! DIY122564

**\$80,000**

**0418 954 628**





**TOYOTA CELICA RA45**

Factory 18R-GEU motor, 4-wheel disc brakes, W50 manual gearbox, new interior, spare parts included. DIY1152523

**\$21,500**

**0419 916 382**



**1926 ROLLS-ROYCE PHANTOM I**

Handcrafted luxury hearse with original fittings and classic elegance. Timeless design, truly unique. DIY1211394

**\$250,000**

**0423 294 927**



**1974 FORD CORTINA**

Factory 6cyl manual, clean underbody, rust-free, original car, drives really well. DIY1219880

**\$29,950**

**0425 737 324**



**MINI CLUBMAN**

Fully rebuilt running gear, great body condition, mostly original paint. DIY1221920

**\$32,500**

**0425 737 324**



**1996 MERCEDES-BENZ E320**

New transmission, lowered with Koni shockers, sound system, always garaged, new front/rear slotted disks. DIY1216584

**\$6,000**

**0426 140 002**



**1976 HOLDEN MONARO HX**

Professionally restored, worked 308 rebuilt, new tyres, Pedders sport suspension, no rust, excellent interior. DIY1234116

**\$68,000**

**0427 274 861**



**1934 CHEVROLET UTE**

Vintage utility vehicle with robust build, registered in CA, QLD LH10 paperwork included. DIY1233675

**\$53,000**

**0428 507 164**



**2001 CORSA VOLANTI**

High-performance vehicle with custom-built engine, exceptional handling, and top-tier craftsmanship. DIY1197336

**\$50,000**

**0429 261 366**





**HOLDEN WB ONE TONNER**

Versatile one-ton vehicle with strong towing capacity, spacious cabin, and durable build. Ideal for work. DIY1234201

**\$45,000**

**0438 653 956**



**1972 MERCEDES-BENZ 300SEL**

3.5L V8 with fully rebuilt engine, 600 miles since rebuild. Service history included, 168,941 miles total. DIY1095247

**\$49,500**

**0452 488 844**



**1963 CHEVROLET BELAIR**

Sedan RHD off chassis resto. All parts included. Rotisserie stands. Some rust in usual places. DIY1155724

**\$11,500**

**0477 990 007**



**2015 HSV GTS**

6.2L manual, supercharged, Harrop Stage 4 performance package. Immaculate condition. DIY1181527

**\$135,000**

**0478 719 974**



**1959 VOLKSWAGEN COMBI**

Immaculate condition, rebuilt 1500 single port motor, new battery with isolation switch, whitewall tires. DIY1234106

**\$89,990**

**0498 000 030**



**1988 CHEVROLET SILVERADO C3500**

Single cab pickup, 454 EFI, auto, A/C, PS, cruise, power windows, tilt column, deluxe interior, tow-bar DIY1198376

**\$35,000**

**0401 188 909**



**1967 FORD FAIRMONT**

302 automatic, club registered, fair paint, some rust as shown in photos. Originally 6cyl 3 on the tree. DIY1234060

**\$24,000**

**0419 546 804**



**1992 HSV MALOO VP**

Limited edition performance ute with rare auto transmission. Immaculate, enthusiast-owned, low production. DIY1209170

**\$39,999**

**0421 434 530**







**1967 JAGUAR MK II**

Restored saloon with Windsor 5L engine, runs smoothly. Unfinished project, needs some TLC. DIY1234054

**\$15,500**

**0467 828 508**



**1968 CHEVROLET CAMARO**

2-door hardtop coupe with 5.4L V8 engine, T5 5-speed manual transmission, and 10-bolt rear diff. TAI233713

**\$97,900**

**02 8315 0023**



**1994 FORD MUSTANG GT**

Supercharged 5.0L V8, EFI, 4-speed automatic, 3.73:1 rear differential, excellent condition. TAI233897

**\$38,900**

**02 8315 0023**



**1947 SUNBEAM TALBOT**

Classic convertible with pristine running condition, regularly driven. Registered with STAR UK. DIY1233799

