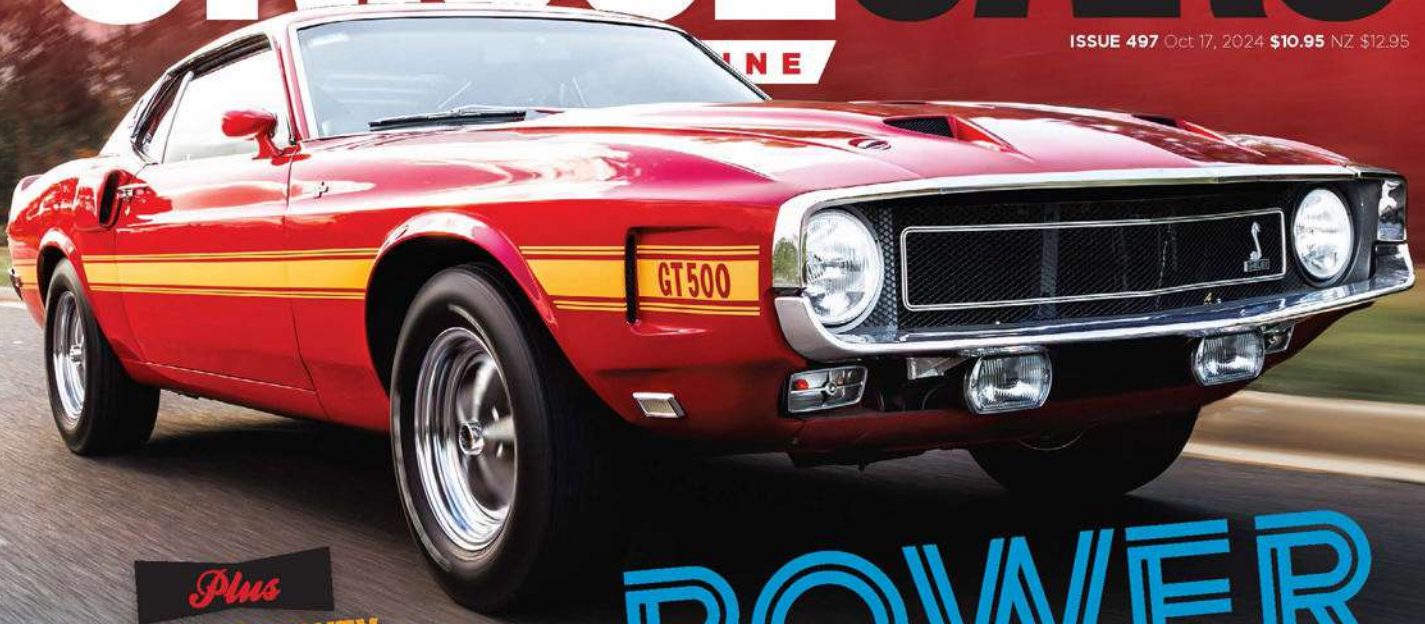




MINI CLUBMAN GT RESTORATION

UNIQUE CARS

ISSUE 497 Oct 17, 2024 \$10.95 NZ \$12.95



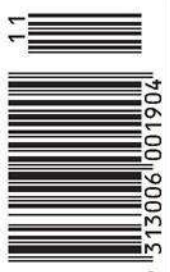
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2021, Dual Cab, 5.7 L Hemi V8 with 8 speed automatic. Custom steel bullbar, heavy duty suspension upgrade, 220 litre fuel tank upgrade, heavy duty towbar with electric brakes, side steps, wheel and tyre upgrade with brand new 35" muddies. EUF61T. TA1171716.
\$97,000



FORD FALCON GT XR 1967, (Tribute) Matching numbers rebuilt 289 V8, mild crow cam, polished, ported, blueprinted to original 225bhp spec. Electronic ignition, new top loader box, clutch, master, brake hoses, booster, wheel cylinders, shoes, fuel tank, wheels with original hub caps. 38307J. TA1152328.
\$130,000



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. FDT05G. TA1216297.
\$47,000



TOYOTA HILUX SR5 (4x4) GUN126R
2022, New 285/75x17 AT's on New XD alloys color-coded custom flairs Pro-forged upper control arms New Ironman Foam cell pro shocks with 3"+ lift Color-coded Ironman Commercial Deluxe Bullbar All accessories are brand new, with over \$30k at cost. IAN00T. TA1211343.
\$80,000



FORD F450 Dually King Ranch 6.7 Ltr V8 Turbo Diesel MY15
2014, Pristine condition, like new. 6.7L V8 Turbo Diesel Engine with significant performance upgrades, including dash-mounted variable chip and enhanced engine management system. AWL540. TA1228069.
\$169,000



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. Featuring a brand new 351 Cleveland 4V engine, 4-speed single rail gearbox, carburettor, and ignition, this GT TribUTE has everything new. 59028J. TA1229013.
\$110,000



GMC SIERRA DENALI Z71
2012, 4X4 Dual Cab Pickup powered by Duramax 6.6L Turbo Diesel with Allison automatic. This very impressive truck has all the toys, including leather interior with heated front seats, rear park sensors, sunroof, heavy-duty towbar with electric brakes and front and rear LED light bars. EZJ10C. TA1176450.
\$76,000



FORD F100
1987, 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. ELZ40W. TA1225005.
\$36,000



MERCEDES-BENZ X-CLASS 350D
2018, Power 4Matic 3.0lt V6 Turbo Diesel with 8 speed Sports Automatic. This luxury 4x4 is well appointed with a Mercedes-Benz canopy fitted with Titan slide out storage drawers, a nudge bar with LED light bar, roof racks, and roof rails on the canopy. BE0496. TA1171856.
\$55,000



BMW 4 SERIES 420i Sport Line F32 Auto
2014, With four brand new tyres and freshly colour-coated 19" alloy wheels, it has been meticulously maintained and comes with perfect service history and logbooks, along with two keys. EMP47C. TA1237126.
\$29,000



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PORSCHE 911
CARRERA S 997 Series
II MY12 Carrera S
Coupe 2dr PDK 7sp
3.8i
2011, Reputably a one-owner car, it has been meticulously maintained, with a full documented Porsche service history that showcases the care and attention this iconic sports car has received over the years. MY992. TA1235868.
\$140,000



CHEVROLET CORVETTE
C4 5.7LT V8
AUTOMATIC
CONVERTIBLE
1990, Underneath its fiberglass exterior lies a fully independent suspension, a four-speed automatic transmission, and a race-proven 5.7-liter V8 engine with Tuned-Port Fuel Injection and lightweight aluminum cylinder heads.
1G1YY3381L5118010. TA1231349.
\$44,000



MERCEDES-AMG SL63
R231 SL63 AMG
Roadster 2dr
SPEEDSHIFT MCT 7sp
5.5TT
2012, This exceptional Mercedes-Benz SL63 AMG (MY13), featuring a powerful 5.5L V8 twin-turbo engine delivering an impressive 395kW. With only 98,463 km on the odometer. CZT80W. TA1236189.
\$130,000



OLDSMOBILE 98
1970, A very genuine clean car and all original, absolutely all works including electric front seats, power roof, all new brakes front and rear, has had a recent service, only 3,161 were made. 44275.J. TA1194318.
\$28,000



MERCEDES-AMG C63 S
W205 807MY C63 AMG
S Sedan 4dr
SPEEDSHIFT MCT 7sp
4.0TT
2016, 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. TA1226765.
\$90,000



TVR TASMAN TVR
390SE V8 ROADSTER
1986, TVR 390 SE 4 Litre V8 Fuel injected Manuel with Halteck Elite remapped ECU, New brakes. The Roadster with less than 100 produced worldwide, close to 300 HP, this WEDGE TVR was built with an all-fiberglass body.
21266j. TA1093883.
\$43,000



MERCEDES-BENZ E63
212 AMG
2009, 6.2L supercharged engineered V8 with 7-speed sports automatic, giving you 0-100 in 4.5 seconds. Panoramic roof, custom leather interior with power-heated and cooled front seats, Alcantara steering wheel with paddle. 22268. TA1155713.
\$40,000



AM GENERAL HMMWV
M1097R1
1989, Upgrade equipped with a powerful 6.5-litre diesel GEP engine paired with a 3-speed automatic transmission featuring an optional park position. W45NSU30950049. TA1234070.
\$80,000



AUDI RS6 Performance
Auto quattro MY18
2018, Powered by a formidable 4.0L Twin-Turbo V8 engine and an 8-speed Tiptronic transmission, it perfectly combines performance, luxury, and practicality. BBM888. TA1235833.
\$110,000



HUMMER HUMVEE
HMMWV 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.
\$65,000

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SNAKE BITE!

THE 1969 GT MODEL WAS AS SIGNIFICANT AS IT WAS CONTROVERSIAL



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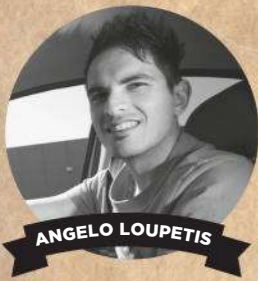
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DREAM VISION

THE SHELBY NAME ALWAYS RAISES THE BAR



OVER THE years *Unique Cars Magazine* has been fortunate enough to get its hands on many genuine Shelby vehicles, from multiple early Mustang GT350s, KR500s, Sunbeam Tigers, and even a few genuine AC Cobras!

When the opportunity arose to photograph our featured 1969 GT500, we pounced at the chance and it surely did not disappoint.

You see, for 1969 most people instantly think of the Boss 302, Mach 1 or highly collectible and expensive Boss 429 Mustang. As such, the 1969 Shelby is almost the long-lost child of the 1969-year offerings.

This car might not have the same kerb appeal as the previous Shelby incarnations, but the more you look at the '69 Shelby the more you appreciate its unique features and characteristics, with my personal favourite being the central twin exhaust reminiscent of a jet afterburner.

Just mention the name Shelby and any car buff gets a tingle of excitement. They set the benchmark on what is a desirable American classic and to most, any early Shelby Mustang or

Shelby associated vehicle is the ultimate find regardless of its condition.

Like our very own Peter Brock, a small selection of Shelby endorsed models are best forgotten, but his legacy lives on and has been carried out with the massive range of reproduction parts still on offer, trick components and numerous new models still offered, through the current generations of Mustang and furthermore in the Ford 'truck' fleet.

If you're lucky enough to own the real deal, we applaud you for your good taste and wise purchase, but for those not so fortunate, plenty of opportunities still exist to build their very own Shelby Mustang dedicated to the man who had a dream vision.

We hope you enjoy the latest issue and happy motoring.

Ang Loupetis

Get in touch

SEND YOUR EMAILS TO: uniquecars@primecreative.com.au

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TREASURE TROVE UP FOR GRABS

PHOTOS ★ RM SOTHEBY'S

ONE OF the largest and most secretly held hoarding of cars and parts, hidden away for generations will be revealed when they are offered over a series of auctions through RM Sotheby's in October 2024

The Junkyard: The Rudi Klein Collection was for decades, a mythical collection of incredible cars and parts that had been left to bake in the sweltering California sun, with some cars covered and others not. The existence of the collection was for many years

a rumour, shared amongst enthusiasts.

Inside the barbed-wire fence lived cars including the rarest Mercedes-Benz ever built, an alloy Gullwing thought to be long gone. It was believed to be a collection that would never be seen after many inquiring minds, collectors and enthusiasts had all tried, and failed, to gain entry.

Rudi Klein was a German immigrant who arrived in North America in the late 1950s, starting his career as



a butcher, but soon realised a much more lucrative living could be enjoyed in scrapping and dealing in European classic cars, resulting in the founding of 'Porche Foreign Auto' in 1967.

For the next several decades, Klein quietly amassed a

collection of some of the most significant collector cars while operating his scrapyards on the outskirts of Los Angeles. Not open to the public, the Klein Collection became a place of legendary myth, with much speculation surrounding



TOP Plenty of gems under the dust and rust. **BELOW RIGHT** And more so in the sheds.

its contents, and very few permitted entry.

Following Klein's passing in 2001, his family preserved the collection as he left it, with cars remaining untouched and maintaining their original or 'as is' condition. The forthcoming auction will be the first time many of the cars have been publicly displayed or even seen by current generations.

In a statement, RM Sotheby's said, "Over the past 40 years, our team has brought to market countless significant historical cars, each special in its own way. However, bringing something out of hiding that's only been rumoured to exist, like the legendary Klein Collection, is truly special.

"Discovering a hidden Mercedes 500K or an Alloy Gullwing is the kind of story that resonates with everyone, not just automotive enthusiasts. What Klein amassed here is one-of-a-kind, and we know many of these cars will live on

for generations, powering new projects, or preserved in their original state. It's an exciting opportunity for collectors, and the sky's the limit with this collection."

Headlining the lots is arguably one of the rarest Mercedes-Benz ever produced, the 1935 Mercedes-Benz 500 K 'Caracciola' Special. A unique coupe and the only one of its kind, originally delivered to



Another one-off is the factory-built 1967 Iso Grifo A3/L Spider Prototype by Bertone: The only factory-built Grifo convertible was used for publicity photographs and acquired by Rudi Klein many years ago from Hollywood producer, Greg Garrison.

A prized find is the 1961 Porsche 356 B 1600 'Twin-Grille' Roadster by d'Ieteren. This classic model is lauded for its distinctive design and performance, in the sought-after 'Twin-Grille' configuration. This specimen is believed to be in remarkable original condition and has less than 600 miles on the clock. 🚗

"DISCOVERING A HIDDEN MERCEDES 500K OR AN ALLOY GULLWING IS THE KIND OF STORY THAT RESONATES WITH EVERYONE"

the legendary Mercedes-Benz Grand Prix driver, Rudolf Caracciola.

Another highly-prized Mercedes will be the 1955 Mercedes-Benz 300 SL 'Alloy' Gullwing: It's one of just 29 produced and this is the only

example delivered in black, and was once owned by legendary racing and Ferrari figure Luigi Chinetti. Of all the 300SLs, it is a unique example of the most sought-after of all of that model, and virtually unseen for decades.

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



CANADIAN TRAVELLER
This old Ford jigger needed some TLC, it was wearing 1973 dated Ontario plates.

SEBASTION LANE -
EMAIL



I SPY PONIES
Spotted this facelift Mustang on my way to work, some huge angles in that rear bodywork, that's for sure.

BOB SANCHEZ -
EMAIL



FRENCH MARVEL
The later model Citroens might not have the beauty of the DS and SM, but you can see the family resemblance!

JIMMY PARDONIS -
EMAIL



GREENS TUFF
Gee I like the MK1 Cortina, even in four-door design the proportions are just right, besides the huge wheels.

MARIANNE BROCK -
EMAIL



NEWS

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WIN A TRIP TO THE nürburgring AND A 24HR MOTORSPORT EVENT IN SPA, BELGIUM



PLUS WIN AN INDIAN 101 SCOUT

SHANNONS HOT LAPS AT NÜRBURGRING

SHANNONS latest promotion has something any car enthusiast can only dream of.

The major prize is a trip for two to Germany flying premium economy to Munich, where the winners will collect a Mercedes-Benz hire car. You'll be staying at the luxurious Mandarin Oriental hotel for three nights while you explore this vibrant and historic city. In your hand will be AU\$5000 in spending money (or AU\$10,000 spending money if you're an eligible Shannons Club Member). After that you'll travel on the Autobahn to Stuttgart for a two-night stay and visit one of the most impressive auto museums in the world, the seven-storey Mercedes-Benz Museum.

After that it's more Autobahn time on a drive north to Nürburg, the home of the Nürburgring where you'll stay trackside for two nights. Then the action really heats up.

Nestled in the Eifel mountains, the Nürburgring Nordschleife track is one of the world's longest, most challenging and beautiful. A 20.8km ribbon of tarmac that features more than 170 corners. You

will experience every inch of the famed circuit in an exhilarating taxi lap ride, strapped in tightly as a passenger in a Porsche GT3 RS, piloted by a professional driver.

At a more sedate pace you'll also enjoy a guided convoy road tour around the local area, driving a BMW M240i. This includes lunch and a visit the museum and shopping boulevard.

After that you make your way through the mountain ranges to Spa in Belgium and stay for three nights to attend one of the biggest GT races in the world, the CrowdStrike 24 Hours of Spa, inclusive of VIP hospitality tickets, circuit viewing in the paddock and grid walk access before finishing this once-in-a-lifetime prize in Frankfurt.

There you have another three nights exploring the city, including the Main River, theatre district, shopping, parks and museums. When you arrive home your new Indian Motorcycle 101 Scout in Ghost White Metallic will be waiting for you. For details and to enter, head to shannons.com.au

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MUSEUM OF VEHICLE EVOLUTION

NESTLED IN the Goulburn Valley in Central Victoria, just south of Shepparton, is the Museum of Vehicle Evolution or MOVE for short. Recognised as one of the leading museums in the country.

The focus at MOVE is to tell the global evolution of modern motoring globally and Australia's automotive history specifically, with exhibits highlighting a particular marque, style, era or country of origin.

Also at the museum is the Garth Wallace Harley-Davidson collection, showcasing a century of fully restored and survivor machines from the legendary American brand.

The Goulburn Valley is one of Australia's vital regional and national transport hubs, with the industry growing alongside the vast agricultural activities in the region. The transport industry is a major employer, and today one in four larger commercial vehicles in Victoria are registered in the Goulburn Valley.

Within MOVE is the Kenworth

Dealer Pavilion, housing around 50 trucks, buses and other commercial vehicles spanning a range of ages.

The pavilion highlights some of the leading lights of the local trucking and transport industry, telling the story of their lives, their businesses and the trucks they operated.

But MOVE is about much more than cars, motorcycles and trucks with locals, the late Paul Farren and his wife Charlie dedicating 40 years to amassing one of the finest collections of vintage bicycles in the world. The collection has more than 200 bikes, dating from as early as the 1860s and including tricycles, penny farthings, and even hobby horses. It is arguably one of, if not the most important collections of its type anywhere in the world and a large portion of the extensive collection is based at MOVE. Charlie Farren works closely with MOVE to ensure the best visitor experience and shares her extensive knowledge through different mediums.

Then there's the Furphy Museum celebrating the history of the iconic local family behind the business Furphy & Sons and Furphy Foundry.

Famous for their water carts and camp ovens, Furphy's is celebrating its 160th year in 2024. The display shows it transforming from its early days to become the modern engineering and manufacturing business that still operates in Shepparton and beyond today. It's a story full of characters, hard work, ingenuity and maybe even a tall tale or two.

MOVE's latest exhibition is headlined with a Tucker 48 that is sometimes, but incorrectly called a Tucker Torpedo. The car on display is the only one in Australia and one of just 51 ever built, including the prototype before the company shut down. This car also featured in *Unique Cars* in 2018. The Tucker 48 is best remembered for its radical design, engineering and its engine that was derived from a Bell 47 helicopter. It was way ahead of its time.

One car that will be instantly recognisable to most is the Holden Torana GTR XU-1 that Peter Brock used to capture his first Australian Touring Car Title in 1974. He also drove an SL/R 5000 in a couple of rounds the

same year, before the L34 was launched.

Local racing hero Bryan Thomson features at MOVE with two of his race cars on display. His Mercedes 450SLC is very un-Merc-like, featuring a Formula 5000 engine that partially sits in the cabin for better weight distribution. The other Thomson car is a replica of his original VW Fastback, of which both were built by Shepparton engineering guru Peter Fowler. The vee dub also sports an F5000 engine, in place of the back seat.

These four cars each have a fascinating past and are must-see attractions, in addition to all the other significant displays at MOVE.

Visit moveshepparton.com.au for more information.

MUSEUM of VEHICLE EVOLUTION



For more info on the MOVE Museum **SCAN THE QR CODE**



LEFT MOVE hosts numerous motoring events.

RIGHT The Avenue of Legends.



A MUSEUM WITH A HEARTBEAT, SHARING THE STORIES THAT MOVE US

Nestled in Shepparton, Victoria, MOVE is more than just a world-class transport museum; it's a journey through history on wheels. From unique, rare, and iconic cars and motorbikes to trucks and buses, MOVE brings the legends of the road to life.

At the heart of the experience is the renowned "Avenue of Legends," where the stories of transport icons and their machines unfold. Beyond vehicles, MOVE is home to a diverse range of incredible collections: the Furphy Museum, the Farren Vintage Bicycle Collection, the Dick Clayton Collection of gramophones, telephones, and radios, and the stunning Loel Thomson Costume Collection.

Each exhibit is brilliantly displayed in an interactive and modern space, creating an immersive experience for visitors of all ages.

MOVE
MUSEUM of VEHICLE EVOLUTION

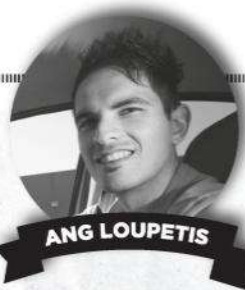
Open 7 days per week: 10am to 4pm

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move.shepparton.com.au



UNIQUECARS
MAGAZINE



ANG LOUPETIS

NOS CORNER

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

1



1 - 1969 SHELBY DEALER MAILER

Our friends at Vernon Estes Classics has some of the best Shelby memorabilia around, including this complete 1969 mailer, which includes the showroom brochure, accessories sheet and a letter from the desk of Carroll Shelby himself. The best part is it's still in the original mailer.

For Sale \$275
shorturl.at/SLAfA

2 - GALE HALL MILE-O-METER CUSTOM

This vintage gauge almost feels like a speed alert of the past, indicating your fuel consumption according to your driving. Besides its colourful and attractive display, it's a depressing view when you're up for some heavy right-footed fun!

Sold \$64
shorturl.at/J5AUG

3 - SONY MICRO TV TO SUIT MERCEDES-BENZ 600 GROSSER

The Mercedes-Benz 600 (W100) Grosser was the choice of the rich and famous when new, and it still oozes glamour today. Unsurprisingly, one of the genuine accessories on offer was a Sony Micro television that could be connected to the vehicle's 12V battery, or on its own power-pack supply. It was highly advised to be used in the rear seat only.

For Sale \$745
shorturl.at/MvS2L

4 - 1960 PLYMOUTH STEERING WHEEL

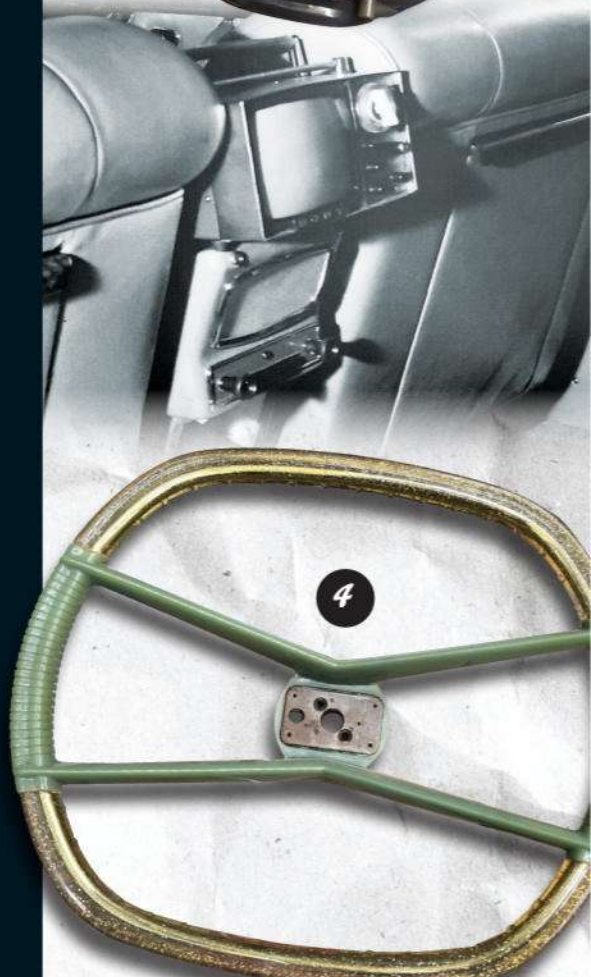
The Forward Look Chryslers no doubt had onlookers wondering if they were already seeing the future! Plymouth's new Aero Wheel was an item of beauty and looked like a customiser's dream creation on a mainstream car. Here is your chance to get that perfect example for that concours restoration or the perfect addition for that custom car.