**\$32,500**

**0447 870 007**



**2010 FORD FOCUS LV RS**

Mountune inlet manifold, upgraded dump pipe, lowered, Airtec Stage 2 Intercooler, low kms, log books TAI226377

**\$43,988**

**08 6500 0976**



**2021 FORD MUSTANG**

Sleek sports coupe with a powerful 2.3L engine, feature-packed interior, and extended warranty till 2026. TAI222674

**\$53,988**

**08 6500 0976**



**2007 MERCEDES-BENZ S350**

Stunning luxury sedan in Iridium Silver. Premium leather, wood grain trim, sunroof, V6 engine. TAI222504

**\$26,980**

**08 6500 0976**



**2021 TOYOTA YARIS**

All-wheel drive, turbocharged, low km, service history, two keys, limited edition rally build. TAI222489

**\$49,969**

**08 6500 0976**





**1972 FORD THUNDERBIRD**

Powered by a 7.0L V8 engine, paired with a 3-speed automatic transmission, 69,151 original miles. TAI203569

**\$29,900**

**02 8315 0023**



**1967 MERCURY COUGAR GT**

2-Door hardtop coupe, 6.4L 390 V8, 3-spd auto, Ford 9" rear differential with 3.00:1 gearing, black-on-black. TAI229000

**\$67,900**

**02 8315 0023**



**MAZDA MX-5**

Nimble roadster with 1.6L inline 4, 116 HP, 5-speed manual, rear-wheel drive, pop-up headlights. Fun drive! TAI216079

**\$15,000**

**03 9988 9143**



**1928 FORD MODEL A**

Original steel body, RHD. Full engine rebuild, numerous mechanical enhancements. Excellent condition. DIY1208307

**\$45,000**

**0412 994 123**



**1969 MAZDA 1500**

4sp manual, 62,349 miles. Engine runs but needs work. Unregistered, quick sale. DIY1233639

**\$5,500**

**0413 259 392**



**2012 HOLDEN HSV VE3**

325KW auto with electric sunroof, low km. Limited edition 25th anniversary. DIY1188139

**\$85,000**

**0419 446 264**



**FORD GALAXIE 500**

Full rebuild, new suspension, new exhaust, new radiator, strong engine, C6 automatic. DIY1208982

**\$48,000**

**0424 340 595**



**1973 FORD FALCON 500**

Fully restored muscle car featuring a powerful 360hp 351 engine, shift kit auto, and 9" disc brake rear end. DIY1218936

**\$115,000**

**0425 857 872**





**1955 FORD F100**

Classic pickup with V8 engine, hardwood bed, manual transmission, and restored interior. Must see! DIY1224978

**\$68,500**

**0427 327 317**



**1957 BUICK SPECIAL**

Special hardtop, 2 door, 364 V8, auto trans. Restored body, limited use, solid with import papers. DIY1105237

**\$89,000**

**0432 733 832**



**1989 JEEP GRAND WAGONEER**

Powerful V8, smooth automatic, all-terrain capabilities, ideal for weekend drives and off-road adventures. DIY1233678

**\$70,000**

**0448 064 467**



**1971 OLDSMOBILE 98**

Powered by a 7.4L V8 with a 3-speed automatic, this pillarless hardtop sedan shows 33,005 original miles. TA1206770

**\$38,900**

**02 8315 0023**



**2009 JAGUAR XK8**

Stunning coupe with leather interior, advanced navigation, premium sound, and low mileage. DIY1221134

**\$42,000**

**0400 113 543**



**1964 HOLDEN EH**

Classic car with powerful 149ci engine, 3-speed manual transmission, and stylish British racing green exterior. DIY1215114

**\$55,000**

**0411 026 843**



**1975 FORD FAIRMONT XB**

Original survivor, 250 auto, air, power steering, power discs, no rust, fantastic condition. DIY1223740

**\$24,999**

**0416 220 457**



**1978 TOYOTA COROLLA**

Liftback 1800cc 5-speed. Smooth-running engine, responsive & quick. Full brake and cooling system overhaul. DIY1127969