For Sale \$5240
shorturl.at/zzjPI

3



4



2



World's only one-piece moulded car carpets



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 Vinyls

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.



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 and 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.



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.



New Product

Holden Monaro
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1pc Moulded Carpet

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Australian made using local material. New Australian owners since 2020. Customised with any colour.

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UNIQUE MATS

AUTOHUSH



MODEL EXPO



HOME-GROWN

HOLDEN MAYBE GONE, BUT THE TEAM AT SUPERSONIC COLLECTIBLES ARE DOING THEIR BEST TO KEEP THE LION BRAND ALIVE, ALONG WITH ANOTHER FRESH BATCH OF YOUR FAVOURITE HOME-GROWN CLASSICS



1:24 - HOLDEN HQ CUSTOM

Matte Black with red and blue colour-shift stripe, Spectra Rides, light up plastic model.

SKU: DDALU13



1:24 - HOLDEN LJ TORANA GTR XU-1

Teal, Spectra Rides, light up plastic model.
SKU: DDALU12



1:24 - FORD FALCON XY GT-HO

Yellow Ochre, Spectra Rides, light up plastic model.
SKU: DDALU11



1:24 - HOLDEN HJ PANEL VAN

Max's Dirty version, Spectra Rides, light up plastic model.
SKU: DDALU15

VISIT US ONLINE

To purchase these models and browse the comprehensive range visit:
supersoniccollectibles.com.au

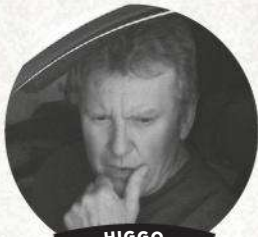


Our Brands

DDA Collectibles, Hot Wheels, Greenlight, GMP, Schuco, Shelby Collectibles, ACME, King Creation Turntables, Movie Cars, Motormax, New Ray, Oz Legends, Tarmac, Solido, Jada, Autoworld, Johnny Lightning, Remote Control, Model Kits - AMT, MPC, Polar Lights, Lindberg, Glencoe.

Presented by
Donington
AUCTIONS

AUCTION ACTION



HIGGO

Block party

WHAT'S MOVIN' AND SHAKIN'

VOLKSWAGEN PASSAT R36

Pace, plush and practical. That sums up VW's R36 Passat that sold here for two years, from 2008-10. Just 1740 sold, with wagons accounting for two out of three sales. Powered by a direct-injection 3.6lt V6 delivering 220kW-350Nm nailed to a six-speed DSG with 4Motion (AWD), sub six-sec 0-100km/h was impressive. They are luxurious and easy to spot, too. Now they're inexpensive ranging from \$10-16K. Check underbody for scrapes, service history and the DSG gearbox functions as it should. There was a recall to replace a battery cable so check it's been done.



THE AUCTION WORLD IS FULL OF SURPRISES,
WITH CONSTANTLY CHANGING VALUES,
AND THE OCCASIONAL BARGAIN.
HERE ARE SOME OF THE HIGHLIGHTS

1966

FORD THUNDERBIRD TOWN LANDAU Q CODE

Sold! **\$69,000**
BRING A TRAILER

THIS CAR was once Carroll Shelby's daily driver. It was one of 10 ordered by Shelby American with the option packs, and Shelby-Cragar wheels added. Nine were sold as a promotion with this one retained by Shelby. It was sold to the company accountant's father and remained with him until 1982. It was bought by the vendor in 2018 and underwent a resto. It's Candyapple Red with black leather, a 428ci V8 three-speed auto and is fully-loaded with options including power seats and a Stereosonic tape system. It sold with a reproduction window sticker, a build sheet, Shelby documentation, owner's manual and service records. As well as unrivalled provenance.



2009

HOLDEN HSV R8 CLUBSPORT TOURER

Sold! **\$33,350**
COLLECTING CARS

EXCLUSIVITY, POWER and practicality sum up this HSV R8 Clubsport Tourer. Up front is a 6.2-litre 'LS3' V8 with 375kW and 675Nm. At the rear is the drive and in-between is a six-speed auto. Finished in Heron white over a black leather trimmed cabin, it's number 84 of just 179. It has been enjoyed for 125,000km by its three owners and cared for with ceramic coating. It's being sold with its owner's pack, two keys, and servicing and maintenance invoices. Family trucksters aren't made like this anymore.



2011 FORD FOCUS RS500

Sold! **A\$136,700**
ICONIC AUCTIONEERS, LOT40003

OVER THE YEARS we've been treated to several Ford hot hatches with the big kahuna being the limited-edition (to 500) RS500. This one has done 8500 miles and is number 103 of the 500 built. It was first registered in the UK in August 2010. It's one of 101 allocated to the British market and the vendor doted over it, keeping it stored within heated and insulated motor-car housing and rarely used. It went with a history file and original service book.



1967 MGB ROADSTER

Sold! **\$21,850**
COLLECTING CARS

IT'S RARE to stumble over a one-owner MGB as the years go on, but here's one. It underwent a comprehensive bare-metal resto in the late 1990s and it's claimed since then to have been driven just 2000 miles. Under the bonnet is a 1.8lt four tied to a four-speed manual. It rides on 14-inch chrome wire wheels with knock-off hub nuts and it went with the original driver's handbook and service book, the original purchase receipts, and some supporting invoices up to 2018. Makes for a fun amig on weekend drives.



On the block

1972

DONINGTON AUCTIONS

Estimate: \$80-100,000

online.doningtonauctions.com.au

ALFA ROMEO JUNIOR Z 1600 COUPE

ONE OF A handful of Junior Zs in the country and just 402 of the larger-engined 1600 model made by Alfa in the early 1970s, this wedge-shaped 105-series was restored by an enthusiast in Sydney 30 years ago. Converted to right-

hand drive and finished in the very '70s shade of metallic champagne with black upholstery, this rare coach-built Alfa Romeo styled by Ercole Spada, comes with an extensive history file and collection of spares.



2000 MAZDA RX-7 SERIES 8 TYPE RZ

Sold! **\$82,000**
COLLECTING CARS

SOLD IN 2014 it has been with the same owner since then. Just 175 examples of the FD-gen Series 8 RX-7 Type RZ were built. Its 205kW of power is sent to the rear wheels through a five-speed manual. In total it has covered 90,873km, but the engine was rebuilt by chief wrench of Mazda Motorsport, Daniel Decker at 89,000 clicks, so she's like a new one. Snow White Pearl Mica is the hue and this example features Recaro bucket seats, Bilstein suspension and 17-inch aluminium BBS wheels.



1969 MERCEDES-BENZ 280SL

Sold! **A\$105,000**
BRING A TRAILER

LIKE A REMBRANDT or a fine red, Mercedes convertibles only grow in value with age. This Fire Engine red 1969 280SL has a 2.8lit six paired with a four-speed manual, itself a rare combo. It came with a soft and hard top, and the 14-inch steel wheels feature painted hubcaps. It had been with the vendor for a decade, who added 6000 of its 96,000 miles, and was sold with the owner's manual and service records.



1987 PEUGEOT 205 GTI 1.9

Sold! **A\$55,000**
ICONIC AUCTIONS

THIS PUG was named 'Car of the Decade' by CAR magazine in 1990. This example with 55,274 miles on it, spent virtually all its life in an underground garage in Monte Carlo. Arctic White with contrasting trim it was used to ferry its owner between his residences in Nice, Monte Carlo and London. The interior is like new and it retains its original manufacturers stickers under the bonnet and doors. Included were its books and manuals, and the original Monaco number plates.



2015 6K-MILE 2015 AUDI R8 V10 COUPE

Sold! **A\$165,100**
BRING A TRAILER

ANOTHER SUPERCAR no longer being made. The Audi R8 was considered an 'everyday' supercar due to its practicality. This 2015 example has the thunderous 5.2-litre V10 sitting behind the occupants' heads, and all four wheels are driven through a seven-speed dual-clutch auto. Panther Black Crystal in colour, inside is nappa leather trim, and since it rolled off the line has travelled a mere six thousand miles.



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PRINCIPAL PARTNER



1971 DATSUN 510 STATION WAGON

No Sale **PASSED IN**
BRING A TRAILER

THIS 1971 Datsun 510 wagon (or 1600 as we call them) underwent refurbishment including repainting the exterior in Beryl Yellow, refreshing the brightwork, retrimming the interior, fitting a front spoiler and SSS Bluebird grille, and building and installing an L18 1.8lt four with dual carbs, bolted to a 280ZX five-speed manual and a Mazda RX-7 LSD. It now has discs all-round, lowered suspension and JDM seats and door cards. It also came with the manufacturer's literature but didn't attract a high enough bid so was passed in.



1976 FORD ESCORT RS 2000 AUTOMATIC

Sold! **A\$115,350**
ICONIC AUCTIONS, LOT 365

WE REPORTED the impending auction of Henry Ford II's Escort a couple of issues ago. Now this one-off RS 2000, finished in Roman Bronze Metallic and sporting an auto gearbox and unrivalled provenance, has found a new home. Sometimes known as Hank the Deuce, Henry Ford II was the eldest grandson of the company founder and had this one-off Escort made for him while running Ford of Europe. It was with the vendor since the 1990s and early in this century underwent a full resto.



2002 TIGER SUPER SIX

Sold! **A\$9550**
BRIGHTWELLS CLASSIC CAR AUCTIONS LOT 407

THIS LOOKS LIKE FUN at a bargain price and just in time for the warmer weather. This Tiger Super Six has travelled a mere 4053 miles. Tigers utilised Ford Crossflow, Pinto and Zetec engines and transmissions, and some VW componentry. The Super Six was Tiger's first model and stayed in production until 2008 when a lack of donor parts forced the company to close. This has a two-litre engine and five-speed manual gearbox and came with data sheets, tuning guides and shop manuals. Ideal for brisk country runs or track days.



2004 AUDI A6 ALLROAD 4.2 V8

Sold! **A\$59,300**
ICONIC AUCTIONS LOT 328

A STOVE HOT V8 WAGON with royal provenance is what the winning bidder got with this car. It was owned by His Royal Highness Prince Aga Khan. One of a handful of right-hand drive V8 allroad quattros made, this royal rocketship went to Quattro GmbH who painted it Prince Aga Khan Green and the Recaro interior was trimmed in beige nappa leather. It had Bose stereo, Navigation Plus, solar sunroof and a TV.



1992 FORD ESCORT RS COSWORTH

Sold! **A\$132,000**
ICONIC AUCTIONS

FIRST TESTED then bought by Jeremy Clarkson, this is one of three hand-built 'Pre-production Prototypes'. The Escort Cossie was an 'homologation special' and its purpose was to incorporate parts Ford planned to use in their rally cars to ensure success. Small, light and nimble with Cosworth power, four-wheel drive transmission and effective aero, 2500 were made. It's rumoured the cost of the three prototypes was A\$488,000. Clarkson's once daily is finished in Mallard Green with a Raven Hide interior, and in superb condition throughout.



1955 MERCEDES-BENZ 300SL GULLWING

Sold! **A\$2.71M**
BRING A TRAILER

THIS IS ONE OF 1400 Gullwings made during their three-year production run. This has the optional Rudge 'knock-off' wheels and was exported to the USA in late '55. One owner kept it for 16 years and another for 37. It competed in the California Mille and has received over A\$115k in service costs in the last 18 months. Finished in silver over blue leather, it is powered by a 3lt inline six with Bosch fuel injection and dry-sump lubrication. Sold with a copy of its factory build sheet.



On the block

1979 FERRARI 308 GT4 DINO 2+2 COUPE

DONINGTON AUCTIONS

Estimate: \$70-90,000

online.doningtonauctions.com.au

FINISHED IN the rarely seen combination of silver with contrasting blue upholstery, this 308 GT4 Dino offers two-plus-two seating and classic 1970s wedge styling by design house Bertone. Sensibly estimated to reflect the current market and supplied with an original tool roll, the

308 has been owned by a Ferrari Club member based in NSW since 2009 and maintained in strong mechanical condition. One of the best driving V8 Ferraris of the Enzo era, the 308 GT4 remains the most affordable way into Prancing Horse ownership and the ideal first Ferrari.

GEARBOX

PREMIUM
★

CHRISTMAS IS COMING,
SO LET'S GET SOME NEW TOYS

1. BATHURST BELTER

Holden's Torana A9X was one of the General's biggest race winners. In 1978 the factory Fords were in Cobra livery and the A9X tamed them. Best of all was Peter Brock and Jim Richards, who cruised to victory. Now you can relive that wonderful win with a keepsake of this special car in a 1:24-scale model. It is superbly presented and highly detailed, with opening doors and hatch and is finished in almost full race livery - it's missing the ciggy branding. A Holden to be treasured. Price is \$109.95 supersoniccollectibles.com.au

2. GODZILLA GARB

Another car to conquer the mountain was Nissan's R32 GTR, though it was never popular as the Fords and Holdens that won. A cutting edge race-car brilliantly engineered by Gibson Motorsport and driven to victory by Jim Richards and his sidekick, Mark Skaife, a then champ in the making. Show everyone you're a fan of Godzilla or a Nissan enthusiast and grab one of these Godzilla tees. It features the nose and tail of the R32 plus the Gibson Motorsport logo. Available in many sizes. \$40 from tcrmerchandise.com.au



3. HOLDEN TIME

Holden may have left the building years ago but now you can celebrate 'our' Aussie brand with a stainless-steel timepiece. It features 1950s Holden graphics and uses precision quartz movement for accuracy. Each watch is individually numbered so you're reminded it's a true collectible. A brown, genuine leather band completes the look of this classic design. It also comes with a Certificate of Authenticity and a presentation and storage box. Yours for \$299.95 bradford.com.au

4. CAT CASE

Like the cars themselves, this Jaguar leather case oozes style and class. It looks the part too and is a great way to stay organised. With several compartments you can arrange this soft leather case in a variety of ways. There is loads of room for notepads, a laptop, smartphone, accessories, and more. Measuring 41cmx10cmx30cm it has a capacity of 30 litres and features leather handles and a removable shoulder strap for versatility. Step out in style with the Jaaaag leather case for \$785 from shop.jaguar.com

5. MEMBER'S ENTRY

The Museum of Vehicle Evolution or MOVE in Kialla, just a couple of quick gear changes south of Shepparton, is one of the best car museums in the nation. Its having a membership drive and you get plenty of bang for your bucks. Single and family memberships are available and this offer includes 12-months full access to the museum to visit whenever you want, exclusive discounts, a member's key ring and four free passes. A single membership is \$80, with family membership just \$180. moveshepparton.com.au

6. PONY FEEDER

The crew at All Muscle Car Parts have parts for just about any make and model. And here's another example, a brand new reproduction 1969 Mustang Fuel Tank. It just happens to coincide with our cover car. These fuel tanks have a capacity of 20-gallons or 76 litres and drop straight in where the old tank was and feature a drainage hole. If you've just spent thousands on an engine rebuild, don't risk it with an old fuel tank with god knows what lurking inside. Being local, you'll save big time on shipping costs, time and exchange-rate blues. The tank costs \$325. allmusclecarparts.com.au





MOTORS & MASTERPIECES OUR GREAT SOUTHERN LAND

WORDS & PHOTOS ★ MOTORS & MASTERPIECES

THE INAUGURAL Motors & Masterpieces is going to showcase the very best of Australia's automotive past, with the Great Southern Land category one of ten showcases that will take over the Melbourne Showgrounds from November 22 to 24.

Our homegrown industry was one of which we can be incredibly proud, producing models that stacked up on the world stage.

While the dollars and cents ultimately curtailed manufacturing on these shores,



over a century of local design and production showed what the Land Downunder was capable of.

There is perhaps no more iconic brand than General Motors-Holden.

From humble beginnings, the marque became a powerhouse, with nameplates such as the Monaro, the Torana, the Kingswood, and the Commodore which led the brand through the early 1980s until the company was ultimately shuttered.

Other manufacturers,

NOV 22-24
2024



meanwhile, set up shop in Australia and produced their own line of bespoke vehicles designed especially for the needs of the local audience.

Think, for instance, of the ute, which Ford Australia innovated with the introduction of its coupe design mated to a tray back in 1934.

While Ford manufactured some of its worldwide models at plants peppered around the country, perhaps its greatest achievement was the Falcon, which went through seven distinct generations from 1960 to 2016.

Holden and Ford both sprouted performance spinoffs

in Holden Special Vehicles and Ford Performance Vehicles, with the Holden variants finding great success in export markets.

Charger, Pacer and more, while makes such as Leyland add to our motoring story.

Great Southern Land is set to be a must-see attraction at

"THERE IS PERHAPS NO MORE ICONIC BRAND THAN GENERAL MOTORS-HOLDEN"

Other key Australian manufacturers that will feature in the Great Southern Land showcase include Chrysler Australia, which produced nameplates such as the Valiant,


Motors & Masterpieces.

The selection covers many of the important cultural movements involving man and machine from across the world, with your pride and joy set to



Keep up to date with the latest event news by **SCANNING THE QR CODE**

have a home amongst similar machinery, for thousands of visitors to enjoy.

For further details, visit motorsandmasterpieces.com 



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 with 'Gotaways' in the title



MASERATI BITURBO Our elderly Italian neighbour owned a red Maserati Biturbo that was his daily driver well into the early noughties. It was in superb condition and from memory, a 1988 model. He actually offered to sell me the car in 2006 for \$10K, but the stereotype of Maserati electrical gremlins scared me off, a decision I still regret today!

NIKOLA INSBURG

**FEBRUARY 1997
AUSTIN-HEALEY 100S**

The most significant car advertised in February 1997 did make the front cover but probably warranted an entire page inside as well. The white over blue Healey was one of 55 'Sebring' versions produced and for part of its life was owned by 1950s radio star and racer Jack Davey. It is AHS3905, which arrived in Australia during September 1955 and was sold to former Australian Grand Prix winner John Crouch. It is believed to remain in Australian hands. UK prices a decade ago reached £675,000, however, the recent sale of Car 3901 brought a hammer price of just US\$489,000.

~~\$750,000~~
~~- \$850,000~~

NOW

\$195,000

(UCS237-027-345) AUSTIN HEALEY 100S. The ex Jack Davey car, famous for the Sydney-Melbourne high speed run with radio broadcasts in 1956. 21,000 miles from new. Probably the most original of the world's 35 100S's. Immaculate. A rare opportunity.

**AUGUST 1996
BUICK ELECTRA**

Back before our politicians decided to emulate the common people and ride about in BMWs, our overlords and masters used big black Buicks like this one. It may not have seen Prime Ministerial or Premier's Department service, but looking imperious and parking wherever you chose would be useful when doing the business as wedding-day transport. Almost thirty years later, and assuming an owner who understood its need for maintenance, this big Electra probably looks as good and goes as well as it did in the 1990s. It may also have made just enough to cover the tyre and servicing bills.

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

NOW

\$22,500

(UMP-086-358) 1969 BUICK ELECTRA CUSTOM 225, 4 door pillarless, air conditioning, 430 cid, TH 400, pos 3 trak, power windows, all luxury items, CD, new Whitewalls, 12 months reg, already moved, must sell. QJC-867. NSW. \$22,500 ono

**NOVEMBER 2007
DAIMLER 2.5 V8 SALOON**

This car with any size Jaguar engine would, at that price, have been ranked just a step or two above being a basket case. Jaguar people didn't like their brand being infiltrated by Daimler's 'little' V8 and Daimler people didn't like Jaguar. Period. The V8 Daimler lasted seven years before it and all the compact Jags were binned to make space for XJ6/ Sovereign models. More than 17,000 of the 2.5 V8 were made and they survive in quite significant numbers. According to the UK's How Many Left website, around 740 small Daimlers remain registered in the UK, with another 270 running but laid up.

~~\$24,000~~
~~- \$28,000~~

NOW

\$13,800

DAIMLER V8

Beautifully restored with long reg, new tyres and RWC. Grey with grey trim. Drives beautifully, unmarked inside & out. VIC ST2093681. \$13,800



(UCP-090-263) TORANA SLR5000 L34 1974. Genuine and original, fully restored. "Top 50" at Summernats 4, original interior, engine and wheels, with spares. High output package oil cooler. 139,000 kms. E/N Qld. \$18,000 neg

~~\$200,000~~
~~-\$240,000~~



\$18,000

SEPTEMBER 2000 HOLDEN TORANA LH L/34

Deep down, Holden would have known what a crook device the original SL/R 5000 Torana was and how much help was needed to get the nose-heavy Holden ready to race. In addition to a beefier engine block, bigger brakes, wider track and guard flares, the limited build L/34 offered a Race Pack that was fitted to just a few cars and upped the price by more than 20 per cent. Values during the 1990s hovered around \$15,000 and didn't move much until 2005-06 when came a sudden surge towards \$50,000. Today an L/34 with Summernats cred will be worth many times that amount.



(UCD-236-35CP) 1973. Red beige interior, 91,000 miles, original condition, automatic, wire wheels, factory sunroof SUcarbies crane Allison ignition, low miles come with spare parts handbook tools workshop manual. JAGV12. \$41,950

~~\$90,000~~
~~-\$100,000~~



\$41,950

JUNE 2004 JAGUAR E-TYPE V12 FHC

Ten years after being described as 'the most beautiful car in the world' Jaguar's E-Type had gained weight and was visibly ageing. V12 Roadsters still did okay in the enthusiast market, but Fixed Heads - especially automatics - were losing the battle and down significantly on the \$55-60,000 they would make in the mid-1990s. Most V12s were built left-hand drive and sold in the USA, so an Australian delivery, wire-wheeled car should be enjoying renewed appeal and be worth at least twice the diminished amount that it might have made 20 years ago.



(ssn) LEYLAND MINI CLUBMAN GT 1971. Registered 9/89, genuine unmarked original condition. Full mechanical rebuild (Not run in). mags and factor wheels, owners handbook, second Mini Club Concourse 1988. Suit collector. \$7,000

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



\$7,000

JUNE 1989 LEYLAND MINI GT

Having myself sold a part dismantled, ex-NSW Police Clubman GT for \$2800 at around the time this car was advertised, I'm prepared to suggest that whoever bought it for \$7K or thereabouts had snared a serious bargain. Local Clubman GTs were built from mid-1971 until January 1973, with a reported 1001 sold here and another 198 to New Zealand. Only 108 were Police specification so mine had scarcity on its side, however, it certainly wasn't fit to run second at anything let alone a Mini Club Concourse d'Elegance. Today, maintained in similar condition, \$50,000 could be possible.

TRIUMPH TR4 ROADSTER



(2CP-243-39) 1964 Triumph powder blue 4-speed manual 14,499 mls. This is a genuine sale of a much loved and little used vehicle, WA \$19,000

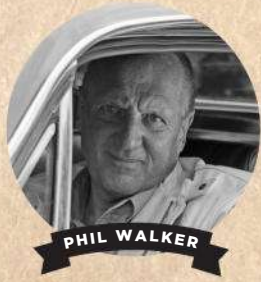
~~\$40,000~~
~~-\$45,000~~



\$19,000

JANUARY 2005 TRIUMPH TR4

Strange as it may seem, bigger, more comfortable and very nearly weatherproof Triumph TR4s sell in this country and overseas for significantly less than the earlier and more common TR2-3A. Local auction results show well presented though not show standard TR4s, selling during 2024 at \$40,000 and \$45,000 respectively; well adrift of the \$50-65,000 being made by excellent TR3 and TR3A models. TR4s like this one, boost their desirability further by including a 'Surrey' top which, years prior to Porsche's Targa 911, allowed a section of roof to be unclipped and stowed in the boot.



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2017 FORD MUSTANG TICKFORD BATHURST '77 SPECIAL \$200,000

WITH A MERE 4000 KILOMETRES, THIS FUTURE CLASSIC CAN BE ENJOYED NOW AS IT APPRECIATES IN COLLECTABILITY

REGULAR READERS will know I've had a few Mustangs tucked in the shed over the years and have enjoyed my time with every one of them. Thanks to a mate of mine, I've had the honour of slipping behind the wheel of one of these Bathurst Tickford '77 Special Mustangs, and they're excellent.

They were created in 2017 as a tribute to the Bathurst one-two finish by Allan Moffat and Colin Bond 40 years earlier in their XC Falcons, and they are very exclusive with just 40 made. This one is even more significant as it is build #33, and as anyone who knows will tell you, that is a significant race number of Moffat's.

The Bathurst 77 Special looks identical to the famous Falcons and

its performance grabs your attention, with its Roush supercharger giving the 5.0lt V8 542kW and it's tied to a six-speed manual. It has bespoke suspension, meatier brakes and gold finished wheels like those on the hardtops in '77. Inside are leather and alcantara seats, and if that's not enough, adding to its collectability, the glovebox and build plate on this one are signed by Allan Moffat.



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2008 FPV GTP Falcon 315Kw
Octane



\$245,000

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GMH Press Test Car



\$240,000

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Unrestored Survivor!



\$74,990

1980 VC HDT Brock Commodore
Build No.230



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Vitamin C



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1996 HSV VS GTSR Commodore
Build No 81/85



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1965 Ford Mustang Shelby GT350 Tribute
Candy Apple Red



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Plumdinger



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1970 LEYLAND MINI MOKE **\$57,000**

SUMMER WILL be here soon and if you are anything like me, every time I see a Moke I smile. They take me back to more casual times when life wasn't as torrid as today. Back in the day, a mate of a mate had one and we'd pile in and often head to the beach. We had loads of fun in it, even when it rained and we got drowned! This one looks to be in excellent condition having undergone a complete restoration. For starters the four seats each have seat belts and it has an internal roll bar plus a custom tourneau cover with clear side screens, solving the drowning issues we had. It'll turn heads at the beach and anywhere else you go.



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1951 HOLDEN UTE FX **\$49,000**

IF YOU ever wanted to own some ute royalty, check out this old timer. It sure looks fabulous, and original too, built in the first year of FX ute production. That means a lot. While it shows 69,000 miles on the odo, that's almost an afterthought as the interior and exterior have been refurbished to original specs and the six-cylinder engine was also rebuilt to original specifications in 2022. No mention of the three-on-the-tree manual gearbox being done though. Said to have lived its entire life in Tumut, just up the road from Talbingo where it resides with its third owner. It comes with its original owner's manual too.



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1967 CHEVROLET CHEVELLE **\$99,000**

IN SOME ways the Chevy Chevelle was the forgotten muscle car as all the hype centred around the Chevy Camaro, Dodge Charger and, of course, the Mustang. This genuine SS two-door hardtop is left-hand drive and equipped with a 454ci V8 big block and a desirable four-speed manual, it even has an array of mod cons including Bluetooth stereo with subwoofer, electric front windows and working air-conditioning to make to those weekend cruises far more pleasurable. Recent work includes some attention to the gearbox and diff, and the Chevelle is said to look, sound and drive amazingly.



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2017 HSV GTSR VF **\$165,990**

THE GENERAL saved the best till last and so did HSV. It was a sad year for iron lion fans and the Aussie car industry when the doors were shut and lights turned off for the last time at Holden's Elizabeth (SA) plant. The upside was anyone with a Series II VF is looking smart. Even smarter are owners of HSVs of VF II based cars. A one-owner car with all the documents and dealer invoice, and just 1658km on the clock. Clearly it was bought to resell and not drive. Pity, the owner missed out on something magical. Designated build #002, this six-speed auto is finished in Sting Red paint and is like new inside and out.



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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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HOLDEN COMMODORE VF II MY17 2017, MULTI POINT F/INJ 6.2L 6 SP AUTOMATIC. LAST17. TA1238717. **\$44,990**



CHIRON LMP3 2009, . UNREG. TA1238625. **\$79,990**



HOLDEN TORANA LC 1971, GTR LC CARB 2.8L 4 SP MANUAL. UNREG. TA1238238. **\$84,990**



FORD MUSTANG 1964, . UNREG. TA1237076. **\$69,990**



FORD MUSTANG 1968, CARB 4.7L 3 SP AUTOMATIC. UNREG. TA1236815. **\$199,990**



HOLDEN TORANA LX 1976, SS LX CARB 5.0L 3 SP AUTOMATIC. UNREG. TA1236003. **\$239,990**



FORD FPV BA 2003, FPV GT BA MULTI POINT F/INJ 5.4L 4 SP AUTO SEQ SPORTSHIFT. DE85SP. TA1233189. **\$36,990**



HOLDEN COMMODORE VL 1987, EXECUTIVE VL CARB 5.0L 3 SP AUTOMATIC. TBA. TA1228725. **\$79,990**



FORD MUSTANG 1969, . UNREG. TA1227314. **\$144,990**



FORD FAIRMONT XW 1970, . UNREG. TA1227084. **\$139,990**



VOLKSWAGEN KOMBI 1979, . EST04P. TA1227421. **\$38,990**



FORD FAIRMONT XY 1971, CARB 5.8L 4 SP MANUAL. UNREG. TA1216166. **\$189,990**

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LETTER OF THE MONTH

Justin receives a DDA 1:24 scale XY GT Falcon Custom plastic model kit, thanks to our friends at Diecast Distributors Australia!



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THE NUMBERS GAME

Always look forward to reading an article on a small Ford and in particular the Cortina GT500. Harry Firth really was indeed a visionary thinker and ahead of his time! As editor of the Ford RS Owners Club Vic newsletter *Pacenotes*, back in 2012, I wrote an article about the development of the GT500, which was based on original Ford correspondence I managed to 'stumble across'. Yes, original, hand signed, noted and initialised correspondence from the development team, including Harry as they developed the base Mk1 Tudor GT into a GT Special and then the legendary GT500. In fact the GT500 name was agreed to by Ford on Feb 18, 1965.

As many may know, in 1965 the Armstrong 500 required a minimum of 100 cars to be built and sold before an entry could be accepted by the organisers. Harry's GT500 'homologation success' in the Armstrong 500 in 1965 led to the eligibility rules being changed in 1966 to a minimum of 250 to discourage 'specials', what a pity!

To answer the question – how many were built, it's not possible to definitively answer that one but ... the records I have confirm 110 Tudor GT Cortina's were ordered and to be shipped in monthly batches of 25 (March), 25 (April), 25 (May) and last batch of 35 in June 1965 to Harry's workshop for rework to GT500 specification. Ford had ordered 110 close-ratio gear sets and other components to build the

necessary 100 for public sale. These were then sold to the public asap to meet the eligibility requirements. Ford left the door open for more to be built but there is no evidence of more close-ratio gear sets or other components necessary for the GT500 being ordered. Many may disagree, however I suspect there were only 100 to 105 GT500s tweaked by Harry's team to achieve homologation and then sold to the public with the balance becoming the race cars. Without any evidence of more close-ratio gear sets being ordered and delivered to GT500 specifications or a record of Ford sending more GT Tudors to Harry's workshop, it seems unlikely more were produced even though Ford was on record of being prepared to sell more if demand arose.

Food for thought and may explain why the GT500s have always seemed rare as gold dust!

Justin Lange

ED: *Justin, as time passes by insights such as yours are always appreciated, especially when the evidence can be backed by official documentation from the era. Regardless of the exact build numbers, I'm sure any current owner should be fond of the scarceness of these unique Cortina's and lucky to be the current custodian.*



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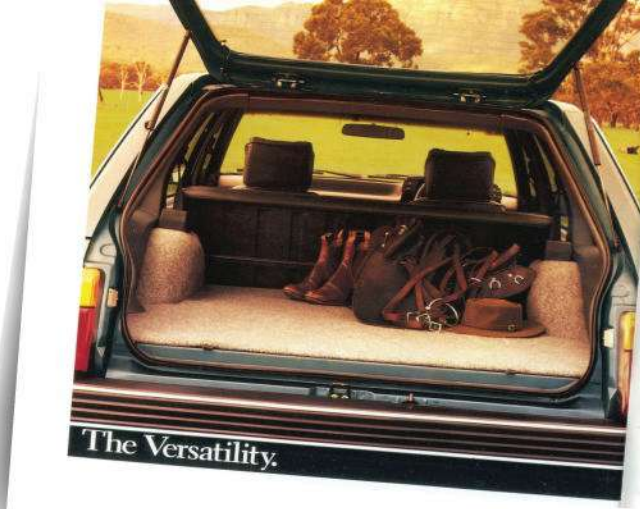
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72-8402

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TC/MLG



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EEC4 (Electronic Engine Control) is an on-board digital microcomputer which monitors and controls a number of vital engine functions including air flow, fuel flow and spark timing.



It also provides an "interactive spark strategy" in response to engine load, speed, temperature and time from start-up. The benefits of this computer control system show up in the control of performance, engine running, reliability and economy. And since the EEC4 can interface with modern diagnostic

servicing equipment, servicing with that equipment becomes faster and more efficient.

Falcon sedans incorporate the proven Watts Link rear suspension system to give you excellent road holding and stability. Even while cornering or towing, Falcon keeps you in firm touch with the road and provides a smooth comfortable ride on most road surfaces.



A 4-speed manual floor transmission is standard.

Or at extra cost, you can learn your choice of engine with a smooth 3-speed T-bar automatic, or 5-speed manual floor shift.

If you drive long distances, you'll especially appreciate the benefits of the tall-g geared 5-speed manual transmission which assists fuel economy.



ABOVE The Falcon Alloy Head II for 1987.

BELOW The old hub puller trick does it again.

FLYING FALCONS

A great article on a part of Ford history that has not really been mentioned much over the years.

Just wanted to highlight a few issues in the article. One being on page 90 where reference is made to 'newfangled, alloy headed injected 4.1 six'. Alloy headed is correct as the Alloy head was introduced during the run of the XD. However, injected didn't happen until 1983 when the Bosch K Jetronic system was introduced during the run of the XE as an option on all models fitted with the 4.1, in 1983. The V8 was discontinued as an option in November 1982.

Also, the reference to the use of the Tramp rod on page 86, it should also be noted the tramp rods were used on the XA through to the XC on the GTs and also the cars fitted with RPO-036, however, only on the left side. GT's got them on both sides and also the 28 Spline rear axle was only available in the 5.8.

Please don't get me wrong I think that the article was great and well written, but just those things were in error.

Dale Gollan

DM: Mate, you got me. I didn't mean to suggest the XD ESP six-potter was injected, but that's precisely how it reads. But here's a question for you: Was the first alloy headed Falcon six a 3.3-litre with the 4.1 following later? My childhood memories of the whole alloy head thing were of police cars (my Dad was a NSW copper) with the 200 cubic-inch donk and the little, rectangular Alloy Head badge on the front

"THE ALLOY HEAD WAS INTRODUCED DURING THE RUN OF THE XD. HOWEVER, INJECTED DID NOT HAPPEN UNTIL 1983"

guard. I can't find any evidence that the 3.3 alloy head beat the 4.1 to market, so maybe it says more about the NSW Police bean-counters than anything else.

Either way, the alloy head was, even in carburetted form, a big improvement and illustrated that Ford was serious about making its engines work despite ever tougher emissions laws, while Holden was clearly prepared to roll the arm and pay lip service to the idea. It was a mistake, of course, as this was about the point in history where Ford's beefier, but no thirstier sixes, helped it take Australian market leadership.

I'm actually a huge fan of inline sixes, and believe me, the fact that a 4.1 Falcon would give a 253 V8 Holden a good dusting was far from lost on me.

As for tramp rods, I happily defer to your greater knowledge. Seems to me, too, that you might be the bloke that knows for sure: Did the ESP get a steering box with a quicker ratio? I've heard the stories, but I can't find a source to confirm it. If it's true, it's more evidence that Ford was really having a red hot go with the ESP concept.

The flip side of course, is that when Holden developed the latter-day Monaro, it was engineering with a slightly slower steering ratio in the interests of high-speed sneeze-factor.

Anyway, thanks for your feedback. It's always appreciated.

HUB PULLER

Morley, got this puller on eBay and it was just what I needed for



the old humpy. I've never been really good with tech and online stuff, but I'm starting to realise it's the best way to get what you need. Glad to see the history of this item in your column.

The pill testing is a hard one. I can't imagine taking my bag of weed to get tested back in the '80s, nor did I have to worry about it because I knew what I had. Just stay away from pills and powder kids, it will take everything away from you. Stick with cars!

Richard Collard

DM: Man, what a lovely old Humpy. I hope it's got a stinky-hot red six in it.

You're right that buying stuff online is a great way of casting your net further when trying to dig up hard-to-find bits and pieces. There are two main catches, as far as I can see.

The first is that you have to wait for Aus Post to crank up the treddy and drop the stuff in your mailbox (I'm an eat-the-cake-now kind of bloke). The second is that the online world is full of scumbags who would happily do you out of your hard-earned. I've run into these scammers myself a couple of times, but I've always used a secure payment method and always got my money back. Be wary of any seller who won't accept a secure payment method, and be careful of a deal that seems too good to be true. Because it probably is.

As for a drug of choice: You're spot on. I'll take cars over chemicals every time. ☹️



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1971 PORSCHE 911 E



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AND BRING ITS NEW OWNER PLENTY OF JOY

WORDS & PHOTOS ★ THE HEALEY FACTORY/UC STAFF

THE 1971 911 E produced 155bhp, a significant gain from the 911 T's 125bhp, achieved by the use of Bosch mechanical fuel injection and 9.1:1 compression.

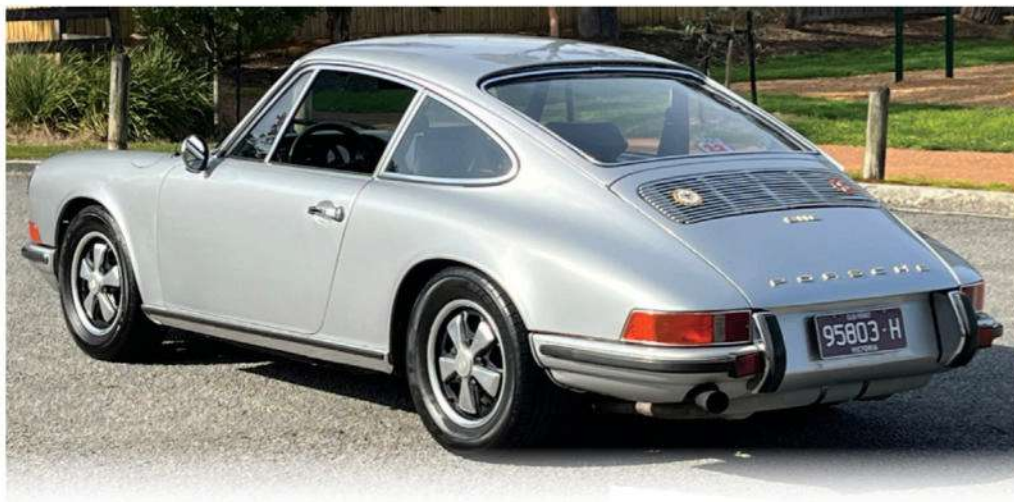
Introduced in 1970, the long wheel-base 911 gained superior stability, and the iconic Fuchs alloy wheels, while retaining the long bonnet styling.

This left-hand drive 911 E was imported from Arizona, USA to Victoria in 2008, with import documentation showing that it had only travelled 61,653 miles.

Finished in Silver Metallic, contrasting the original style black trim, the Porsche's cockpit features its original steering wheel and an upgraded Pioneer CD audio system.

Since its arrival, the Porsche has travelled just under 17,000 miles, and has been maintained by Auto Coupe, with the most recent works completed April 2024. Supplied with a colour-matched 911 S front bumper bar, the correct 911 E bumper has just been





Vital Stats

1971 PORSCHE 911 E

ENGINE: Flat 6-cylinder of 2195cc capacity

FUEL SYSTEM: Bosch L mechanical fuel injection

GEARBOX: Type 911 5-speed manual

SUSPENSION: Independent (f & r)

BRAKES: Disc (f & r)

WHEELS: 14-inch Fuchs alloys

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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**



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WITH CLIFF CHAMBERS



LEFT Ferrari 250GT California was the highest auction performer at Monterey Car Week, 2024.

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WHILE BIG BUCKS WERE TOSSED AROUND IN MONTEREY,
IT WAS MORE CONSERVATIVE HERE IN AUGUST

WORDS CLIFF CHAMBERS ★ **PHOTOS** RM SOTHEBY'S, GOODING & COMPANY, DONINGTON AUCTIONS, PRIME CREATIVE MEDIA

If you pay rent or a mortgage and stare horrified at the bank statement each time an installment is deducted, you know times are harder than before certain people started wars, which sent the cost of everything we no longer make here skyward.

It must be tough in other places as well, except for a Californian beachside enclave where the differences between those who scratch to find the rent each month and those who spend millions on a whim becomes very obvious.

Monterey Car Week is a celebration of automotive excellence. It is fuelled by people who literally hand over blank cheques for the chance of winning something at Monterey's highlight; the world famous Pebble Beach Concours 'd Elegance.

Monterey also embraces five separate car auctions that are held during Car Week, including one based in Florida on the absolutely opposite side of the USA. Doesn't matter. We are all friends where selling cars to rich folks is concerned.

In a place where US\$1-2 million is a pretty typical 'guiding price', the money paid for extraordinary cars can, and does, exceed \$15 million. No car sold in Australia has approached that figure, although someone did pay \$11 million for a number plate.

It is also nowhere near the top price for a collector vehicle, which stands currently at US\$143 Million that was paid in 2022 for a Mercedes-Benz 300SLR prototype. It isn't even one of one though, with Mercedes keeping the other example.

Biggest money at the Monterey sales was commanded by a stunning Ferrari 250GT California roadster that exceeded its top estimate and sold for more than US\$17 million (A\$25M). That result did leave followers of the second dearest car looking a bit sheepish; it being a rare 1938 Alfa Romeo that had been estimated at US\$20 million (A\$29.4M) but only just made the high side of US\$14M (A\$20.5M).

LEFT Everyone loves a 'Bug-Eye' Sprite, with this stunning example selling for \$50K.



WITH CLIFF CHAMBERS

LEFT This 1938 Alfa Romeo was one of only five genuine Long-Chassis 8C 2900B Touring Spiders known.



In Australia during August and on a totally different pricing planet, we saw some still lovely cars offered for sale at local events, alongside yet another record-setting number plate.

Our top price for a four-wheeled collectible got nowhere near the mega millions seen overseas. In fact, it fell a few bucks short of \$250,000, while the plate went for over \$390K.

The car wasn't something most people would be taking to the shops on Saturday, either; a perfectly preserved HSV VL

the two-tone seats are confronting. With 300kW pumping out of a 5.7-litre Callaway V8, this ignored investment will get itself to the far end of a 400m strip in under 13 seconds and is one of only 134 ever made.

Another car at Burns' sale that looked the business and provided almost 7.0 litres of V8 was a very early Buick Riviera, painted in candy red but very tasteful inside. It sold for a Premium-inclusive \$41,700 and would accommodate the whole family, with space in

"ESTIMATED AT US\$20 MILLION BUT ONLY JUST MADE THE HIGH SIDE OF US\$14M"

'Walkinshaw' Group A that had been pampered since new and travelled only 38,000 kilometres in 36 years.

Second in line for the Holden enthusiasts' dollar was an equally pristine HDT VC 'Brock' Commodore that had travelled around 7000km since being restored 18 years ago. It made almost \$200,000.

Well below them in the sub-\$50,000 segment were plenty of accessible cars that would make almost everyone happy. Heading the list from Donington Auctions most recent sale was the cutest Bugeye Austin-Healey Sprite seen in a long while, and which doubtless will be surrounded by admirers when next it appears on a Club run. It sold for exactly \$50,000 plus Buyer's Premium.

Need something that fits all the family and is guaranteed to ruin an M3 driver's day when leaving the traffic lights? Over at Burns & Co's August auction was a lovely example of the VX SV300 Commodore that was sold a couple of K shy of \$50,000, or about 20 per cent of the money paid for the Walky.

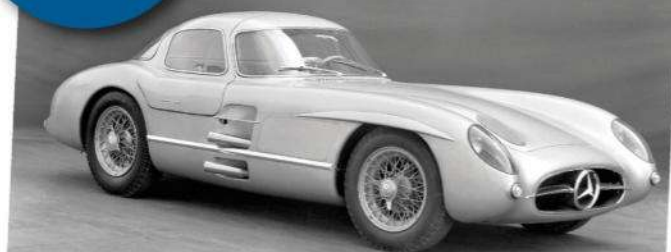
In every respect the SV is a superior device to Tom's Trolley; faster with more equipment and great brakes, although it must be said

the boot for a billiard table.

Next month and for many months to come, these and other sales sites across the nation will roll out more cars that are affordable and ready to make life more interesting for anyone with an under-performing bank account.

Cliff Chambers
September 2024

RIGHT Prototype Mercedes-Benz 300SLR still holds the auction record at US\$14.3M!



LEFT The recently auctioned 38,759km VL Walkinshaw graced the *Unique Cars* front cover back in issue #355, 2013.



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Unreg. \$139,950



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Unreg. \$114,950



1922 Packard Single 6 Series 126 Sports Tourer
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CLIMBER OR SLIDER?



PHOTO ★ PRIME CREATIVE MEDIA

FORD FALCON XR-XY

AUSTRALIA didn't seem fond of early Falcons until 1966 when the brawny XR series arrived to change the nation's mind.

The XR was USA inspired, but looked nothing like earlier Falcons. This was a Mustang in family form, complete with optional 4.7-litre V8, and from mid-1967, a GT version.

Awards including Car of the Year acknowledged the big Ford's excellence as family transport. Then in 1968 an XT version of the GT finished third outright and was the first Australian car home in the London-Sydney Marathon.