**\$11,500**

**0474 075 069**





**2012 MINI COOPER S**

Factory white with black stripes, partial leather racing seats, Bluetooth, cruise control, climate control. DIY1233604

**\$25,000**

**0479 163 998**



**1969 HOLDEN HT MONARO GTS 186s**

Bare metal respray, new brakes, reconditioned engine, new tires, all original, unregistered. DIY1233093

**\$165,000**

**0417 751 390**



**2003 FPV GT-P BA**

V8 engine, manual transmission, leather seats, premium sound system, alloy wheels, excellent condition. DIY1233430

**\$38,000**

**0419 859 709**



**HSV COUPE 4**

Coupe 4 with Harrop supercharger, Crow cam, 3" Di Filippo exhaust, original parts, and extra spares. DIY1232315

**\$80,000**

**0427 380 152**



**1966 FORD FAIRMONT XP**

250 motor, auto, rotisserie restoration, as-new upholstery, in good condition. Located in Hervey Bay. DIY1232279

**\$33,000**

**0458 644 754**



**1985 CADILLAC DE VILLE**

Stretch limousine with new 383 Stroker crate engine, new wiring, 9" diff, roll cage, 6 racing seats. DIY1188766

**\$97,000**

**0400 806 001**



**2007 HSV GRANGE WM**

Luxurious sedan with low kilometers, rare Red Passion paint, and premium features. DIY1233070

**\$39,500**

**0410 488 028**



**1978 CHRYSLER LEBARON**

Luxury coupe with only 43,000 kms, driven sparingly. Historic plates offer 60 days driving/year. DIY1012175

**\$24,000**

**0411 790 493**





**BMW 540 1993**

V8 sedan with Msport leather, sports exhaust, Alpine wheels, well maintained, great for collectors. DIY1233265

**\$19,000**

**0412 394 711**



**2000 BMW Z3 Roadster**

Rare 3L auto with low km, factory alloy wheels, black leather electric seats, full history & logbooks. DIY1230723

**\$24,000**

**0413 165 414**



**LOTUS EMIRA**

V6 engine, advanced suspension, premium interior, cutting-edge tech, low mileage, pristine condition. DIY1233413

**\$230,000**

**0416 094 435**



**2014 HSV MALOO GTS**

High-performance utility vehicle with delivery kms only, meticulously maintained, regular engine turnover. DIY1179883

**\$130,000**

**0417 455 991**



**1971 DODGE CHARGER**

Rebuilt 68 Big block 440 V8, 727 auto, tinted windows, new 20" black rims, vinyl roof and interior. DIY1232977

**\$39,900**

**0418 875 002**



**2003 FORD MUSTANG**

4.6L DOHC 32V V8 with Whipple supercharger, low kilometers, modular cast iron block. DIY1215958

**\$45,000**

**0429 426 200**



**1978 LOTUS ESPRIT S2**

Fully restored chassis & body, interior refinished, AP Racing brake upgrade, includes complete parts. DIY1233066

**\$45,000**

**0431 676 286**



**1990 FORD FALCON XF**

Genuine low km, restored and re-painted. Bathurst Globe rims, Bridgestone tires, 4.1L 250 engine, manual. DIY1174801

**\$36,500**

**0439 398 993**





**1979 HOLDEN KINGSWOOD HZ SL**

Classic resto project with storied history. Last registered in 2004, 2-owner vehicle, stored for 20 years. DY1232685

**\$10,000**

**0476 903 116**



**1948 BEDFORD TRUCK**

Vintage truck with a rust-free body, repainted to perfection. Ideal for collectors and enthusiasts. DY1208631

**\$45,000**

**03 6268 1716**



**1964 CHRYSLER VALIANT AP6**

Classic wagon, inline 6-cylinder engine, manual transmission, spacious interior, excellent condition. DY1213091

**\$36,000**

**0412 480 087**



**2010 MERCEDES-BENZ 220**

Luxury stretch limo with AMG grill and wheels, ideal for special events. ABN holders may claim in BAS. DY1161746

**\$139,000**

**0418 569 626**



**1995 MITSUBISHI GTO**

3.0L V6 twin turbo, 6-speed AWD, high performance sports car with sleek design and superior handling. DY1128381