The shape changed in 1969 when the XW adopted a Mustang-style inset grille and replaced the Falcon's trademark circular rear lights with wraparound units. The XY launched in 1970 changed very little, but offered a wider range of engine and transmission options to the mainstream Falcon range.

Basic Falcon and Falcon 500s could be specified with six-cylinder or V8 engines, three- or four-speed manual or automatic transmission. If a car was specified with a V8, power-disc front brakes were mandatory.

These cars today have become exceptionally scarce

– some do survive as original or replica Police pursuit cars – and prices are likely to exceed \$100,000.

Dealers could also specify XW-XY Falcons with V8 engines and four-speed manual transmission plus a GS pack with extra lights, chromed wheel covers, an upgraded dash and GT-style steering wheel.

Utilities built with V8 engines weren't common as new vehicles but have become easier to find with the passage of time. Checking the build plate to confirm authenticity is an obvious precaution, but even if the plate is apparently genuine, other measures that confirm the vehicle as a factory V8 is recommended.

Genuine V8 utes are worth significantly more than sedans, as are big-engined panel vans.

Basic six-cylinder XR-XYs that have survived intact are still reasonably rare and a little less expensive than V8s. Prices moved very significantly between 2016 and 2022, reflecting heightened demand generated by the closure of Ford's local factory.

Values more recently have been tempered by climbing interest rates and slow clearance rates of cars initially advertised at inflated,

COVID-era prices. We wouldn't call it a slide at this stage, more a correction as vendors accept that the market has changed and the gains experienced a few years back aren't sustainable. 📉



HOW THE PRICES MOVED

| MODEL | YEARS | COND 3 | COND 2 | COND 1 |
|------------------------|----------------|------------------|-----------------|-----------------|
| 2010 | | | | |
| XR-XT Falcon Six | 1966-68 | \$2200 | \$5500 | \$8500 |
| XR-XT Falcon V8 | 1966-68 | \$2800 | \$7500 | \$11,000 |
| XW Falcon Six | 1969-70 | \$2500 | \$5400 | \$9000 |
| XW Falcon V8 | 1969-70 | \$3500 | \$7700 | \$11,500 |
| XY Falcon Six | 1970-72 | \$3000 | \$5700 | \$9500 |
| XY Falcon V8 | 1970-72 | \$4000 | \$8500 | \$12,500 |
| 2022 | | | | |
| XR-XT Falcon Six | 1966-68 | \$12,500 | \$28,500 | \$40,000 |
| XR-XT Falcon V8 | 1966-68 | \$ 20,000 | \$42,000 | \$64,500 |
| XW Falcon Six | 1969-70 | \$16,500 | \$35,000 | \$48,500 |
| XW Falcon V8 | 1969-70 | \$25,000 | \$48,000 | \$70,000 |
| XY Falcon Six | 1970-72 | \$20,000 | \$40,000 | \$57,500 |
| XY Falcon V8 | 1970-72 | \$32,500 | \$57,500 | \$78,000 |
| 2024 | | | | |
| XR Falcon Six | 1966-68 | \$8500 | \$22,500 | \$32,000 |
| XR Falcon V8 | 1966-68 | \$14,000 | \$37,000 | \$55,000 |
| XT Falcon Six | 1966-68 | \$5500 | \$19,500 | \$34,000 |
| XT Falcon V8 | 1966-68 | I/D | \$34,000 | \$50,000 |
| XW Falcon Six | 1969-70 | \$11,500 | \$30,000 | \$42,500 |
| XW Falcon V8 | 1969-70 | \$23,000 | \$45,000 | \$67,000 |
| XY Falcon Six | 1970-72 | \$13,000 | \$33,000 | \$45,500 |
| XY Falcon V8 | 1970-72 | \$26,500 | \$52,500 | \$70,000 |

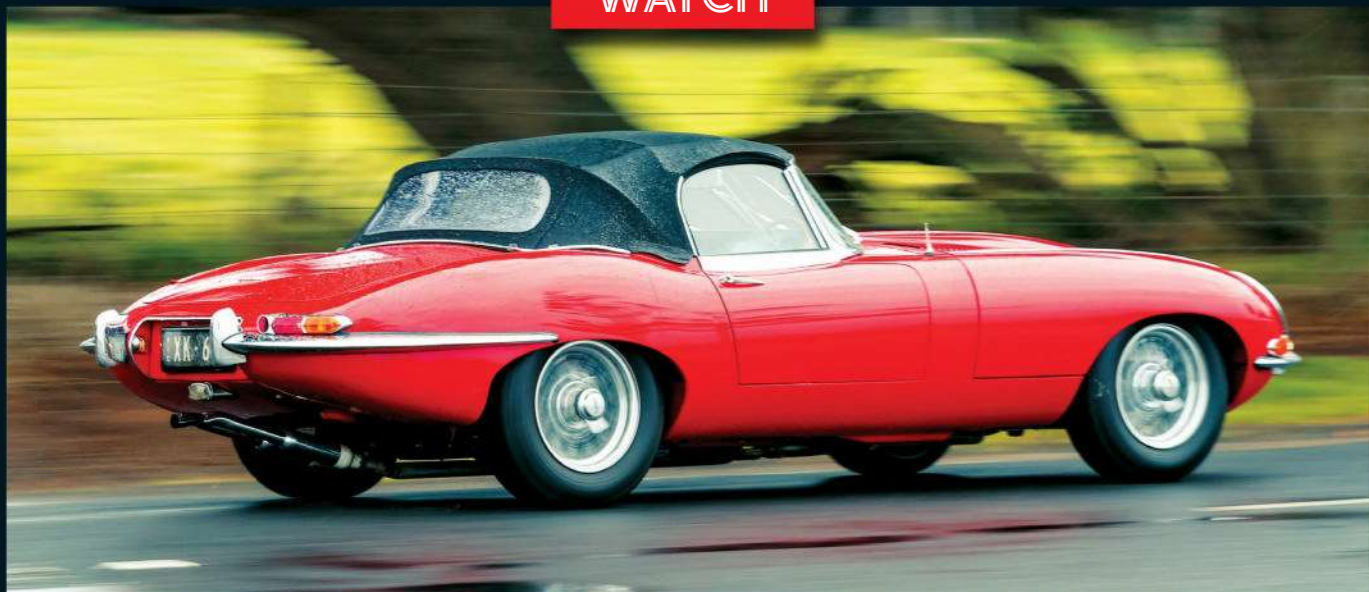


PHOTO ★ PRIME CREATIVE MEDIA

JAGUAR E-TYPE

THE MOST beautiful car ever made – Enzo Ferrari’s description, not mine – has endured a more erratic journey through the collector market, than any model of similar significance.

When the price of specialist sports cars surged during the late 1980s, E-Types were right there leading the way to \$100,000. That climate didn’t last and E-Type values retreated by 50 per cent in the space of five years.

Cars most keenly sought then and now included early 3.8-litre roadsters and fixed-head coupes, Series 1 4.2 and Series 3 V12 roadsters.

By the late 1990s, E-Type values were back where they had been in 1985. They then didn’t move a great deal until after the influence of the Global Financial Crisis was almost forgotten.

Roadsters were first to move during the model’s 2012-18 growth spurt, following the example of Northern Hemisphere markets which were reviving their love for the E-Type and setting new price records.

These commenced in September 2013, with US\$467,500 (A\$687K) paid for a spectacularly restored

4.2 Roadster. That number survived for a decade until comprehensively smashed in 2023 by the US\$1.19 million (A\$1.74M) paid for a very early open-top 3.8-litre.

More available and affordable are Fixed Head Series 2 cars from the late 1960s. Values for these moved at a slower pace than did earlier 3.8-litre coupes, with 2+2 automatics the cheapest E-Types which typically sold for less than \$100,000.

Around 4200 of the Series 2 Fixed Head Coupe were produced in right-hand drive and they are easy to find locally.

Less common and more costly are S1 coupes, of which 1583 RHD cars were made. Another 2116 V12 2+2 coupes were built for RHD markets; these likely costing less than the two-seat 4.2-litre cars.

Most erratically priced over the course of several decades have been V12 Roadsters. These are significantly heavier than the first E-Types, with performance that barely matches the early 3.8 Roadster.

Open-top V12s can still be found in our market at asking prices above \$300,000. Some have been on sale for

several years at that level with no prospect of selling. Before buying a Roadster, or indeed any E-Type, assess its condition and price against the Value Guide. 🚗



HOW THE PRICES MOVED

| MODEL | YEARS | COND 3 | COND 2 | COND 1 |
|----------------------------|----------------|------------------|------------------|------------------|
| 2010 | | | | |
| E-Type 3.8 Roadster | 1961-63 | \$36,000 | \$78,000 | \$110,000 |
| E-Type 4.2 Roadster | 1964-71 | \$25,000 | \$58,500 | \$85,000 |
| E-Type 3.8 Coupe | 1961-63 | \$24,500 | \$52,000 | \$75,000 |
| E-Type 4.2 Coupe | 1964-71 | \$ 21,500 | \$42,500 | \$65,000 |
| E-Type 4.2 2+2 | 1966-71 | \$ 17,000 | \$36,000 | \$54,000 |
| E-Type V12 Roadster | 1971-75 | \$ 30,000 | \$68,000 | \$102,000 |
| E-Type V12 Coupe | 1971-75 | \$ 20,000 | \$37,500 | \$55,000 |
| 2015 | | | | |
| E-Type 3.8 Roadster | 1961-63 | \$38,000 | \$90,000 | \$135,000 |
| E-Type 4.2 Roadster | 1964-71 | \$32,000 | \$72,500 | \$115,000 |
| E-Type 3.8 Coupe | 1961-63 | \$28,500 | \$65,000 | \$95,000 |
| E-Type 4.2 Coupe | 1964-71 | \$24,500 | \$54,500 | \$82,000 |
| E-Type 4.2 2+2 | 1966-71 | \$18,000 | \$42,000 | \$57,000 |
| E-Type V12 Roadster | 1971-75 | \$35,000 | \$90,000 | \$135,000 |
| E-Type V12 Coupe | 1971-75 | \$ 20,000 | \$42,500 | \$65,000 |
| 2024 | | | | |
| E-Type 3.8 Roadster | 1961-63 | I/D | \$185,000 | \$275,000 |
| E-Type 4.2 Roadster | 1964-71 | \$85,000 | \$145,000 | \$210,000 |
| E-Type 3.8 Coupe | 1961-63 | \$65,000 | \$135,000 | \$195,000 |
| E-Type 4.2 Coupe | 1964-71 | \$50,000 | \$100,000 | \$145,000 |
| E-Type 4.2 2+2 | 1966-71 | \$35,000 | \$75,000 | \$115,000 |
| E-Type V12 Roadster | 1971-75 | \$70,000 | \$140,000 | \$225,000 |
| E-Type V12 Coupe | 1971-75 | \$40,000 | \$95,000 | \$145,000 |

AUSSIE CARS ON THE EDGE OF GREATNESS

PHOTOS ★ PRIME CREATIVE MEDIA

AUSTRALIANS for longer than a lot of us have been alive, have loved locally-built performance cars.

It started with S4 Holdens, GT500 Cortinas and twin-tank Mini Coopers before moving in to a brawl for race circuit supremacy between Holden and Ford. Chrysler had a go as well, with a two-door Charger, but Holden was the brand that would take six-

cylinder honours with its XU-1.

From the mid-1970s Australian carmakers tried to back away from unfettered performance, but the public wouldn't let them. After a short pause, we went back to producing some astounding performance cars, which were rarely raced and now cost far less than those that were.

Welcome then, to a diverse group

of local performance cars, spread across the four decades during which this country built some of the most interesting motor vehicles in the world.

Some models from the same era have gone on to be worth (literally) the price of a house, but these five cars offer great driving experiences for a fraction of that cost.

NISSAN R31 SKYLINE GTS



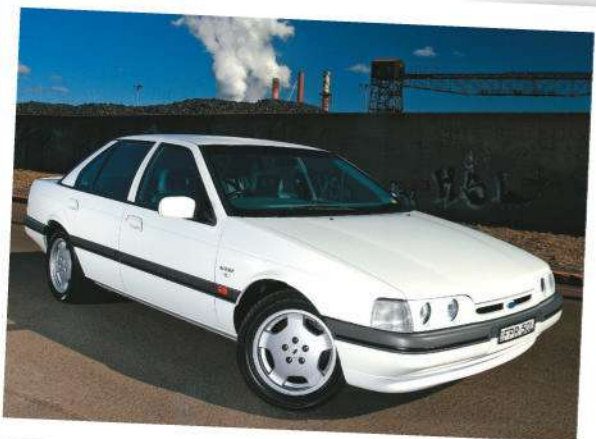
PEOPLE WHO have enjoyed the brilliant handling and braking capabilities of Nissan Special Vehicles Skyline GTS probably wondered as well why Fred Gibson's team didn't push harder to have the car powered by the company's 3.0-litre turbo engine.

Holden had it in their VL and, if installed in the GTS, the 150kW straight-six would have transformed the Nissan into an almost perfect performance car. As it was, the Skyline with 130kW could cover ground with ease and at surprising pace. The 55 profile, ZR rated rubber on 16-inch rims was more tyre than the car needed, and getting a GTS Skyline so out of shape that the tyres would squeal required a race track.

Just 200 of each version were made, with the original all-white Series 1 car selling from June-December 1988 at a list price of \$33,950. Series 2 cars in red that appeared late in 1989 and were based on the Ti, so were better equipped and with four-speed automatic as the default transmission.

Finding surviving examples of either version won't be easy, but not expensive either. A manual Series 2 car in excellent condition was offered recently by a specialist dealer for \$50,000 but very good Series 1 and 2 cars have in the past sold 30 percent below that.

ED FALCON XR8 SPRINT



FORD, WHEN launching the XR8 Sprint, obviously didn't want a marketing debacle to match the one created by the EB Falcon GT, so launched its performance derivative of the ED with minimal fuss. The Sprint used a 192kW version of the 5.0-litre GT V8, but looked so similar to a basic XR8 that hardly anyone noticed. Wheels that were different in style from XR8 rims were the biggest external giveaway, and inside, the Sprint owner got to enjoy tailored leather sports seats, standard air-conditioning and cruise control.

The exhaust was less intrusive than the GT system, but ED Sprints would still generate a purposeful howl as the 5000rpm power peak approached. Scarcity will plague anyone attempting to track down a Sprint. Ford only built 356 of them and 56 of those were exported to New Zealand.

Values a decade ago sat below \$20,000 and only began to spark once the last new Falcon had been sold in Australia. One or two cars can be expected to reach the used market annually, making the process of tracking values quite difficult. Only recently have they reappeared in Value Charts, with excellent cars continuing to hover just below \$50,000.

LEYLAND P76 SUPER V8 FOUR-SPEED



HAVING SPENT seven years under the spell of my own P76 V8 four-speed, its inclusion might be seen as a Captain's Pick, to which my response would be 'go and drive a good one'.

Whether Leyland was spooked by political reaction to Ford's GT-HO Phase IV isn't known, but the all-alloy, 4.4-litre V8 came to market in seriously detuned form. The two-barrel carburettor was tiny and the single-pipe exhaust ensured performance petered out once the engine reached 4000rpm, with output a miserable 144kW.

Even so, when optioned with the same BorgWarner four-speed transmission as used in performance versions of the Chrysler Charger, a P76 V8 would run 0-97km/h in under nine seconds and overtake rapidly with an 80-110km/h time of 5.4 seconds.

Tweaking the inlet and exhaust tracts to let the alloy engine breathe made an instant difference and delivered a reliable 180-190kW.

Thanks to active Owners Clubs, P76 V8 manuals survive in significant numbers, but don't be surprised by how few still look the same as when they left Leyland's production line.

Despite a super-scarce Force 7 coupe being offered recently at \$250,000, quality V8 sedans aren't as yet expensive and most will change hands for less than \$30,000. **(Force 7 Coupe pictured)**

HSV GTS VTII-VX SV300



AUSTRALIA HAS produced some extraordinary muscle cars and this is among our best. During an era when 220kW was seen as power aplenty, HSV went to see its North American friends and came back with a motor from Callaway's C4B programme which saw a prodigious 300kW extracted from 5.7-litre Chevrolet engines.

The version supplied to Holden was potent but tractable, unless provoked. Maximum power didn't arrive until 6000rpm and a lot of owners would upshift well before the performance peaked.

With a 0-400m time of 12.6 seconds, the manual VTII version was the fastest four-door car in the country and not overwhelmed until the 7.0-litre W427 came along.

The bang for your buck comparison with other HSVs, and even the legendary Falcon GT-HO Phase III, is also just ridiculous.

At auction in late August 2024, a low-kilometre VX SV300, one of only 134 built and showing 117,000km, sold for a premium inclusive \$48,355. An hour later at the same venue, an HSV VN GTS Group A, #187/302 and showing 125,000km brought more than three times the price of the SV300.

If you can't see the logic in those numbers either, it might be time to give any SV300 that appears in the market a very serious second look.

CHRYSLER CHARGER E48



ACCORDING TO the owner of an E48 Charger featured by *Unique Cars* some years back, this was arguably the most enjoyable and tractable of all the triple-Weber Chargers.

Where the race-spec E49 produced 225kW from its version of the in-line 4.3-litre engine, the E48 produced a still useful 210kW. To generate its extra grunt the E49 employed a more aggressive cam profile, which manifested in to a rougher idle. Torque from the E48 at 431Nm, was almost identical to the E49's 433Nm but was developed 500rpm lower. The E48 was an easier car to juggle on the clutch in traffic, could be upshifted sooner and, although nobody seems to have run fuel consumption figures on an E48, likely to have been better on fuel in suburban running than the E49's 18 to 22 litres/100km. All three levels of VJ Charger could be specified with the E48 engine and drivetrain, but few buyers bothered. Only 122 basic Chargers are said to have been built as E48s, plus 16 each of the XL and 770. A specialist dealer in Sydney some years ago had in stock a 770-spec E48 in showroom condition showing just 11,560km. Had it been an E49 with that odometer reading the asking price would have exceeded \$250,000, however, the most this exceptional example of an E48 Charger could manage was \$135,000. 🚫

TEMPTERS

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



1990 **HOLDEN** VN SS

WITH THE late '80s launch of the then new-generation big VN Commodores, there was a need to add some zest with a performance model, a role happily taken up by the SS.

It took close to 20 years after their launch, but they became a collector item with a number of people taking them on as restoration projects.

In our web feature on just such a car, the owner captured the appeal: "I think it's nostalgia for

people my age. It's the same reason as XA XC Fords or VL Holdens caught on for older people. It reminds me of when I was a kid, or it was my first car. They're still relatively affordable."

This example runs the injected 5.0lt V8 with four-speed manual transmission. The seller notes the car is in original trim and comes with a set of factory rims.

Located in Melbourne, it's on the market at \$34,000.

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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



1964 PLYMOUTH BELVEDERE
440, V8 Auto (Richard Petty tribute car, performance upgrades Torque flight 727 with shift kit. Arrow straight with show quality Petty Blue paintwork. Rare car, lots more detailed pictures & spec on our website. S352. TA1238814.
\$69,900



1998 CHEVROLET CORVETTE
C5 5.7 V8 LS1 Auto, 40,100 Super low Miles, 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.
\$53,900



1999 CHEVROLET CORVETTE
C5 Sports Automatic, Low miles 81,000 Excellent bodywork, Excellent Interior Black Leather Sports seats, Stunning throughout, Adjustable Sports suspension, Fully Loaded car, more pictures & details on our website . S353. TA1238851.
\$49,900



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. More details on our website . S346. TA1221902.
\$89,900



1994 CHEVROLET CORVETTE
C4 Auto, Excellent metallic Bright Aqua paintwork, Black leather interior. PAS, P/windows. P/seats, Air conditioning, Removable roof, Beautiful looking car. A joy to drive. More details on our website. S342. TA1210028.
\$42,900



1956 CHEVROLET BEL AIR
V8 Auto, Exceptional condition throughout from a private collection, 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



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 on our website. S336. TA1204619.
\$47,900



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



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 original, Fortune spent by the last owner, Hidden reverse camera, Roadworthy & registered, Beautiful looking cruising car. S350. TA1227996.
\$47,900

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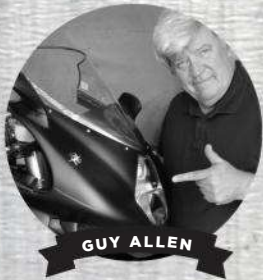
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MODERN CLASSICS

SHOTGUN

ROYAL ENFIELD'S BOBBER TWIN
BUILDS ON A CENTURY-PLUS HISTORY

IF YOU fancied a little drama with a motorcycle theme, you could do worse than have a look at the rollicking tale that is Royal Enfield.

Established in Britain in the 1850s, it first dabbled in motorcycles in 1901, and nearly went broke a couple of times.

Along the way the company was moved to India and more recently it has re-established some facilities in England. However, the now giant firm still calls India home and in 2023 produced 920,000 motorcycles.

It's on the back of that legacy the firm has built up a few streams of light and fun motorcycles, around single-cylinder and parallel-twin four-stroke engines.

Arguably the pick of them is the 650 twin series, of which there are four models: the Interceptor classic, the Continental GT cafe racer, the Super Meteor cruiser, and now the Shotgun bobber.

Powering them is a 648cc air/oil-cooled twin that's fuel injected and claims 35kW (47hp) peak power for

a package weighing a claimed 240kg wet, in the case of the Shotgun.

That is not what you'd call arm-wrenching stats, but the package is lively enough to be fun and could still tear up your licence if you gave it a chance.

In fact the mechanical package is well-sorted, with good low and mid-range performance, and a decent reputation for reliability.

It includes a six-speed transmission, with an accurate shift and light clutch.

Braking is by single



disc at each end, running BYBRE-branded calipers. That's an acronym for 'by Brembo' and is an offshoot that specialises in stoppers for small to medium-sized two-wheelers.

Holding all this together is a steel frame with conventional suspension by Showa at both ends. Adjustment is confined to preload on the rear twin shocks.

Though the spec is modest, it's a cruiser and not a racer. The Shotgun

handles very acceptably for its intended role with light and accurate steering. It's a benign thing to ride with decent braking and ABS as standard.

Instruments include access to a dedicated smartphone app which enables turn-by-turn navigation.

All up it's a pretty good package, priced at \$11,500 on the road with a three-year warranty. 🍵

AllMoto.com



WHAT'S HOT **ON THE AUCTION FRONT**

1983 KAWASAKI EDDIE LAWSON

SOLD
Mecum - Monterey Auction, Lot T160
Date: August 15, 2024

Sold for: \$52,800

Visit: mecum.com

KAWASAKIS FROM the seventies and eighties were flavour of the week at the recent Mecum Monterey auction.

For example, this 1982 Eddie Lawson Replica – essentially a made-up model to help Kawasaki USA inject some excitement into the then ageing Z1000 product line – went for a solid \$52,800.

The Lawson Replica is, of course, named after the legendary racer who scored a domestic superbike championship in 1981 and 1982. He went on to win 500cc Grand Prix world titles for Yamaha in 1986 and 1988, plus Honda in 1989.

Meanwhile, a bike almost no-one in Australia has heard of is in huge demand over in America. The US market has a fascination with the Japanese domestic-market Kawasaki Z2 750RS, smaller sibling to the Z1 900.

Why? It seems the link is US military personnel on rotation through Japan developed a taste for them and brought a few home. The interest has grown from there.