**\$50,000**

**0422 674 364**



**1928 CHEVROLET NATIONAL**

Classic design, restored to perfection with extensive spares included. Ideal for enthusiasts. DY1189505

**\$30,000**

**0429 942 454**



**2004 HOLDEN MONARO**

Limited edition, pulse red, low kilometre, original owner, clear title, accident free, fantastic condition. DY11008509

**\$79,990**

**0431 934 474**



**1966 AUSTIN HEALEY BJ8 3000**

Twin-lights Mk3, replacement motor, gearbox included, nearly complete project. Original tags intact. DY1217364

**\$25,000**

**0433 550 793**





**2001 HSV CLUBSPORT**

Custom built 1000HP LS, detuned for longevity. Immaculate condition, one owner since new. DIY1175714

**\$100,000**

**0450 143 900**



**2005 FORD FAIRLANE**

Full exhaust, new sports suspension, 18" rims, numerous upgrades. Swap for similar value hot hatch. DIY1220418

**\$11,000**

**0401 312 662**



**1962 CHEVROLET BISCAYNE**

Classic car with V8 engine, restored interior, and low kilometers. Reliable and in excellent condition. DIY1175065

**\$75,000**

**0415 153 194**



**2000 HOLDEN CALAIS**

5.7L V8, gold exterior, black leather interior, 165,000 km, excellent condition, second owner. DIY1207724

**\$14,250**

**0415 277 868**



**1970 FORD FALCON 500**

Classic muscle car with powerful V8 engine, featuring custom Brabham upgrades and performance tires. DIY1216035

**\$120,000**

**0417 641 946**



**1991 VOLKSWAGEN BEACH BUGGY**

24,000 kms, one owner, registered in Vic, located in Qld, perfect for beach adventures. DIY1128998

**\$35,000**

**0418 201 059**



**2003 MERCEDES-BENZ 500 CLK**

17" alloy wheels, multi-zone climate control, cruise control, rain sensors, and multi-function steering. DIY1217427

**\$19,500**

**0424 326 295**



**2001 AUDI RS4 B5**

Quattro AWD, 2.7L twin-turbo V6, 6-speed manual, sport suspension, Bose audio, leather seats. DIY1188312

**\$105,000**

**0426 169 250**





**2003 SAAB VECTOR 9-3**

Sporty sedan, turbocharged engine, leather seats, sunroof, cruise control, 6-speed manual, 143,360 km. DIY1171183

**\$9,500**

**0438 887 068**



**1967 FORD FAIRLANE 500**

Classic coupe with powerful V8 engine, upgraded suspension, and vintage interior detailing. DIY1194127

**\$78,500**

**0400 575 902**



**1975 HOLDEN TORANA LH**

4-speed manual, 6-cyl engine, disc front brakes, drum rear, new shocks, bucket seats, mild cam. DIY1231176

**\$40,000**

**0402 295 495**



**2005 MAZDA RX8**

Smooth handling, rotary engine, well-maintained, log books included, only 40K miles, pristine condition. DIY1091409

**\$22,500**

**0402 656 365**



**1971 FORD GALAXIE 500**

Spacious 8-passenger wagon with a powerful V8 engine, power steering, and classic woodgrain paneling. DIY1215258

**\$65,000**

**0403 988 349**



**1968 TRIUMPH TR250**

Meticulous body-off rebuild, virtually new with right-hand drive conversion. A true classic car gem! DIY1158340

**\$57,000**

**0407 296 177**



**1994 NISSAN 300ZX**

Private local import, Z32 2 seater, Targa Top, hicaps, 5 speed manual, new battery and service. DIY1071856

**\$33,500**

**0408 208 358**



**1985 DE TOMASO DEAUVILLE**

Luxury sedan with 351 engine, limited slip differential, chrome wire wheels, and air power steering. DIY171759

**\$180,000**

**0408 628 677**







**1970 HOLDEN TORANA LC**

Interior fully restored with new black trim, door cards, roof lining, carpets. DIY1200053