A nice 1974 example sold at the same auction for a staggering \$127,400!


SOLD

2007 DUCATI GP7 CASEY STONER

Iconic - Silverstone Festival Auction, Lot 517
Date: August 23 to 25, 2024

Sold for: \$780,000

Visit: iconicauctioneers.com

A DUCATI built for Australian Casey Stoner's successful 2007 MotoGP season has re-emerged on the market and sold for what is claimed to be a record price for the marque.

Listed as a GP7 799cc V-four producing 220hp-plus, it has been through at least two set of private hands since it was retired.

The seller said the machine had recently been given a mechanical refresh and was ready for use – at least for track days. These bikes usually carry some sort of legal agreement that they're not to be raced.

Stoner won the MotoGP world Championship for Ducati in 2007 and Honda in 2011.

Iconic in the UK handled the auction as part of its recent Silverstone sale and got an awe-inspiring AU\$780,000.

A 2003 989 GP3 racer from the 2003 Loris Capirossi tilt at the title sold for AU\$390,000.

Prices for more humble machinery were, by way of contrast, somewhat subdued.

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MERCEDES-BENZ SL55 2003, 113ks, 2 owner, up to date service. Brilliant Silver with Black Leather interior. Simply Superb. 893KB3. TA1234158.

\$69,990



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.

\$69,990



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



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



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



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

\$34,990



MERCEDES-BENZ ML250 166 Bluetec 2015, Sun Roof. AMG Pack, New Tyres, Recent MB service, Great Package!! Priced To Sell!! 93,000 K'S. 895KB3. TA1235104.

\$29,990



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



MERCEDES-BENZ CLS 350 2007, 2 owner Beautiful throughout, Sunroof, Walnut Steering wheel, Cubanite Silver with Light tan leather interior. A1 service history, 2 keys, Inspection a Must!! . 00008559. TA1237992.

\$24,990



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.

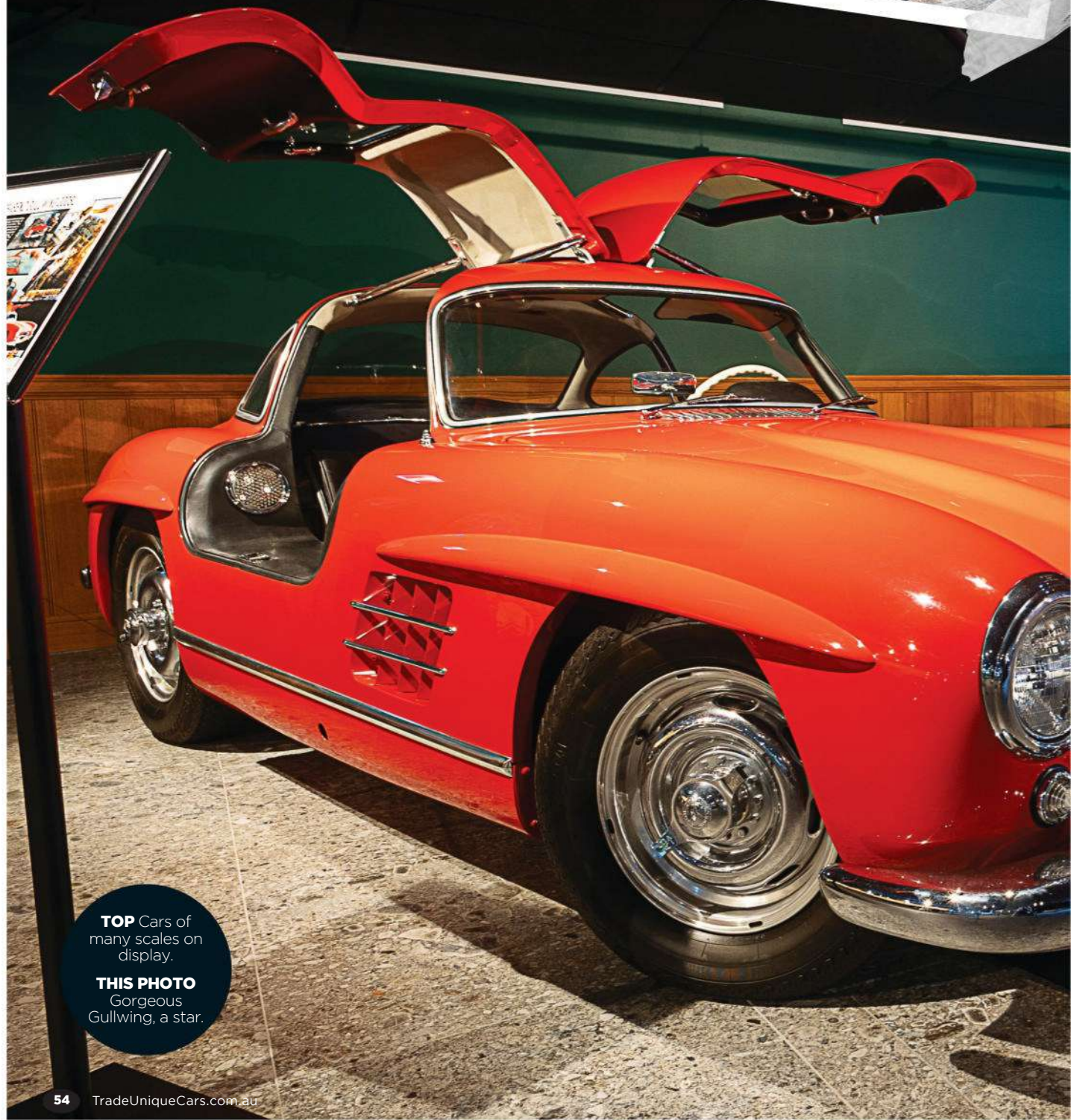
\$21,990



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

\$12,990

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FEATURES THEMED EXHIBITS THAT
ARE CHANGED REGULARLY TO OFFER
SOMETHING FOR ALL CAR ENTHUSIASTS

WORDS CHRIS BEATTIE ★ PHOTOS IAIN CURRY

Electic, unusual, full of surprises and a delightful place to feed the passion for automobiles of the past, present and future, is one way I'd describe the Brisbane Motor Museum, which only opened its doors to the public barely a year ago.

Located in the Brisbane semi-industrial suburb of Banyo, not far

from the airport, the museum was hosting its fantastic Seen On The Screen themed exhibition at the time of my visit, with a brilliant selection of cars and motorbikes from movies, the silver screen and also many featured on a few well-known TV shows.

My personal favourite was the ornately decorated and outrageously

A MOVING EXPERIENCE





ABOVE Netflix star car.

BELOW Bright and blingy. Plenty of JDM eye candy.





BOTTOM Dalek robot catches infiltrators before they touch any of the Dr Who displays.



"UNFORTUNATELY, HIS ENCOUNTER WITH THE DISPLAY DIDN'T YIELD THAT WEEK'S TATTS NUMBERS"

conceived Drag-On dragster, which is a replica of the car featured on both *The Munsters* TV show and movies. The original was designed and built by the famous auto stylist and movie car specialist, George Barris, and the replica is powered by a 350 cu in Chev and is in driveable condition - although good luck running it through your local motor rego branch.

Host for my introduction

to the exhibition and museum was the director, Jackson Smith, who is actually the grandson of the museum's founder, Collin Galley. Himself an avid car enthusiast and collector, Collin decided he wanted somewhere to exhibit his own car collection and those of others, which is how the concept of the Brisbane Motor Museum germinated and grew in to the excellent





ABOVE
Transformers
Harley V-Rod.
BOTTOM
The museum's
curator, Jackson
Smith.



multipurpose facility that is displayed on these pages.

Now 85, Collin is a self-confessed lover of English cars, mostly Jaguars, and he has been collecting them since the 1980s. Some of his cars are exhibited from time to time so other lovers of classic Pom bespoke motoring can see and enjoy them.

Jackson said his own passion for cars was sowed early when he was 15. Collin paid him to clean and detail his cars, while Jackson's dad is a car salesman, so cars and car collecting are ingrained in the family.

"It's not a collection," explains Jackson. "The museum is intended as a host facility for special displays. We

"FOR THE MOTORCYCLE FANS, THERE'S THE RADICALLY CUSTOMISED HARLEY V-ROD"



began with the 'Cars We Grew Up With' theme, followed by 'Muscle Cars of Brisbane' and have had six different themed exhibits since we opened."

Coming themes include Jaguar Stories, followed by the sure to be popular, Holden vs Ford.

Aside from the themed displays, which will change every two to three months, the museum also boasts its own licenced café, various meeting rooms with facilities for companies and car clubs, and even has its own dedicated library. Most of these facilities are housed on the second floor, while a large undercover car park and admin offices are downstairs. A specially designed car lift brings the exhibits up to



TOP Bullitt and Batman.



BELOW Bimmer model from Bond movie and a big ute.

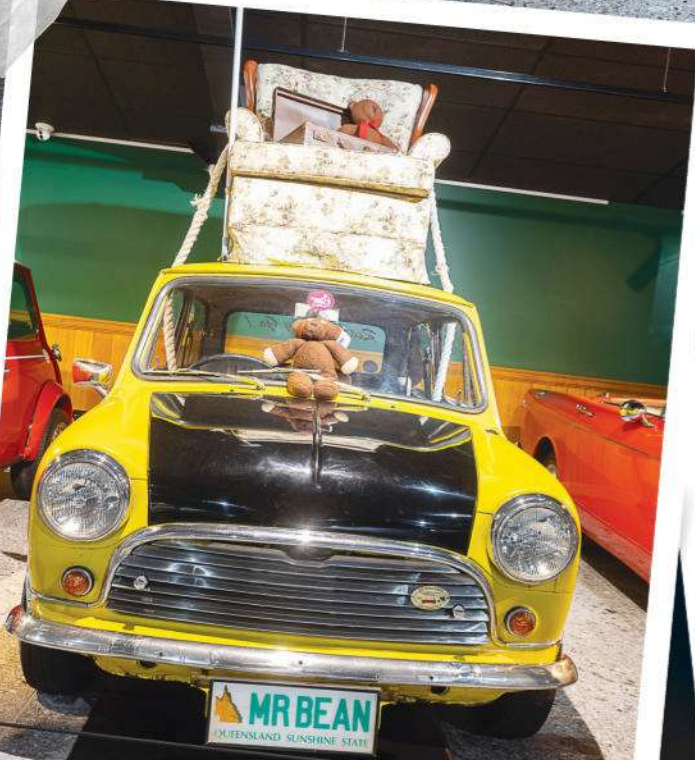


BELOW It's not all about full-size cars. There's a large display of models to bring back memories.





ABOVE LEFT
The Italian Job
Mini look alike.
BOTTOM LEFT
Mr Bean Mini
always gets a
laugh.



For more information on the Brisbane Motor Museum **SCAN THE QR CODE**



ABOVE You hope it is named Genevieve.
BELOW Seriously quick and often sideways off-roader.

the second floor, where they can be moved around easily.

Apart from Drag-U-La replica, there are many other movie and TV-linked mostly replicas on show, including the Monkeemobile, as seen on the hit TV series of the 1960s, the almost compulsory DeLorean, another donor car and the same model as that depicted in *Back To The Future*, a vast 1950s Cadillac Convertible as driven by Austin Butler/Elvis in the locally produced Elvis movie, a GT40 Ford replica as seen in the excellent *Ford v Ferrari*, a replica of the Volkswagen Beetle 'Herbie' from the *The Love Bug*, the 1970 HG Holden Kingswood from the Netflix *Boy Swallows*



**"IT'S NOT A COLLECTION.
THE MUSEUM IS INTENDED AS A HOST
FACILITY FOR SPECIAL DISPLAYS"**

Universe series (based in and around Brisbane) and a 1967 Morris Mini replica, complete with roof-mounted armchair, as seen in the hilarious *Mr Bean* TV series, created by, and starring avid car enthusiast and racer, Rowan Atkinson.

And for the motorcycle fans, there's the radically customised Harley V-Rod, which was built for the *Transformers* movies, although it never appeared in them, but had a brief cameo appearance in *Fast and Furious 4*, plus there's the Bat Bike, a 1978 Honda Four Super Sports used by the caped crusader to battle the forces of evil.

Another personal favourite



THIS PHOTO The Monkeemobile and Munster's Drag-U-La.
BOTTOM Go Back to the Future in the DeLorean.



of mine was the *Dr Who* display in the museum's foyer, complete with evil Dalek and the good Doctor's old English telephone box, which is actually the very spacious Tardis time machine. It kind of matches the nostalgia theme of the museum, as visitors travel back through time as they enter the building. My good mate and avid car enthusiast, Craig Hughes, who joined me on the visit, couldn't help hamming it up for the camera before we left. Unfortunately, his encounter with the display didn't yield that week's tatts numbers, or change the results of any past footy grand finals.

There is far more to the Seen on the Screen exhibit, and, indeed, far more to the

"A 1967 MORRIS MINI REPLICA, COMPLETE WITH ROOF-MOUNTED ARMCHAIR, AS SEEN IN THE HILARIOUS MR BEAN TV SERIES"



Brisbane Motor Museum.

As Jackson explains: "We are developing a motoring hub here for enthusiasts to enjoy and utilise and we've decorated the whole place with a lot of memorabilia, model cars and books and posters to add to the automotive theme."

"So, we want people to come here and enjoy this unique place and just soak up all that the museum has to offer, from the café to the function rooms and other resources, and, of course, to enjoy whatever exhibit we happen to be hosting at the time."

The Brisbane Motor Museum is located at 959 Nudgee Road, Banyo. For further information, visit: brisbanemotormuseum.com.au

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1985 **FORD** FAIRMONT

WE HAVE known for a while now that old wagons are cool and in demand with fans of old cars - particularly big Aussie wagons.

It seems the 'longroof' cars in particular from this era have a low survival rate, in part as many became popular as second-hand workhorses until they were finally worn out.

In an online feature on local Fords from this era, we note: "Minor styling tweaks softened the XF shape and an improved interior made the car feel and look more modern.

"Combined sales approaching 620,000 might suggest that the nation should still be flooded with XD-XFs and enough of them would remain in exceptional condition to satisfy enthusiast buyers. Neither assumption is true."

This example in Leeton, NSW, claims 58,000km.

It's running the 4.1lt crossflow straight-six with a three-speed automatic transmission.

It's priced at \$24,990 and is with Australian Muscle Car Sales.

Tel 02 6171 3030.



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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**



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MERCEDES-BENZ ML300 W164 CDI 2010, . 013YJN. TA1238943. **\$19,990**



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 325i 2007, M Sport 136,000ks, Sun Roof, Sapphire Black with Beige leather, Full History, RWC. 00008540. TA1226992. **\$12,990**



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. **\$69,990**

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1971 CHEVROLET CORVETTE

ONE THING you will quickly discover about Corvette ownership is they're not necessarily for the shy and retiring type.

The distinctive body shape is impossible to miss, as is the fairly raucous engine room. Both get plenty of attention.

In an online feature on the C3, we commented: "The C3 shape, in common with many GM designs, was based on a show car; this one called the Mako Shark 2. Mechanically, it drew extensively with the

C2 Sting Ray it replaced, but was engineered to accommodate GM's biggest and most potent V8 engines."

Based not far from Brisbane, this car claims a premium 454 L88-spec V8 matched to a three-speed Turbo 400 transmission.

The seller notes a long list of upgrades and work to the car, which has an interior to match the Mille Miglia Red external paint. It's on the market for \$135,000.

Tel 0402 480 350.



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2011 PORSCHE CARRERA

THE SIXTH generation Porsche 911, aka the 997, was very much an evolution of the previous 996 series. However, there were some significant tech upgrades and a switch to a more traditional set of lines in the styling.

In a review of the 2008 upgrade for the Carrera, *Motor* mag noted: "Yes, it's faster, edgier, sexier, better-equipped and more expensive, but it's also cleaner, greener, more

efficient and, best of all, more fun. Rarely, if ever, has embracing mother nature delivered such a rush."

The car shown here is running a flat-six 3.8lt powerplant with the seven-speed PDK transmission. It's listed as coming with a good service record.

Pennant Hills Auto in Sydney has it on the market at \$140,000.

Tel 02 8279 7029.



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\$225,000



1970 **HOLDEN** GTR XU-1

WITH COLOUR

names such as Plumdinger, you have to love the cheerful silliness shown by carmakers in the 1970s.

This Torana not only rejoices in the colour, it also lays claim to being the promotional car shot by Holden for its period brochures and featured in numerous publications.

Of course the GTR made its name as a giant-killer race car. In a story on the XU-1 variant, we wrote: "The

GTR was released in October 1969 as part of the six-cylinder Torana range. Holden Dealer Team maestro Harry Firth was quick to recognise the six-cylinder Torana's potential as a race winner."

This GTR XU-1 runs the 186ci straight-six of the period with a four-speed manual.

It's with Australian Muscle Car Sales in Sydney, priced at \$225,000.

Tel 02 6171 3030.



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1955 CHEVROLET BEL AIR

THERE ARE a few American cars that qualify as evergreen classics, and the Chevrolet Bel Air from the tri-five years (1955-57) qualifies.

In a feature exploring the series, we wrote: "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. This was also the year that saw the introduction of the elegant Nomad two-door wagon."

This example is running the then new Turbo Fire 265 V8 with two-speed Powerglide automatic transmission.

Classic & American Imports in Adelaide has it, priced at \$89,900.

Tel 08 7007 6970.



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1976 HOLDEN TORANA SS

IT'S UP for debate, but we reckon Holden's Torana Liftback series was one of the best-packaged cars to come out of Australia.

It had the elegant looks of a coupe, with a big dose of practicality thanks to its size and easy access to the rear luggage compartment.

In a feature on the series, we commented: "These Toranas still make an enjoyable and practical Aussie classic, with seat

belts front and rear, and enough mechanical parts still in existence to ensure long-term survival.

"A9X and SS replicas are unavoidable, but longer-term value growth will most likely be achieved by cars that are basically authentic."

This example in Sydney is listed as a low-mile SS 5.0lt V8 with Trimatic transmission. It's with Prestige Auto Gallery and is priced at \$239,990.

Tel 02 8279 7188.



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2012 **LAMBO** GALLARDO

BUILT IN all-wheel drive and rear-wheel drive forms over the years, the Gallardo was long a mainstay of the supersharp Lamborghini stable.

While the pricing and the specs have been formidable regardless of variant, there has been a consistent ability to flatter the driver and provide a unique experience.

In a review of an earlier variant, we noted: "The raw, unadulterated nature of the Superleggera

is unmatched by any mass-produced vehicle. You wouldn't dream of driving it every day, but the lightweight Lambo serves up a better adrenaline rush than any carnival ride could ever provide."

This LP570-4 Superleggera is running a 5.2lt V10 claiming 526hp matched to a six-speed automatic transmission.

It's with Young Timers Garage in Melbourne, POA.

Tel 03 826 8000.



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1968 **FORD** CORTINA

THOUGH BUILT primarily as an economical family runabout, Ford's Mk2 Cortina series also managed a spectacular motor-sport career.

In a feature on a Mk2 Lotus variant, we noted: "Nineteen sixty-seven was the changeover year for the Cortina, and effectively the last of the series expected to take on a serious competition role. That particular torch was eventually handed over to the smaller and more nimble Escort

range, again with a huge amount of initial success."

A 440, this Cortina is towards the upper end of the range for the time and is now being sold by its second owner.

It runs a 1600 Kent inline four with four-speed manual transmission.

The seller mentions a long list of work done to the car, including the driveline and body.

Located in Adelaide, it's on the market for \$15,999.

Tel 0419 842 220.



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1965 **SHELBY** GT350

OF ALL the motor-sport icons of the 20th century, Carroll Shelby has proved to have one of the most robust legacies. Hotted-up Mustangs, even today, carry a licensed version of his name, carrying on a 60-year-old tradition.

There were in fact times when his name popped up in the most unexpected places, such as the rental-car business. In an online tribute, we mention: "Mustang-based Shelby

models achieved immediate competition success in the USA and Europe. Rental-car giant Hertz even ordered 1000 specially-built cars - designated GT350-H."

Under the paint of this tribute car is a 351 Windsor V8 matched to a T5 Manual transmission. Along with restomod driveline, the car has received a lot of attention.

It's with Australian Muscle Car Sales in Sydney, priced at \$94,990. Tel 02 6171 3030.



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\$80,000



1983 HOLDEN VH SS

WITH LOCAL car manufacturing a thing of the past, eighties Aussie muscle cars start to look like an interesting proposition for collectors.

In Holden history, the VH represented a busy time for the company. In a story covering the series, we noted: "With this generation, we're into the third iteration of the Holden Commodore, the VH - following on

from VB and VC. The product was definitely maturing by this stage, with numerous tweaks along the way and an increasing tendency for Holden to split out new variants as it chased specific market niches."

The SS shown here is running an enhanced 5.0lt V8 with four-speed manual gearbox.

Located near Melbourne, it's on the market for \$80,000.

Tel 0421 345 650.



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2003 **MERCEDES-BENZ** SL55

MERCEDES-BENZ may have an image of producing nice, comfortable and somewhat conservative saloons, but when it sets its mind to the task it has produced some spectacularly quick cars via its AMG arm.

The SL55 is one of them. Powered by a 5.4lt V8 with five-speed automatic transmission, it claimed a heady 368kW (500hp) which means it is approaching supercar performance.

Motor magazine

wrote of this model: "Incongruous it may seem, given its interior craftsmanship, the poise of its donor SL500 chassis and all that heritage, but the SL55 AMG is a hot rod, and in a curiously brutal American sense."

While very expensive when new, used AMGs are generally more affordable and can represent a lot of bang for the buck.

This example is with John Conroy in Brisbane, priced at \$69,990.

Tel 07 3171 1987.



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1968 ALFA ROMEO GTV1

ALFA ROMEO

105 series have seen astonishing progress in the classic market over the last couple of decades, to the point where they are now well-established as serious collector vehicles.

In a feature on them, we noted: "For 1967 the 105 coupe received its first significant update, with the introduction of a 1779cc power unit, producing 91kW and - more significantly - 182Nm. It was badged

as a 1750, harking back to a legendary pre-war Alfa design by the incomparable Vittorio Jano."

This car is billed as an early Series 1, with the 1750 powerplant and five-speed manual gearbox. The seller says it has undergone a restoration that was completed in 2018.

It's with Classic Car Market in Queensland, priced at \$69,995.

Tel 0489 998 537.



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1968 FORD MUSTANG

IT'S NOT often a single car can be credited with creating a new market segment, but that's exactly what the Ford Mustang achieved with its launch back in 1964.

In a piece on the iconic series, we noted: "Like a lot of production cars, the first Mustang started out as a concept car. With a mid-engined V4 layout, that first concept was a pretty wild gadget, but Ford knew it was too radical and needed to have

at least four seats if it was to be a volume success.

"A second concept was much closer to the final product, but not even those working on the project could have predicted the buying frenzy that ensued."

This 1968 example is running a 4.7lt V8 with four-speed manual gearbox.

Pennant Hills Auto in Sydney has it on the market at \$60,000.

Tel 02 8279 7029.



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\$124,950



1974 MASERATI MERAK

LIKE MANY makers during the 1970s, Maserati was struggling against tough economic headwinds and part of the solution was to produce a new entry-level model.

Unveiled at the 1972 Paris Motor Show, it went on to sell 1820 - a modest number but a very useful injection for the maker.

The Giugiaro-designed body tipped a nod to its bigger sibling the Bora.

Under the paint you

were presented with a 3.0-litre V6 matched to a five-speed manual gearbox.

This example was sold new in Adelaide and underwent a full restoration in 1990, and another in 2016. It was during the second overhaul that it was treated to a full respray in its original colour.

Oldtimer in Brisbane has it on the market for \$124,950.

Tel 07 3171 1953.



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1972 **FORD** XY GT

FOR FANS of local muscle cars, the XY GT series is very much on the 'must have' list.

In a profile on the GTs, we noted: "Built in far greater numbers (1557) was the GT, which started production earlier and shared much of the HO's basic spec. Yes, the differences were significant - engine prep and transmission spec, to name a couple - but the big 351 Cleveland, the legendary shaker air-scoop and those good looks were

still there."

This example is a little unusual in that it was manufactured locally as a CKD unit and assembled in South Africa. It was repatriated in 2016 and has been restored.

The driveline includes the 351 V8, a three-speed FMX automatic transmission and the obligatory 9-inch differential.

It's with Australian Muscle Car Sales in Sydney, priced at \$154,000.

Tel 02 6171 3030.



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GT500 SHELBY

SNAKE CATCHER!

WORDS DAVE MORLEY ★ PHOTOS NATHAN JACOBS



SHELBY AND FORD GO HAND IN HAND, BUT THE '69 GT MODELS WERE THE END OF THE ROAD AS CARROLL WAVED GOODBYE, TO THE BLUE OVAL BRAND



It's not quite the forgotten Shelby, but the 1969 GT350 and GT500 Mustangs don't seem to have gained quite the same traction with collectors as the earlier 1967/68 (with its Eleanor aura) and the very first Shelby GT350s from 1965 onwards, based on the very pretty OG Stang.

Maybe it's something to do with the whole 1969/70 Mustang having gained a few kilos and lost a bit of the styling purity of the earlier cars. Maybe it's because this was the model that dropped the Cobra badge. Probably, though, it's because these are the Shelby Mustangs that had the smallest amount of actual input from Carroll Shelby himself.

What happened there? Can't say for sure. Maybe old Carroll was sick of playing the corporate game with Ford; maybe the canny

chook farmer had outstayed his welcome at Dearborn (certainly, sales of the later Shelby Mustangs were down on previous years, and if there's one thing a company like Ford will pick at, it's slow sales). Whatever, Shelby officially cut ties with Ford in the summer of '69, effectively making the '69 GTs the last of the breed.

In a production sense then, there were no 1970 GT500s, but some leftover '69s were sold as '70 models to get them out the door. And not just in a marketing sense; apparently several hundred cars were given new VINs to make them officially a 1970 car. And get this, the FBI was actually in on it to make sure there was no monkey business in the re-VINning.

Meantime, if the '69 looks a bit more corporate, that's probably because it was. Ford's styling department got hold of the Mustang





"SHELBY OFFICIALLY CUT TIES WITH FORD IN THE SUMMER OF '69, EFFECTIVELY MAKING THE '69 GTS THE LAST OF THE BREED"

for the '69 model year and made it longer. A full four inches longer as it happened, and along with that devised a different front-end styling package from any other Mustang. Not everybody is a fan, of course, and the rear treatment is likewise polarising with its less than dainty detailing and use of Thunderbird-style tail-lights.

The fibreglass bonnet was a real talking point with its five scoops (two rear facing), and even the front guards were made from fibreglass to pull weight out of what had become a relative heavy car for 1969.



The GT500 also got those way-cool rear-quarter vent/scoop thingys and a raised side-stripe where earlier GTs had used a rocker-panel stripe. The Shelby badges were now also mounted higher on the front guards and w-a-y up high on the C-pillars on each side.

Wheels were 15-inch alloys in a five-spoke design and they were wrapped in the day in Polyglas GT tyres which were cool then, but about as sticky as greased Teflon, especially if there was any moisture about.

You could have your '69 GT500 with either an automatic transmission (typically a C6) or, if you were the serious type, you ordered the four-speed manual with a Hurst shifter. There were also different diff ratios for the asking and a Traction-Lok LSD was also available.

While the '69 model might have dropped the Cobra tag, it hadn't gone all soft on us. Oh, no. In fact, in the case of the GT500, the powerplant was exactly the same as the 1968's 428 big block in Cobra Jet tune. That meant 335 neddies (250kW) and depending on the diff gears, a nought to 100km/h time of about 6.3 seconds



which wasn't too much slower than the previous-model Shelby KR (King of the Road).

The particular car on these pages is the property of Peter Buckingham, a bloke who has had a long history with Mustangs and has had at least one Stang in the family garage since about 1970. And how did he become such a pony fanatic? Would you believe it all started when he was early for his flight from Los Angeles to Australia way back when Angus Young was dressing as



ABOVE The GT500 doing what it was built for.

BELOW It's a bit squeezey in there, dark too.



ABOVE Seven-litre V8 and only a single carb.

BELOW It's a genuine '69 GT500 not a re-VINned '70 model.





"THE FIBREGLASS BONNET WAS A REAL TALKING POINT WITH ITS FIVE SCOOPS"



a schoolboy because he was actually a schoolboy.

Anyway, in order to kill some time before heading to LAX to wait for a delayed flight, Peter figured he'd scope out a Ford dealer not far from the airport.

"We spotted a Mach 1 (it was actually a dealer-demo car) and we both (Pete

and his wife) thought: Geez, that's the duck's guts! That car was a 351 and we even bought a second Mach 1 351 for one of my managers, who'd been looking for a Mustang. That one had a shaker through the bonnet."

"I sold my Mach 1 after a while and bought a white '72 convertible. That was



ABOVE The V8 is a bit of a tight fit in there.
BELOW Rear quarter vents are more for show than go.





also a 351 and had come out of Canada with an Aussie ex-pat who'd returned home and bought the car with him. Next was a yellow '73 convertible that we ran in Targa Tassie from 1992 to 1995.

"Eventually we sold that and I had a break from Mustangs."

It wouldn't last, of course, and fast forward a few years and the Stang bug was biting again. Peter tracked down a 2011 GT500 Shelby convertible.

Now, we've seen the Marti report for this car and it proves that it was one of the scheduled 1969-build cars, rather than one of the re-VINned examples sold in 1970. In fact, the build date was February 6, 1969, a full four days ahead of schedule, supporting the notion that demand for these cars had hit a bit of a rocky patch.

Beyond that, we know that the Cobra Jet engine was fitted with Ram Air and the Traction-Lok diff sported the optional

"I MANAGED TO FIND A CAR DEALER WHO WOULD TRADE THE BOAT ON A 1969 GT500 SHELBY"

"That was a beautiful car, and we still have it."

We should explain that Peter has been in the boating industry all his life and, around 2020, owned a 26-foot cruiser that he and his wife eventually decided was too big for the two of them.

"So we put it up for sale, but it was winter and nobody wanted to buy it. But I managed to find a car dealer who would trade the boat on a 1969 GT500 Shelby."

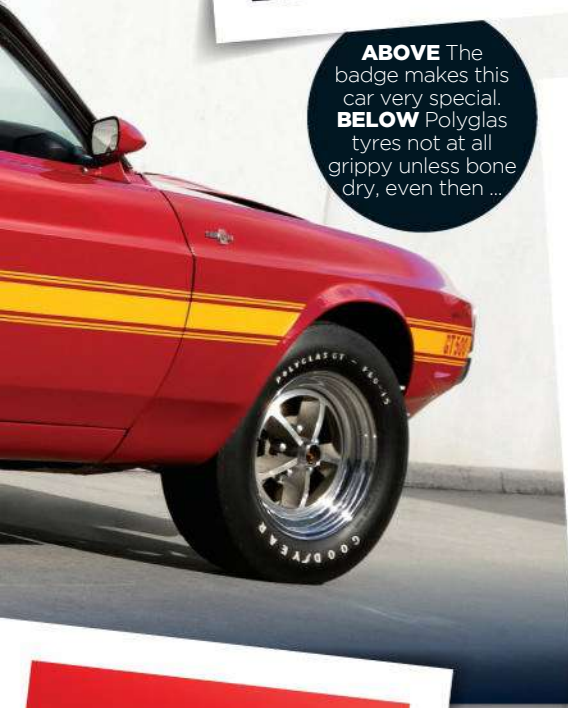
This GT500 Shelby.

3.50:1 ratio, a diff combo that wasn't offered with LSD after April 1969. The four-speed manual was also specified from the factory and is, in fact, the close-ratio unit which, with 3.5 rear gears and all that big-block torque, would have really made a statement on the street back then. And now, for that matter.

Other factory gear included front disc brakes, branded tyres (we'll presume that meant Goodyear in white letters) the Sport Deck (fold-down) rear seat, power steering



ABOVE The badge makes this car very special.
BELOW Polyglas tyres not at all grippy unless bone dry, even then ...



ABOVE Grille not to everyone's taste.
BELOW Signature twin-peak dash with a touch of woodgrain for luxu ambience.





"IN FACT, THE BUILD DATE WAS FEBRUARY 6, 1969,
A FULL FOUR DAYS AHEAD OF SCHEDULE"

and an AM radio. The GT500 also had a factory rear louvre and deluxe seat belts (as opposed to none, probably) with a seat-belt reminder light. But air-con? Er, no.

Peter has, of course, been smart enough to leave all that stuff as it was, keeping what is a super-rare car 100 per cent original. That even runs to sticking with the Goodyear Polyglas tyres which he admits look the goods but, "Oh, they're shockers".

He's also happy to live with the



warped bonnet which was simply a case of Ford using fibreglass without enough supports across it to stop it bending over time.

And we're with him there. Sure, it'd be nice to have a perfectly fitting, gapped bonnet, but then it wouldn't be a '69 GT500 Shelby. Point being that maybe these cars deserve a second look because they're actually the last of a very important and revered line.

Peter has decided it's time to part with his beloved Shelby. Please phone 0417 786 815 for further information. 📞



Vital Stats

1969 MUSTANG SHELBY GT500

PRODUCTION RUN:

1536 (hardtops)

BODY: Steel monocoque

ENGINE: 7014cc V8, single
4-barrel carburettor

POWER: 250kW at 5200rpm

TORQUE: 597Nm at 3400rpm

PERFORMANCE:

0-100km/h: 6.6 seconds

0-400m: 14.8 seconds

GEARBOX: 4-speed manual
(close-ratio)

SUSPENSION: Unequal arms,
coil springs, anti-roll bar (f);
Live axle, leaf springs (r)

BRAKES: Power-assisted discs
(f); Drums (r)

WHEELS: Magnesium alloy,
7J X 15 inch

TYRES: Goodyear Polyglas
F60X 15 (225/70R 15)

THIS PHOTO
Paul has put his beloved GT500 up for sale.

BELOW Hurst shifter, as iconic as the Mustang.





SHELBY MUSTANG MARKET REVIEW

WORDS CLIFF CHAMBERS ★ PHOTOS PRIME CREATIVE MEDIA



Carroll Shelby created the business model, followed in the early 1980s by Peter Brock, for selling modified versions of popular road cars with the blessing of, but no direct involvement from the manufacturer.

Shelby set up his Mustang modification line at an airfield in California and received 2+2 Mustangs directly from Ford. Under the bonnets went more powerful versions of Ford's V8s and the bonnets themselves were replaced by lighter, fibreglass panels.

The Shelby Treatment involved suspension modifications, removal of the

rear seat, a close ratio transmission and different wheels.

During its first year of existence, Shelby Mustang made 536 of its regular GT350 plus some supercharged GT350-R competition versions. More of these were made for 1966 but the big influence on sales was an order from car rental company Hertz, which ordered 936 Fastbacks that were designated 350-H

The relationship didn't last though, and Shelby's big mover for 1967 was the 7.0-litre GT500. These were available as a fastback or convertible with integrated roll bar and 271kW. For 1968, as Ford took a greater role in the cars' production

and marketing, a King of the Road 500KR model appeared, with distinctive looks but allegedly less power than the 1967 cars.

By 1969, Carroll Shelby's role in the project ended and the range was trimmed to comprise just a GT350 and GT500, with an elongated nose and unique rear styling. Performance was further downplayed with 224kW from the stock 5.8-litre engine and 249kW from a detuned Cobra-Jet 428.

Sales remained strong though, with 1280 GT350s and over 2000 GT500 coupes and convertibles sold during 1969. Production wound down during 1970, when just 601 sales marked the end of the Shelby-Mustang adventure. 🏁

Mustang 1965-66

THE FIRST Shelybys were dedicated performance cars, with some even available through the USA's largest car rental chain.

These have always been the most desirable Shelby-Mustang products and generally the most expensive. Very few have found their way to Australia and those that are here rarely appear in the open market.

Recent USA sales were headlined by a car with exceptional credentials including top honours at major Concours d'Elegance events. No surprise then its auction price was a record-setting US\$550,000 (A\$808,790).

Similar cars in good but not exceptional condition sold for less than half the record-setting price; these still offering buyers a great ownership experience and the knowledge they were driving one of the muscle-car markets more exclusive offerings.

Hertz-specification 350-H cars from 1966 are more common than the GT-350s seen during 2024 and marginally less expensive. Top price recorded during the prime selling season of August was US\$253,000 (A\$372K), with other excellent cars at \$212,800 (A\$313K) and \$170,500 (A\$250K).

Mustang 1967-68

BIG-BLOCK engines were a feature of 1967-68 Shelby Mustangs, with distinctive body embellishments ensuring the passing through knew very well you had spent big on a special Mustang.

Values didn't move any faster, however, so GT500s are today worth only marginally more than GT-350s of similar age. No surprise really as two thirds of the Shelby Mustangs sold in 1967 were GT500s.

Local values for GT-350 cars were based on very tiny local sales volumes and could easily have been inaccurate. However, now with access to historic USA pricing information, local values are found to be consistent with the money paid by North American buyers.

The version to track down locally and in the USA is the 500KR. These were no more powerful than a stock GT500 but looked the business with bonnet-mount air-scoops, side stripes and 'Shelby Le Mans' embossed on the rocker covers of the big-block engine.

The year 1968 would see 933 coupes, but only 318 of the 500KR convertible produced. Few found their way to Australia and local values are based on North American sales.



Mustang 1969-70

FORD WAS by 1969 in control of Shelby Mustang production and differences between these and mainstream cars had vanished. The 350GT used a 5.8-litre, 224kW V8, as per the XW/XY Falcon GTs, and was available as a fastback coupe or convertible.

Only 194 of the smaller-engined convertible were sold, yet current values of around US\$100,000 (A\$148K) are below the money being paid for earlier, more common cars.

GT500s with milder versions of the 7.0-litre engine and sometimes optional automatic transmission are relatively cheap as well. Mid-2024 auctions brought several to light, with prices for excellent, original Fastbacks in the US\$140-160,000 range (A\$205-\$235K) with one reaching US\$175,000 (A\$257K). Convertible versions of the 1969 GT350 and GT500 were seen in reasonable numbers, but typically sell for slightly less than the prices achieved by GT500 Fastbacks.

HOW THE PRICES MOVED

| MODEL | YEARS | COND 3 | COND 2 | COND 1 |
|----------------------|----------------|------------|------------------|------------------|
| 2010 GT350 | 1965-66 | I/D | \$145,000 | \$200,000 |
| GT350-H | 1965-66 | I/D | \$165,000 | \$225,000 |
| 2015 GT350 | 1965-66 | I/D | \$175,000 | \$250,000 |
| GT350-H | 1965-66 | I/D | \$155,000 | \$225,000 |
| 2020 GT350 | 1965-66 | I/D | \$245,000 | \$320,000 |
| GT350-H | 1965-66 | I/D | \$220,000 | \$290,000 |
| 2024 GT350 | 1965-66 | I/D | \$335,000 | \$420,000 |
| GT350-H | 1965-66 | I/D | \$270,000 | \$360,000 |

HOW THE PRICES MOVED

| MODEL | YEARS | COND 3 | COND 2 | COND 1 |
|-------------------------------|----------------|------------|------------------|------------------|
| 2010 GT350 Fastback | 1967-68 | I/D | \$130,000 | \$190,000 |
| GT350/500 Conv. | 1967-68 | I/D | \$140,000 | \$200,000 |
| GT500 | 1967-68 | I/D | \$135,000 | \$180,000 |
| GT500KR Fastback | 1968 | I/D | \$155,000 | \$210,000 |
| 2015 GT350 Fastback | 1967-68 | I/D | \$120,000 | \$190,000 |
| GT350/500 Conv. | 1967-68 | I/D | \$140,000 | \$200,000 |
| GT500 | 1967-68 | I/D | \$135,000 | \$185,000 |
| GT500KR Fastback | 1968 | I/D | \$180,000 | \$235,000 |
| 2020 GT350 Fastback | 1967-68 | I/D | \$130,000 | \$190,000 |
| GT500 | 1967-68 | I/D | \$165,000 | \$225,000 |
| GT500KR Fastback | 1968 | I/D | \$200,000 | \$260,000 |
| 2024 GT350 Fastback | 1967-68 | I/D | \$130,000 | \$190,000 |
| GT500 | 1967-68 | I/D | \$175,000 | \$235,000 |
| GT500KR Fastback | 1968 | I/D | \$240,000 | \$310,000 |

HOW THE PRICES MOVED

| MODEL | YEARS | COND 3 | COND 2 | COND 1 |
|-------------------------------|----------------|------------|------------------|------------------|
| 2010 GT350 Fastback | 1969-70 | I/D | \$110,000 | \$165,000 |
| GT500 Fastback | 1969-70 | I/D | \$145,000 | \$200,000 |
| GT500 Convertible | 1969-70 | I/D | \$175,000 | \$255,000 |
| 2015 GT350 Fastback | 1969-70 | I/D | \$110,000 | \$165,000 |
| GT500 Fastback | 1969 | I/D | \$125,000 | \$175,000 |
| 2020 GT350 Fastback | 1969-70 | I/D | \$130,000 | \$190,000 |
| GT500 | 1969 | I/D | \$165,000 | \$225,000 |
| 2024 GT350 Fastback | 1967-70 | I/D | \$130,000 | \$190,000 |
| GT500 | 1969 | I/D | \$175,000 | \$235,000 |

The LITTLE BULL



LAMBORGHINI V12S WERE THE BEDROOM POSTER FAVOURITES, BUT SANT'AGATA'S V8 URRACO IS THE LESSER-KNOWN BABY SUPERMODEL

WORDS IAIN CURRY ★ PHOTOS SHAUN TANNER



Pronunciation is key. Urraco ... “oo-RAH-koh” - ideally with an Italian accent smoothed by a chilled grappa. Con Minas, owner of this 1974 Lamborghini Urraco P250S, politely corrects my amateur-hour effort. He notes his Greek heritage helps, as he rolls off “U-rra-co” in a manner that would make old Ferruccio proud.

The Urraco is, wholly unfairly, an overlooked 1970s Lamborghini. But this wedge-shaped mid-engined 2+2 coupe's lifespan (1972-79) overlapped the Miura's swansong and Countach's birth. Try standing out in that crowd. But while these Sant'Agata V12s were the reserve of celebrities, F1 drivers and royalty, the V8 Urraco was designed as a more affordable junior model.

Half a century later, the same rings

true. A Miura or Countach attracts seven figures, serious collectors, car covers and tragically low (if any) annual kilometres. But with Aussie values starting at just over \$100K, an Urraco's affordable enough to land in enthusiast hands. Which is where Con comes in. An automotive body maker by trade, mechanically-minded and with deep appreciation for Italian marques, this Tahiti Blue 'Little Bull' is both cherished and enjoyed on Melbourne roads.

Con shuts me down when I suggest maintaining and repairing an Urraco must give him night sweats. I hate to play stereotypes ... but an early '70s Italian supercar? Really? In 1974 Lamborghini was haemorrhaging money, cars weren't selling, founder Ferruccio was flogging his stake in the company, and the oil crisis was



URRACO P250S



ABOVE Marcello Gandini penned the Urraco.
BELOW RIGHT Engine is easy to service, according to Con.



proving supercar kryptonite. Hardly a recipe guaranteeing quality would be front and centre.

"It's actually a pretty robust little machine, built extremely well," Con says. "I can't speak highly enough about the quality of this car. But I will say one thing. If you see anyone driving an old Lamborghini, and you have the opportunity, go and thank them. It's not the most comfortable thing, so it's a privilege to see one on the road."

The Urraco's a rare beast. The original hope was to produce around 1000 annually, but in seven years a mere 791 were built. "They made 520 of the P250s," Con says of his model, "and about 10 per cent of those were right-hand drive." Some 190 3.0-litre quad-cam V8 Urraco P300s were also produced, while 77 2.0-litre V8 P200s

avoided Italy's harsh taxes for engines over that displacement.

Con's is a true-blue Aussie car – one of perhaps only 30 – delivered new to a Sydney property developer complete with ultra-rare sunroof option. It began life Pistachio green, but had a colour change early in its life. It's an 'S' model, meaning the suede interior was replaced with full leather; there's factory air-con and power windows. Incredibly, the interior remains original, complete with perfect patina on its low-mounted cream chairs.

"When I was about 15, I lived near a Lamborghini dealership," Con recalls. "It had a handful of cars, including an Urraco. I remember the owner coming out and telling us to go away; just little kids looking at these cars. That was the seed. I thought 'I'm going

to own one of those one day'."

Con has owned and maintained around 15 classics since, including a 1959 Maserati 3500 GT, so was well placed to commit to Urraco life. He pulled the trigger in 2013, finding this three-owner delight which today still only registers 80,000km travelled.

"It's an absolute work of art," he says. "The design is so pure, and just look at the asymmetric wheel arches. It's a credit to the (Lamborghini) guys who continued at the factory in very difficult times. The world's a better place for them, right?"

Agreed. There's passion and emotion in Con's voice. He 'gets' these Italian delights. By the late 1960s, Lamborghini had seen how a relatively affordable exotic sports car could win sales: Porsche achieved it with the 911, then Ferrari followed with its



THIS PHOTO

The interior is completely original.

BELOW The Urraco wears big Michelin XWX boots.



THIS PHOTO
Urraco overlapped
the Miura and
Countach. **BELOW**
LEFT This car
has the ultra-rare
sunroof.



six-cylinder Dino 206.

The Urraco was first shown at the 1970 Turin motor show, penned by the great Marcello Gandini for Bertone, with a bold wedge shape, pop-up headlights and air-intake louvres. Production was delayed due to issues with an all-new aluminium transverse-mounted V8 engine and first-to-market MacPherson struts front-and-rear arrangement, so it was deep into 1972 before customers received the first editions.

Its rivals in those early years makes for delightful reading. The Ferrari Dino 246GT and later Dino 308 GT4; the Maserati Merak; Alfa Romeo Montreal; the all-conquering 911; and even the De Tomaso Pantera if you didn't find the idea of an Italian supercar with V8 American heart too sacrilegious.

Unlike hand-built V12 Lamborghinis, many

Urraco parts are interchangeable across other brands, helping swerve some of the Italian supercar 'tax'. Rear tail-lights are from a Fiat 124, the door handles are Fiat X-19 and the starter motor and alternator commonplace Bosch items. Interestingly, the front indicators are Miura items turned upside down.