**\$93,000**

**0409 591 602**



**1993 CHEVROLET SILVERADO**

RHD, 50,000 kms, 454 engine, air ride suspension, supercharger, BF Goodrich t/a radials, 4-speed auto. DIY1229875

**\$115,000**

**0411 748 405**



**1981 PORSCHE 928S**

Rebuilt engine and gearbox, seats 4 comfortably, fully registered, reliable and great for daily use. DIY1146532

**\$28,500**

**0412 107 802**



**2002 FORD FALCON AU 3**

XR8 with 220kw, automatic, leather seats, premium brakes, 203,000km, Pacemaker Headers and Hi Flow Cats. DIY1155691

**\$19,000**

**0413 194 308**



**1973 FORD MARQUIS**

Vintage luxury sedan with automatic transmission, pristine condition, and low 35,000-mile mileage. DIY1173736

**\$35,000**

**0413 645 265**



**1962 Studebaker Lark**

Original 259 V8, 3-speed auto, recent brakes/steering overhaul, excellent original interior. DIY1232370

**\$26,500**

**0414 854 214**



**1934 Hudson Terraplane**

Flathead 6-cylinder, 3-speed, factory rumble seat, mechanically sound, beautiful vintage styling. DIY1218713

**\$48,000**

**0414 996 969**



**1965 DODGE DART GT**

Convertible with new interior and soft top, A1 mechanical, new brakes, power steering, 273 Commando V8. DIY1126448

**\$35,000**

**0418 912 601**





# CLUB LISTINGS

PUBLICISE YOUR CLUB HERE



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## 944 RACING ASSOC

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A

## A9X TORANA CLUB AUST

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## ADELAIDE CRUISIN CLASSICS

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## ALBURY STREET RODDERS

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**ASSN CITROEN ENTHUSIASTS WA**

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### GIPPSLAND SPORTING & CLASSIC CAR REGISTER

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### GOLD COAST ANTIQUE AUTO CLUB

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### GOLD COAST MG CAR CLUB INC

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### GOLD COAST MUSCLE CAR CLUB

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### GOLD COAST PERFORMANCE FORD CLUB

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### GTR TORANA XU-1 CAR CLUB OF WA

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## H

### HAMILTON AND DISTRICT VINTAGE VETERAN CLASSIC

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**HUDSON TERRAPLANE RAMBLER ESSEX NASH AMC GROUP SA**

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**MARYBOROUGH DISTRICT ANTIQUE MOTOR CLUB**

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**MODIFIED BMW OWNERS CLUB**

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**MODIFIED FORD CLUB SA**

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**MODIFIED MINI CAR CLUB OF SA**

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**NSW CUSTOM CAR CLUB**

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**ONKAPARKINGA RAMBLERS CAR CLUB**

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## DEALER ADVERTISING ENQUIRIES 1300 362 355

Australian Muscle Car Sales (NSW).....	23	<b>How to Subscribe.....</b>	<b>4</b>	Performance Ignition Services (VIC).....	119
Auto Vehicle Valuations (QLD).....	103	KO Motoring Events (VIC).....	5	Prestige Motor Gallery Pty Ltd (NSW).....	35
Classic & American Imports (SA).....	51	John Conroy Classic Cars (QLD).....	55, 59	<b>Private Advertising Coupon.....</b>	<b>192</b>
Classic Car Market (Qld).....	39	Lionel Otto Instruments (QLD).....	103	Shannons Insurance (VIC).....	2, 3
Diecast Distributors Australia (Qld).....	196	Muscle Car Parts Australia (NSW).....	33	The Healey Factory (VIC).....	195
Glenyon Motors (VIC).....	118	Oldtimer Australia (QLD).....	43	Vision Auto Pty Ltd (VIC).....	17
Halcyon Auctions (NSW).....	15	Pennant Hills Auto Traders (NSW).....	9		

ADVERTISERS INDEX ISSUE 496



PAGES ISSUES

Browse by year

- 2024
- 2023
- 2022
- 2021
- 2020
- 2019
- 2018
- 2017

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Carmine Red, Chrome Wires  
SN4196 **\$35,000 EGC**