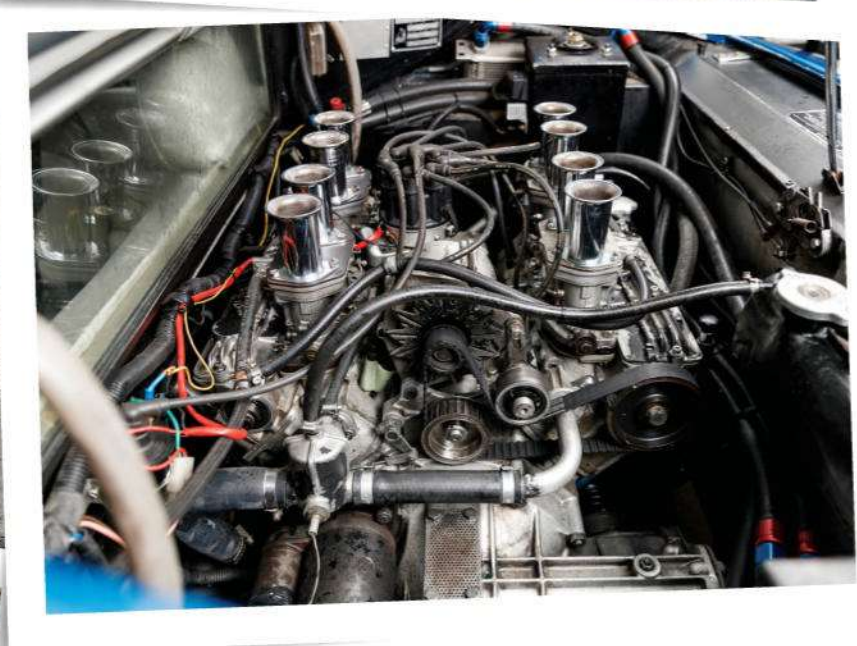
"There's nothing too complicated on it," Con says, while explaining engine access is easy, unlike so many mid-engine cars. "Spark plugs take five minutes to change; they're right in front of you."

Peering into the little bull's sideways-mounted V8, the quartet of double-choke downdraught Weber 40 DCF carbies fill the view. To the uninitiated, the idea of tuning these brings fear and dollar signs. "Many years ago I gave the car to someone to tune and it ended up running worse," says Con. "I went



TOP The Urraco is a thing of beauty.

RIGHT Transverse 2.5L alloy V8 power.



"IT'S CALLED A 2+2, BUT REALLY, THE UPRIGHT REAR SEATS ARE A TOKEN EFFORT"





ABOVE Big rubber delivers a good ride.

BELOW LEFT Door handles are from a Fiat X1-9.



home, bought a heap of Weber books, studied them and taught myself how to tune them. Once done, they run great. If you own a car like this, it's best to learn about it, appreciate it, and do as much as you can."

The driving rewards are amplified when you've taken part in assembling and fine-tuning the V8 orchestra. The Urraco's all-aluminium 2.5-litre with single overhead camshafts is just behind the occupants' shoulders, and it's a high-revving delight with the Jaeger 'Elettronico' tachometer's redline not

"It's not fast by today's standards, but it's quite light so feels really quick around corners," he says. "It's not fast off the mark, and you must take time with gear selection, especially first to second, but it's a beautiful, mechanical change. The steering's phenomenal rack and pinion, but it's quite tiring to drive in town; it's much better suited to the open road."

Con concedes the cabin gets hot, the air-con probably hasn't been serviced since new, and the Urraco's non-servo brakes aren't really a match for its performance. But he says after

"THE DESIGN IS SO PURE, AND JUST LOOK AT THE ASYMMETRIC WHEEL ARCHES"



troubled until 8000rpm.

"It's like having the Milan Philharmonic playing full bore Vivaldi flat out behind you," Con enthuses. "When you get into the revs, I'd say about 5700rpm is its optimum torque, it's gorgeous, sensational and sometimes overwhelming." He says this with enough passion to make him eligible for Italian citizenship, surely? The sound's helped by a stainless-steel quad exhaust with upswept tailpipes - reminiscent of a De Tomaso Pantera's - while the less freely-breathing original hangs on Con's wall.

initially struggling to get comfortable in the cabin, he's now adjusted and accepts it's just the nature of the beast. Or bull. "They're probably designed for up to one hour of driving, and that's it, you've got to get out," he says. "But it's much comfier than a Countach. They're made for drivers no taller than five-foot-seven."

The cockpit exudes European class, before the late '70s/early '80s came along and turned many exotic car interiors in to gaudy excess-all-areas travesties. Note the skinny three-spoke steering wheel, almost delicate

THIS PHOTO
The name to get
hearts racing or
raging, like a bull.
BOTTOM More
Webers than a
barbecue shop.



URRACO P250S



ABOVE Upswept exhausts amplify the V8 soundtrack.
BELOW RIGHT Signature wheel.



manual gear shifter, padded leather dash and tiny original radio. Unusual are the speedo and tacho angled towards the driver at the very edges of the instrument panel, while front-and-centre is a telltale warning light panel like something from the Starship Enterprise. Back in the day, these were more important to keep a careful eye on, rather than your speed.

a beautiful balance between simplicity, exotica and elegance. Every drive, every moment, is a special occasion in this rolling work of art. Sometimes I need to pull over and grab a coffee because my heartbeat's going through the roof!"

Hearing the passion, you'd think Con was more Italian than this 50-year-old Lamborghini. He's convinced me these cars don't deserve

"THEY'RE PROBABLY DESIGNED FOR UP TO ONE HOUR OF DRIVING, AND THAT'S IT"

It's called a 2+2, but really, the upright rear seats are a token effort to anyone with legs. There's simply no space behind the front chairs, but it's nice to imagine a third party lying in the back - as transverse as the V8 - ready to enjoy an Alpine pass thrill ride.

"I've had to correct many issues previous mechanics have undertaken on the car, there's been a lot of butchers, but mainly minor stuff," says Con. "But once you understand the car, it's

their highly-strung reputations. I ask about failing pop-up lights, overheating engines, dodgy electronics, cracking Campagnolo rims and over-priced Michelin XWX rubber. Nope. All is well. It's apparently reliable, functioning perfectly and running costs don't burn his wallet.

Maybe it's time to ditch the Lamborghini V12 dream? It appears the 'Baby Miura' Urraco's the smart, beautiful little bull we wanted all along. 🐂



Vital Stats

1974 LAMBORGHINI URRACO P250S

PRODUCTION RUN: 791 (all Urracos), 520 P250

BODY: Two-door coupe

ENGINE: 2463cc V8 alloy, SOHC, four twin Webers

POWER: 164kW at 7500rpm

TORQUE: 230Nm at 5700rpm.

PERFORMANCE:

0-100km/h 6.9 seconds
0-400m 16.6 seconds (est.)

GEARBOX: 5-speed manual
SUSPENSION: Independent (f & r); MacPherson struts (f & r); lower wishbones, anti-roll bar (f & r)

BRAKES: Ventilated discs (f & r)

WHEELS: Magnesium alloy 14 x 7.5 inches

TYRES: Michelin XWX 205/70 VR14 (f), 215/70 VR14 (r)

TEMPTERS

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



1974 PORSCHE 911 CARRERA G

PORSCHE'S FAMOUS Carrera name was in theory bumped off in 1977, then the factory thought better of it and reinstated the model for 1984.

The use of the name goes all the way back to the 356 series and celebrated the success of the marque in the Carrera Panamericana race.

Since that time, it's the air-cooled cars of the 1970s which have really grabbed the attention of collectors and, for those fortunate enough to buy

a couple of decades ago, they have proven to be an excellent investment.

The Carrera was the top-level car for the day, above the base 911 and the 911S.

This is a rare mechanical fuel-injection example and was originally Australian-delivered.

It's running the 2.8lt flat-six with five-speed manual gearbox.

The Healey Factory in Melbourne has it on the market for \$425,000.

Tel 03 9998 1695.



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TAKE A DASH!

DESIGN-FOR-MANUFACTURE **GIVES NO
THOUGHT TO THOSE WHO HAVE TO WORK
ON THE DAMN THINGS**



Have you ever tried to remove even part of the dashboard in a modern car? My advice is, don't. Trade the old car in and get a new car with a working dashboard.

The problem is not necessarily that the dashboard is such a complex piece of gear, but rather that it's put together in such a fiendishly illogical and roundabout way that there's no use bringing logic to this particular stupid-fest. Nope, trade her in, I tell ya.

Of course, it's not just dashboards is it? I mean, the whole way a modern car is constructed is aimed at reducing time on the production line rather than making life tolerable for the people who have to service and fix the damn things. Design-for-manufacture, it's called. And to hell

with design for the poor stiffs that wind up owning the things.

Consider the oil-filter placement on a Mazda MX-5. It could not be more squarely under the manifold with never quite enough room to get a wrench on it or a hammer and screwdriver to skewer the bastard when you've finally run out of ideas.

And what about stuff like Toyota's decision to place the starter motor of some of its V8s in the Vee of the engine. Yep, under the intake manifold! Or Holden's use of a reach-around clutch throw-out lever that dictates the gearbox has to be removed to change the clutch slave cylinder. Have mercy.

And if memory serves, I seem to recall a particular model of V8 Falcon that needed

the engine to be lifted part way out of the engine bay to change an exhaust flange gasket. Spare me.

Now, I can sort of see how space can be limited and complex, and how whole assemblies are more production-line friendly than a million individual bits and pieces. But what I will never understand is the human race's insistence in hiding or disguising the way things go together. Which brings me back to dashboards.

Seems to me, carmakers employ whole squadrons of designers to come up with new methods of making a dashboard look like one solid piece. Of course, we all know that's not the case, so why lie about it? What's wrong with being able to see the little screws that hold the gauge panel in the dashboard? Where's the harm in being



LEFT The VF Commodore was cutting edge for its day, but we still wouldn't like to disassemble that dashboard.



able to identify the fasteners that allow one to remove a vent panel to clean in behind it? How is a hidden, moulded plastic clip that will break every time, superior to a screw that can be fastened and undone a million times?

I suppose it doesn't matter too much to the person who buys (or leases, more likely) the car brand new and simply drops it back at the dealership every 10,000km for an oil change and a set of wiper blades. But for somebody like me (and you, I suspect) who will buy the same car a couple of decades later and attempt to service it and keep it running ourselves, this devotion to hiding how stuff goes together is a royal pain in the whatsit.

And I'd really love to know how all this started. At what point did car designers say: "Hey, we should make our cars look like they're all one piece." Having screws and bolts on display is soooooo 1950s. Yeah? Well, maybe it is, but I'll bet London to a brick that you and I could keep a 1950s

"I COULD KEEP A 1950S CONTRAPTION IN GOOD NICK WITH SIMPLE HAND TOOLS AND A DECENT WORKSHOP MANUAL. TRY THAT WITH YOUR PLUG-IN HYBRID SUV"

contraption in good nick, with simple hand tools and a decent workshop manual. Try that with your plug-in hybrid SUV.

Personally, I have no problem in being able to see fasteners. I mean, there's got to be something joining that panel to this one, right. So why try to kid me that it's all one piece when I know it ain't? Since when has the idea of being able to see how a piece of machinery works become so offensive? And yet, what do we see when we open the bonnet on a new car? Yep, a big plastic cover designed to prevent curious eyes seeing how the thing might possibly work.

Of course, the counterpoint to this latest philosophy has been the distinctly anti-flattery steampunk movement. Which, by the way, I love.

This new/old way of looking at design sees exposed plumbing and visible fasteners all making a comeback with no attempt to hide either the workings or the design principles of the thing in question. It's science on show and, given how magnificent something like a brace of side-draft carbies really is, or how beautiful a set of snaky, stainless-steel header pipes can be, it just makes sense to not simply not



LEFT Needle in the haystack.

RIGHT Morley can see everything he needs to on the RS2000 donk.



hide this stuff, but to actually highlight it.

The steampunk thing started with industrial design but has recently spread its lovely, hand-hammered wings to embrace all manner of design schools, including architecture and interior design. Actually, it wasn't even originally a deliberate attempt at a new design language, rather it was a by-product of the thinking that so long as a metal press or a boiler system or a three-angle mill did the job, who cared if the plumbing, wiring or hydraulics were on show?

And hopefully, one day, cars will once again be the recipients of this school of thought. Until then, I'll be out in the shed polishing the finned alloy rocker cover I found at a swap meet the other day. And then I'll carefully choose what fasteners I use to attach it to my engine because not only will they hold the cover down and keep the oil inside, they'll also be seen by anybody who bothers to look under the lid. In fact, I might even ditch the bonnet altogether.

I reckon making a machine look like a



THIS PHOTO
A 1932 Chrysler Imperial complete with adjustable footrest and as comfy as the home sofa.

non-machine is a bit like those toddler beauty pageants in the States. You know the ones; where disillusioned middle-American moms live vicariously through their tackers by dressing up their three-year-old to look like a three-eighths-scale super-model. Frankly, it just demeans everybody involved, and it probably ought to stop.

From Steampunk to Steam Trains

The other design language I'd like to see make a comeback is that uber-plush, foot-stools-at-forty-paces vibe that came and went with the golden age of steam trains. The sort of thing we associate with the Pullman coach. I'm talking rich carpet, big, boofy, full-width lounges with corner cushions, sunblinds with tassels, miniature chandeliers and ornate wall-lights, brass luggage racks and lots of wood panelling. And instead of a panoramic sunroof, what about a proper lantern ceiling?

It was probably *the* time to be travelling the world by train (so I'm told) and I'd

love to see a seven or eight-seat SUV presented the same way. Some modern stuff like Bentleys get close to this with their cast-aluminium brake pedals and diamond-quilted leather, but no carmaker has yet had the stones to go full Pullman. Come on fellas, let's have it.

through the contents and you can suddenly see where it's sitting despite the tank itself having discoloured to the exact same colour as the coolant. Oh, and running a quick eye over everything else with the potential to come loose/fall off/catch fire.

And whaddaya know? The previous day's, er, spirited 700km had, indeed, caused a

"I'M TALKING RICH CARPET, BIG BOOFY, FULL-WIDTH LOUNGES WITH CORNER CUSHIONS"

Zip It, Pal

I've been thinking about something The Speaker said the other day. We were interstate in the old W124 Benz and, as I always do, I was performing my morning, preflight checks before we set off for another few hundred kliks to our next stopover point. You know the sort of thing: Dip the oil, check the brake fluid level and give the coolant tank a slap so that it puts a wave

heater hose to move slightly. It wasn't in a position where it was going to clobber anything or foul on anything else, but it wasn't where it should be, so I broke out the travelling tool kit and grabbed a zip-tie of approximately the right length. Which I then used to secure the hose, snipped off the excess and threw the offcut in the toolbox to be disposed of sometime in the next 30 years.

"You know what," The Speaker offered



LEFT Modern day Bentley Bentayga is plush.
BELOW Preflight check on the '66 Thunderbird.

as this was happening, “zip-ties should be banned.”

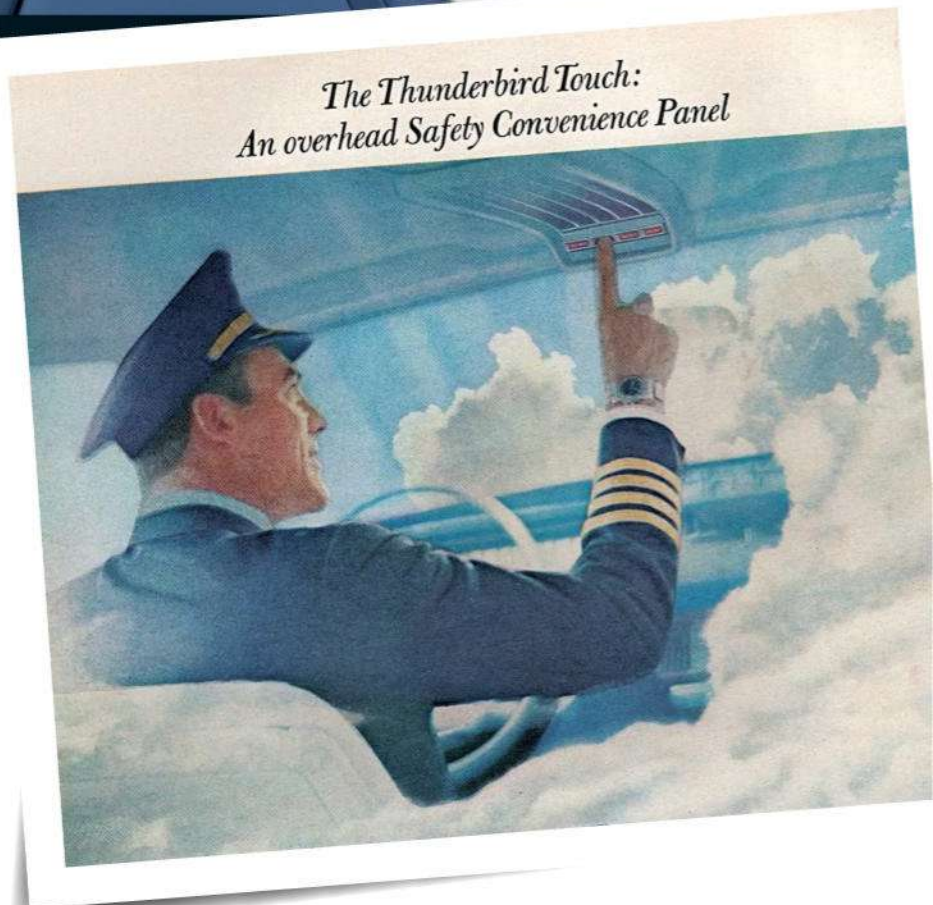
Are you off your trolley,” I wanted to know. “There isn’t a single car in my shed or driveway that would be even remotely operational were it not for zip-ties. And race-tape.”

“I don’t care,” she fired back. “They’re wasteful and I bet all those bits you snip off are filling up the stomachs of sea turtles.” (She loves sea turtles.)

“Only if the turtles are living at the bottom of my toolbox.”

“I’m serious,” she said. “Ban zip-ties or make it a rule that they have to be reuseable.”

Thing is, she’s got a point. But she’s also a few years too late, because reuseable ties have been around for a while now. Except, the last time I looked, they were really expensive. But for the sake of peace for the rest of the day, I agreed to google them. And guess what? They’re actually widely available now and not at all expensive. So let’s do the environment a favour (not to mention the sea turtles) and all switch to reusable zip-ties. (Not sure what we’re gonna do about race-tape, though.)



THIS PHOTO

The humble zip-tie is your roadside friend in all weather conditons.



"I WAS PERFORMING MY MORNING, PREFLIGHT CHECKS BEFORE WE SET OFF FOR ANOTHER FEW HUNDRED KLIKS"

Let's face it, the average zip-tie doesn't carry much weight or load (or shouldn't anyway) and being able to reuse them should reduce the number of side-cutter incidents where removing an old tie has resulted in the loss of a digit.

New Tools, New Problems

Which brings me to buying new tools.

For reasons known only to the tool industry, every new gadget I've bought in the last few years - from a hole saw to a drill bit or even a hammer, has come packaged in clear, but very hard plastic with welded seams that couldn't be pulled apart if they were attached to

two Brock Commodores travelling in opposite directions. Why? Beats me, but maybe it's to protect the contents during shipping. Although the hammer that requires impact protection is not the brand for me.

Anyway, I've discovered the hard way that the only genuinely successful way to liberate the contents of these plastic exo-skeletons is to cut each edge open with a pair of side-cutters. But what happens when the tool inside the plastic is the new pair of side-cutters you bought to replace the set that fell off your boat and into 40 metres of water last time you went fishing?

This could be the end of civilisation as we know it ... ☹️





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touches of simulated teakwood. Courtesy lights in the doors. Bright trimmed pedal pads. Plush high-back bucket seats. An array of luxury options that include air conditioning and stereo tape equipment. These are the touches of luxury cars.

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AND HAVE A LAUGH OR TWO ALONG THE WAY

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READER'S RESTO

WORDS ★ PHOTOS
OWNER WITH GUY ALLEN

Resto file



ORIGINAL CAR
1972 MINI CLUBMAN GT

OWNER
MARK CURREY

LENGTH OF RESTORATION
2 YEARS



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CAR IN READER'S
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PRESENTED BY



ABOVE The Mini sat under cousin Gary's and Elsa's home before the restoration. It was a good starting point.



CLASSIC CLUBMAN

MARK CURREY FOUND HIMSELF **JUMPING IN THE PROVERBIAL DEEP END** WHEN HE AND HIS BROTHER CRAIG TACKLED THE RESTO

There was never any plan to own a Mini, though I did lust after a Cooper S, or maybe an MGB when I was learning to drive in my mother's Morris 1100. Decades later, my cousins were over for Christmas, a family function, and they saw my brother Craig's completed 1967 Camaro restoration. Elsa, Gary's wife said, "We've got a car for you. It's annoying me, it's under the house." Gary added, "Come and get it, you blokes can do it up."

Gary added that he didn't think he'd get it restored, so he was happy to see it move on. It had been sitting under the house for 25 years. He said, "Right, give me \$1000 bucks." It was on the basis it was done up and kept in the family.

He bought the car in 1974 - it was 18 months old at the time and had come over from Western Australia. It had only done 14,000 miles when Gary bought it. By the time it was pulled out from under the house, it showed 44,812 miles - a great find.





LEFT Cousin Gary can see progress.

BELOW The Mini was last started in 1996.

Minis were assembled in Australia, at the Zetland plant. Leyland Australia was struggling financially when this car was made, thanks to the

car is build number 1098 - the numbering started at 500. They made another 600 after this, using a different block, aka the utility block.

"IT HAD BEEN SITTING UNDER THE HOUSE FOR 25 YEARS"

P76 project. When it came to the Mini, the story goes they couldn't afford to pay John Cooper the royalty for the enhanced versions, so they had to call it something else.

They had 600 Cooper S engines and gearboxes left, so they were used for 600 GTs. This car is body number 600 and the

A number of the Clubman GTs with the Cooper driveline were later converted by owners in to round-nose cars - something to watch for if you're in the market for one.

I knew nothing about Minis when I got it. Gary and the family reckoned I needed a classic, and with Craig's

guidance we could do it up.

Craig is the one with the shed, so that's where we did it up. I started off with not a lot of knowledge as I'd only played around with motorbikes.

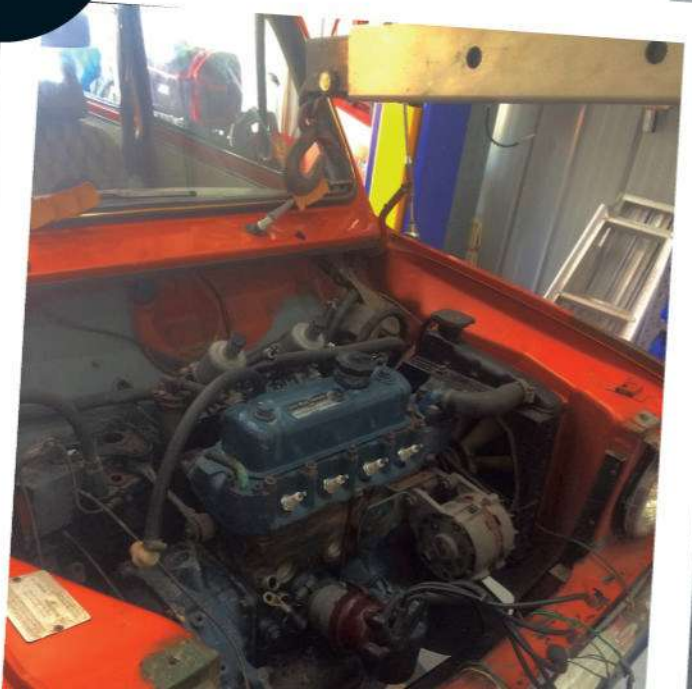
We pulled it to bits and worked out the body was solid. There was one bit of rust, about the size of a 10-cent piece, at the bottom of the right front guard.