**1967 JAGUAR 340 MANUAL**  
**/O'DRIVE** Last of the MK2's  
Power Steer, Chrome Wires  
SN4191 **\$39,900 EGC**



**1955 BRISTOL 403**  
Extensively Restored, Steel  
Blue Met, Biscuit Leather, 2L 6cyl  
SN4306 **\$89,500 EGC**



**1965 JAGUAR E-TYPE SI FHC**  
4.2L Orig RHD, Matching No.  
Upated Brakes, Chrome Wires  
SN4290 **\$159,500 EGC**



**1955 AUSTIN HEALEY 100 BN1**  
Melbourne Delivered, Period  
Race History, 4 Speed & O/D  
SN4177 **\$85,000 EGC**



**1957 AUSTIN HEALEY 100/6 BN4**  
Aust Del, Early 2.6L 6Cy, I Front  
Disc, Red Trim, Chrome Wires  
SN4307 **\$79,500 EGC**



**1967 AUSTIN HEALEY 3000**  
**MkII**, Colorado Red, Upgrades  
Good History, Chrome Wires  
SN4249 **\$89,500 EGC**



**1967 AUSTIN HEALEY 3000 MkII**  
**BJB**, Golden Beige, Restored  
AirCon & Triple 2'S, 4 W' Disc  
SN4302 **\$119,000 EGC**



**2002 MG TF 135**  
Melb Del, 63,000km, Full  
Service History, 100kW  
SN4318 **\$14,500 EGC**



**1964 MG B MkI ROADSTER**  
14" Spine Drive Minators, Blue  
& Magnolia Trim, Jaeger Guages  
SN4322 **\$26,500 EGC**



**1971 MG B MkII ROADSTER**  
Aust Assembled, Camino  
Gold with Over Drive  
SN4310 **\$27,000 EGC**



**1954 MG TF ROADSTER**  
Tidy Example, XPAG 1250cc  
Red Leather & Grey Hood  
SN4311 **\$38,500 EGC**



**2016 MAZDA MX-5 ND CONVERT**  
29,000 Km, 2.0L DOHC 4 Cyl  
6 Speed Manual, Charcol Trim  
SN4313 **\$27,500 EGC**



**1964 RILEY ELF MKII**  
Rare, Luxury Mini Variant,  
1275cc and a Real Boot  
SN4160 **\$29,900 EGC**



**1967 MORRIS MINI COOPER S**  
**MKI**, Dark Green Metallic  
White Roof, Suspension Upgrades  
SN4147 **\$42,500 EGC**



**1958 AUSTIN HEALEY SPRITE MkI**  
1275cc A- Series, 45DCOE Weber,  
Ribcage G'Box & Disc Front Brakes  
SN4281 **\$43,500 EGC**

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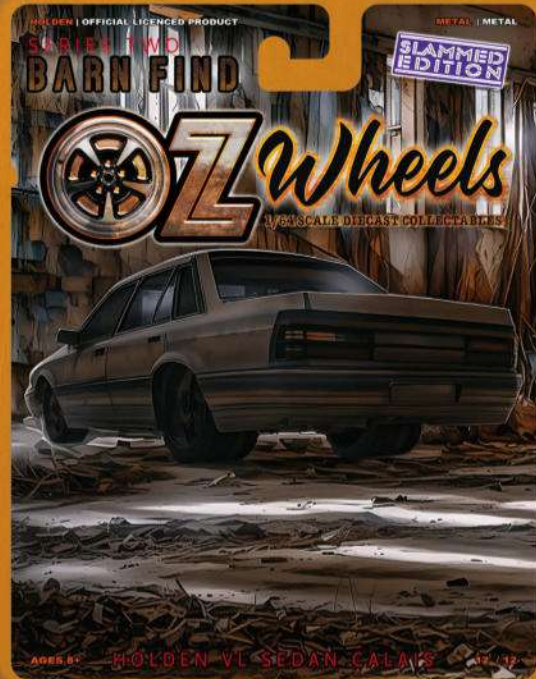
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