We took it back to bare metal. I had the colour code, and it had a beige sunroof fitted by the dealer,



Dave Johnson Motors in WA. There are 156 screws holding that sunroof in, by the way! Not that I was counting ...

Craig worked as a carpenter and myself a bank manager so it is easy to understand why I became the labourer and floor sweeper. Craig being a Chevy man and having a passion for





GO-FAST STRIPES

Original paint was dull and had lead, so a modern Cadiz Orange was selected.



156 AND COUNTING

There were 156 screws holding the dealer-fitted sunroof in.



THE TEST OF TIME

The original dealer sticker and Webasto roof tag remain on the car.



HARD YARDS

It took the boys several months to sort the bodywork.



BACKYARD BOOTH

The paint was done in the backyard early in the morning before the wind picked up.



KEEP IT IN THE FAMILY

Cousin and former owner Gary thought it would never get restored.



SOUL MATES

The engine and gearbox are finally ready to go in the restored body.



SHOCK TO THE SYSTEM

Japanese springs and KYB gas shocks were installed.



COMING TOGETHER

With the engine now installed, it was time for the interior and remaining panels.





TOP Enough to put a smile on anyone's dial.

BELOW GTs ran a special cooling fan.





drag racing found the Mini a very different beast and is convinced there is an easy way to do things and an English way to do things.

We stripped the car and spent several months getting the body straight. I travelled to Craig's place every weekend to work on the car, clocking up over 9000km, riding my motorbike rain, hail or shine most weekends to Mount Cotton.

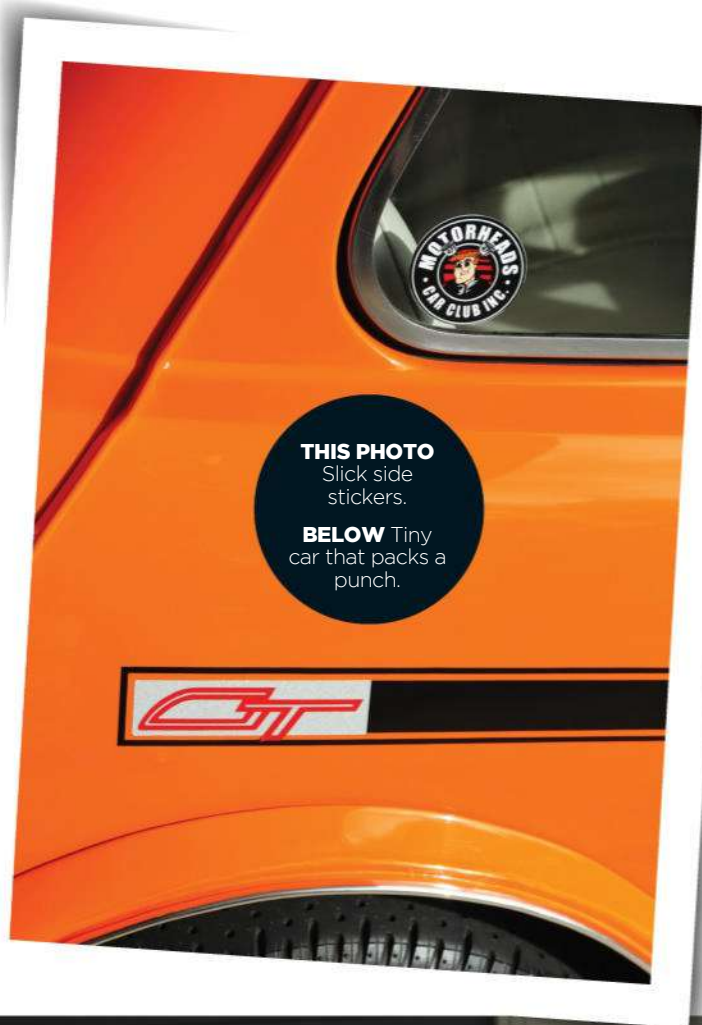
There was one area that gave us trouble - the driver-side back quarter. It took us a month

of Sundays, as it had been damaged and had a poor repair that was full of bog.

We wanted to go for the original colour, but when we approached the paint shop we discovered they couldn't make it the same as it had a high lead content. Once we were faced with having to pick a new colour, we went with Cadiz Orange, which is a VW/Audi tint. I like it because it's brighter and more cheerful than the original colour, which was a bit muddy. We went through a few samples before we decided on it. We actually spotted it on a ute that belonged to a panel beater - we rang them and they told us what it was.

Most parts were labelled when removed, but a funny thing is that Nikko pen rubs off plastic press-and-seal bags

**"THERE WAS ONE BIT OF RUST,
ABOUT THE SIZE OF A
10-CENT PIECE"**



THIS PHOTO
Slick side stickers.

BELOW Tiny car that packs a punch.





ABOVE Black sunroof blends in better.
BELOW Engine bay boasts a powerplant in Cooper spec.





over an 18-month period, so at times I was left scratching my head trying to locate the correct part and then link the new bolts necessary to instal it.

The paint was done in the backyard early one morning before the wind picked up, and thankfully there were not too many bugs about. We did mostly everything. Well, Craig did most things and I performed basic tasks and most of the dirty crappy jobs - after all it was to be my car.

Once the body was painted we had it rebuilt by October and on the road running well by November. The first shakedown run in early November was from Brisbane to Yamba, while ambitious, we thought what could possibly go wrong!

Gary popped over from time to time to lend his wisdom

and Steve Austin, the former president of the Mini Owners Club of Queensland, provided advice and sold me some useful parts. Those parts included some suspension components, as unfortunately the hydrolastic suspension was in very poor condition. A decision was made to instal Japanese springs and KYB gas shocks.

Craig knew an upholsterer (Barry) who did the hood lining and recovered the Webasto roof which has a wooden frame.

Another friend, Dave Page, freshened up the motor with a very modest Graham Russell 266 cam, while still running the original one-and-a-quarter inch SU carburettors.

Ken Nelson from Ipswich did the gearbox which is a specialist job and something we amateur restorers lacked knowledge in.

We actually lacked knowledge in many things and so YouTube became our friend!



THIS PHOTO

Old meets new, the Mini proudly on display at a Mini Garage dealership.

THIS PHOTO
Put together in a
shed ... good stuff.

BELOW Spartan
interior suits
the car.





LEFT Happy Owner Mark (right) and brother Craig are thrilled with the end result.



Vital Stats

LEYLAND MINI CLUBMAN (1971-79)

NUMBER BUILT:
500,000 (approx)
including 25,000
Australian cars

BODY: All-steel
integrated body/chassis,
two-door sedan

ENGINE: 1.0, 1.1 and 1.3
litre inline four-cylinder
w/ overhead valves
and single downdraft
carburettor

POWER & TORQUE:
37kW at 5100rpm,
81Nm at 2500rpm (1973
model, 1.1-litre)

PERFORMANCE:
0-100km/h 22.3secs,
0-400m 22secs
(1.1-litre)

GEARBOX:
Four-speed manual, all
synchromesh

SUSPENSION:
Independent with
locating arms, rubber
cone springing and
telescopic shock
absorbers (f);
independent with
trailing links, rubber
cone springing and
telescopic shock
absorbers (r) - 1974-79
models

BRAKES: Drum/drum
or disc/drum unassisted

TYRES: 145SR10 radial
or 520x10 crossply,
145/70SR 12 radial



"LEYLAND'S CLUBMAN GT HAD DIFFERENT STEEL WHEELS TO THE STANDARD CLUBMAN"

Leyland's Clubman GT had different steel wheels to the standard Clubman. They were taken off at the dealership and replaced with ROH Contessa rims, which I still have, while the current wheels are Minators.

Braking is old-style – probably good for a couple of hard stops before you need them to cool off. They're 7-inch front discs with drum rears.

The car is as close to original as the budget, and considerations about long-term reliability, would allow. Even the dealer sticker is the original 1972 item, as is the Webasto roof tag.

So how do a couple of brothers manage a resto? There were some tense moments, but they knew when to quietly walk away. Perhaps the most difficult is described by Craig: "We had

one of the doors done and sitting on a trestle. Mark picked it up and dropped it – we had typical brother conversations!" These things happen.

The Australian-built GT Mini is rarer than a Cooper S, but it just does not receive the interest of a car with Cooper in its name. My GT is very much treasured and so are the people who made this restoration possible. 🚫





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OLD TOOLS & WHEEL NUTS

Every action has a reaction. Lately, we've been working on a Subaru and the job is one you could tackle at home. The biggest problem we have with parts, is the people we purchase them from simply don't know. And it's not their fault. They go by what the computer tells them, which could wrong or right.

There are four different starter motors for this model - so it's a minefield. The easiest way to start is, hopefully the motor still has the original numbers/codes sticker on the housing. You start with them.

Then we grab a couple of grand-dad tools, namely a couple of calipers. The new part will look visually close and can still be completely wrong, which is why we use a caliper. I'm looking for the same-size turret, and the same-size mounting holes, with the same spacing. Of course, take the original in with you as well. A quick measurement in the shop will soon tell you whether we're a go or no-go.

Modern cars always keep us on our toes. I jumped in a very late model Kia the other day and noticed a couple of service lights on. So we grabbed the scan tool and plugged it in. It says there is nothing wrong.

Now this car has its own scan tool built in, so I read the owner manual and start turning knobs and pushing buttons. I eventually get to the right spot and the car tells me it needs a new battery. Couldn't you just spit that out in the first place? Geez ...

Pet hate for the week: wheel locknuts. They're not really required any more as people generally don't swipe them like they used to. The real trouble starts when you get a combination of a locknut and some idiot with a rattle gun. There are types of locknuts using a Morse taper that require very little pressure: around 5Nm, or just a tweak. Once the taper is engaged it simply won't let go.

A customer went somewhere to get the tyres rotated. When they said they couldn't do it, she



lobbed here. We have a variety of tools to tackle these things, but the wheels were on so tight she had to leave the car with us overnight. It took about an hour for each wheel, making up special tools out of welded bolts and use a breaker bar to crack them undone. All because some clown used an air gun instead of the right tool.

The catch with wheel locknuts is they don't just stop thieves, they also stop the owner from removing the wheels ... 🙄



Crash 'box

The art of driving a vehicle with a crash gearbox is something that is fast fading into the mists of time. But, what about if you build your own vehicle from parts that were just lying about, and you ended up with a five-speed Duplex main 'box coupled to another four-speed 'box mounted back to front?

What this means is that you would have to be able to perform some very deft footwork, and Kid Smoothy from Theodore Qld understood this and came up with this pedal arrangement.

Recycling at its best, need an accelerator? Grab an old door hinge - works a treat.

Need to heel and toe? No problems, just add another accelerator close to the brake pedal.

This set-up might not win any awards for beauty and design, but for practicality it is spot-on.

Note the twin sticks and position of the clutch pedal.

Vaughn Becker



Mick says

I'VE SEEN older truck drivers with twin-stick Macks changing gears with one hand - it's an art. When we used to do trucks years ago, very often the boss would ring to book one in complaining how the

clutches didn't last. I tried to show the drivers how they didn't need a clutch to change gears. If someone like me can do it, so should a professional truck driver. You're just matching engine and gear speeds. The method is you pull it in to neutral for a moment, given the smallest blip on the throttle, then with the lightest pressure on the lever you'll get the next gear.

I love the door hinge and it's not the first time I've seen one pressed in to service on a truck or a car. You have to admit it works, and I like the second blipping throttle.

Slow shifter

Mick, my old XC Falcon six wagon is running pretty well, but the three-speed auto seems to take a bit of time to pick up drive, and a few extra seconds for reverse.

So I have a few questions. How often should I be servicing the auto?

I'm guessing it will need fresh fluid and the filter cleaned - is there any trick to adjusting it?

What should I be looking for in the way of signs of wear?

Thanks.

John Miller



Mick says

THAT'S A BorgWarner you're dealing with. When they start to fail, they lose reverse. It's trying to tell you it's ready to throw its legs in the air. Reverse should be instant and if it's taking more than a few seconds, it's on the way out. I knew people who drove their Ford for years without reverse. A rebuild is a job for a specialist auto-trans builder. Get it done and it will be fine for another 30 years.

How often should you service it? That's a bone of contention between people. I think every three years is about right. Drop the pain, new filter and fluid, adjust the bands. The latter task is beyond most home mechanics, but it's not impossible. You need a quarter-drive torque wrench and there's a setting you need to follow. There are two adjustments - forward and reverse.

Great eight

Hi there. There's a 1971 P6 Rover that has been offered to me and I'm sorely tempted. Have always had a soft spot for the way they look and how the cabin feels - very different to a modern car.

This one appears to have been an Australian-delivered car.

It seems to drive okay, but is there anything I should be

ABOVE You need to dance like Fred Astaire to successfully shift cogs in a crash 'box.



Trivial pursuit

NAME THAT BEETLE

People, have long agonised over giving their car a name, with VW Beetles a popular target. How about Pumpkin for a yellow bug? Or Bastard, for one that may or may not start, depending on its mood. Then there is Gretchen, named after someone's presumably German Grandma. Any others out there?



DIY SERVICE BOOK
Servicing ... when did you last do it? It's so easy to lose track of when the old jalopy was last done. A generation or two ago, it was normal for people to keep a little service notebook in their car, so they could easily check what happened and when. Maybe it's time we went back to doing it. Even if your car tells you when to service it, I'd still keep my own record.

looking for with the driveline, which is the V8 auto.

I'm assuming you'll also tell me to check very carefully for rust!

Jamie Anderson



Mick says

THE POINTY Rover is even more prone to rust than the P5! The driveline is really good. The Leyland V8 is based on a Buick, with Strombergs or SUs on it. I'd ditch them (maybe put them aside for the next owner) and put a Holley on it. It's a simple conversion and they're a happier vehicle as a result. That's exactly what I've done with my P5. If the one you're looking at has been serviced it should be good. On the other hand, mine had sat unused under a tree for seven years, but I

managed to get it going and drove it away.

Celica revival

Mick, I need some advice. I have taken on a pretty big challenge, which is to restore a 1975 Toyota Celica that I've purchased from a mate. He's had it for years and has decided he no longer has the motivation to fix it up.

It's a 1600 five-speed and has been sitting in his garage under the house, unused for probably the last 25 years.

These things are famous for rust and this one has a fair bit of work to be done on the sills, doors, and around the front and rear screens.

I can cope with the metal work, but not the paint. I'm guessing the best approach is to get the body done, then make sure it's primed and ready to go for paint - I need to keep the bills down on this.

No doubt I'll need patch panels and there seem to be a lot

of suppliers out there - do you have any preferred supplier, or advice on how to pick one?

Also, the engine and transmission seem to be standard and would appear to have around 200,000km.

What's your advice on how I approach recommissioning the driveline?

Thanks in advance.

Tony Simmons



Mick says

I OWNED one and they're great little cars - the 1.6lt that's super strong. I'm a little ambivalent about patch panels. They work, but getting the shape correct can take a lot of time and effort. I'd be looking for a good quality 'tin man' and just pay the money to get



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THIS PHOTO
Strombergs and SUs are nice, but if in doubt slap a Holley on it for reliability.

the panels made tight the first time. The car is worth the expense.

As for getting the engine going again, sitting around isn't great for them but it's not necessarily the end. Very often the main challenge

top of the spark-plug holes and see if it turns over by hand. Then crank it to get the liquid out - that's what the rags are for. That will free up your rings. Check you have spark when you turn it over.

incredibly tough and have been put behind much bigger engines.



IF THE car has been kept running, that's a great start and if it feels loose in the steering, all the rubber bushes will be gone by now. The best thing is to take it a decent workshop and go over it. The rubbers perish and a birthday will do it wonders. 🏁

"I CAN COPE WITH THE METAL WORK, BUT NOT THE PAINT"

you face is a few oil leaks because the seals have dried out. I'd try to get it going and assess it from there. Pull out the spark plugs, put a 50/50 mixture of diesel fuel and engine oil down the hole and let it sit for four of five days. Then put some rags over the

If it's all good, put some fresh oil in it and some plugs, and start it up. Don't rev it - if it starts and runs, just let it sit and idle. Generally, don't fix it if it isn't broken.

As for the transmission, fresh oil should be enough to keep it happy. They're

Gemini days

My Mum has had a Holden Gemini that she's passed on to me. I'm stoked as it's a TX coupe and it's a manual. It's got the 1600 motor. It's actually running pretty well as she's looked after it, even though it's just been a Sunday car for years and years.

The only concern is the handling and steering feel a little 'loose' and I'm thinking it may be due for a freshen-up in the steering and suspension.

What's involved in this, and what should I be asking for when I go to a workshop?

Tanya Cleary



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GLENN TORRENS

THE
CARS

THIS MONTH



'79 VB COMMODORE

Owned since 2020
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



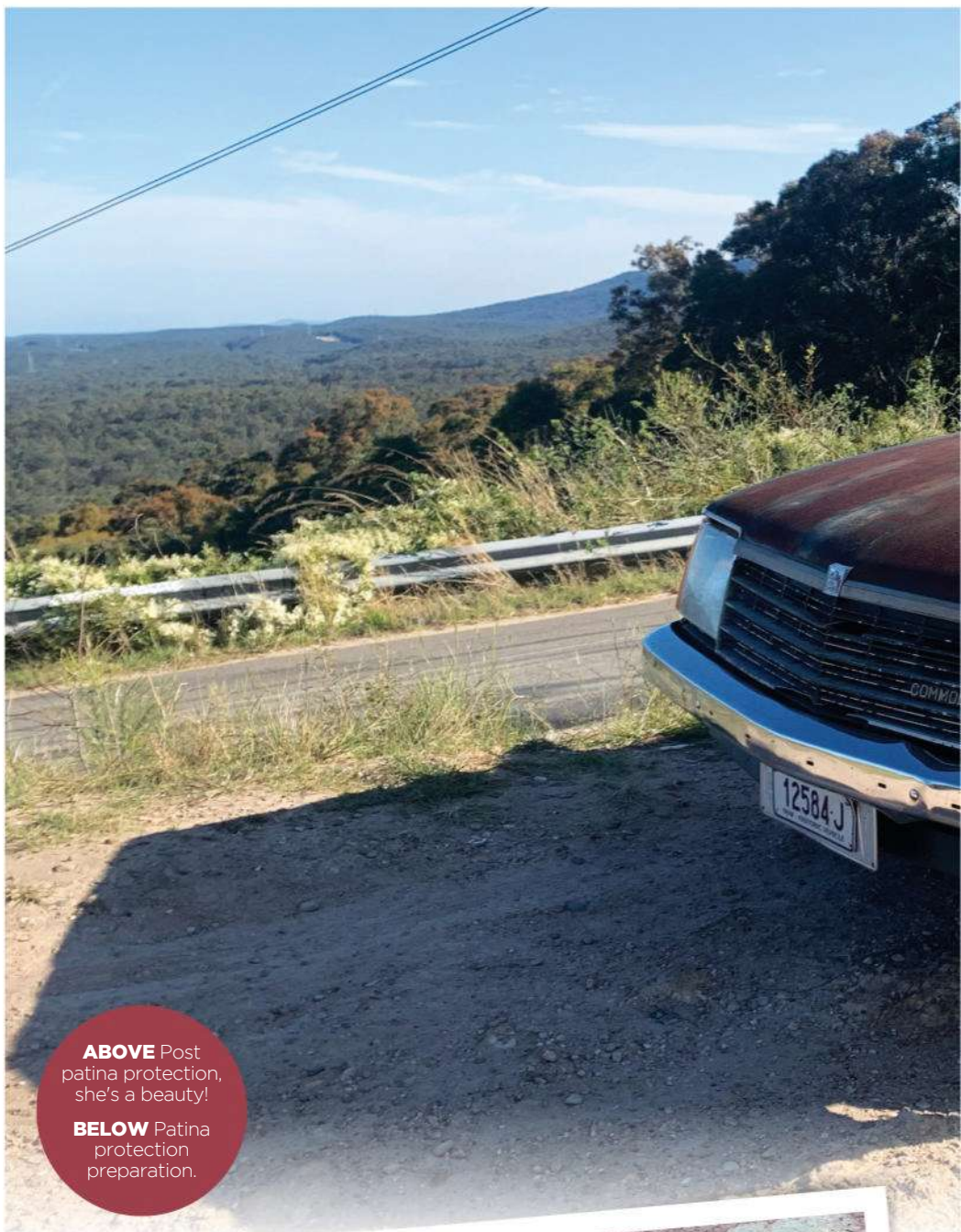
'90 MAZDA MX5

Owned since 2016
Kms 254,000



'89 MITSUBISHI PAJERO

Owned since 2021
Kms 294,453



ABOVE Post patina protection, she's a beauty!

BELOW Patina protection preparation.





UNDER THE WEATHER

RUST NEVER SLEEPS, SO AT LONG LAST GLENN TORRENS PROTECTS HIS BOMBODORE'S PATINA

WORDS & PHOTOS ★ GLENN TORRENS

MY HOLDEN COMMODORE'S appearance is the result of 45 hot Aussie summers baking the original paint. Back in 1979 when this base-model but V8 optioned VB Commodore sedan was built in Holden's Pagewood, Sydney assembly plant, car-paint technology was quite simple: primer and a 'one stage'

air-dry acrylic finish, sprayed on by blokes in overalls. Back then, shiny paint didn't have much hope of surviving more than a decade, so it's little surprise this car's paint looks as it does 45 years later.

Anyway, this amazing patina – the swirls and the cracks and



01



02



03

"THIS PAINT'S SWIRLS AND CRACKS AND CRAZES ARE FROM DECADES OF NATURAL AGING"

crazes from this car's decades of natural aging – is something that I find very appealing these days. Judging by all the amazing comments I've received about this car over the past four years, other people seem to like this patina too. At shows and cars 'n coffee events, I can park next to a Ferrari or a Brock or something and people will pretty-much form a queue to speak to me about this Commodore and its story.

So it's becoming important that I protect what's there

to prevent any further deterioration. Recently I noticed a few bubbles of rust on the driver's door's inside corners. Seeing that extra deterioration reminded me that I'd never quite enacted my plan to protect the paint and panels from further deterioration: I was going to haze-over the car with a coat of satin clear paint (or something) as soon as the car was driving again. I got busy elsewhere and that never happened.

In other words, finding those bubbles was a harsh reminder

to the fact that my mighty Bombodore's patina hadn't stopped 'evolving'. Sure, patina might be fun fashion right now, but rusty holes through panels isn't.

Something needed to be done. I had a choice: I could have 'resprayed' the car with a clear coat of matte, satin or gloss paint (as I'd planned). I could use protective oil such as a linseed, lanolin or – as was also suggested to me – auto trans fluid. I could treat the car with one of several commercially available proper

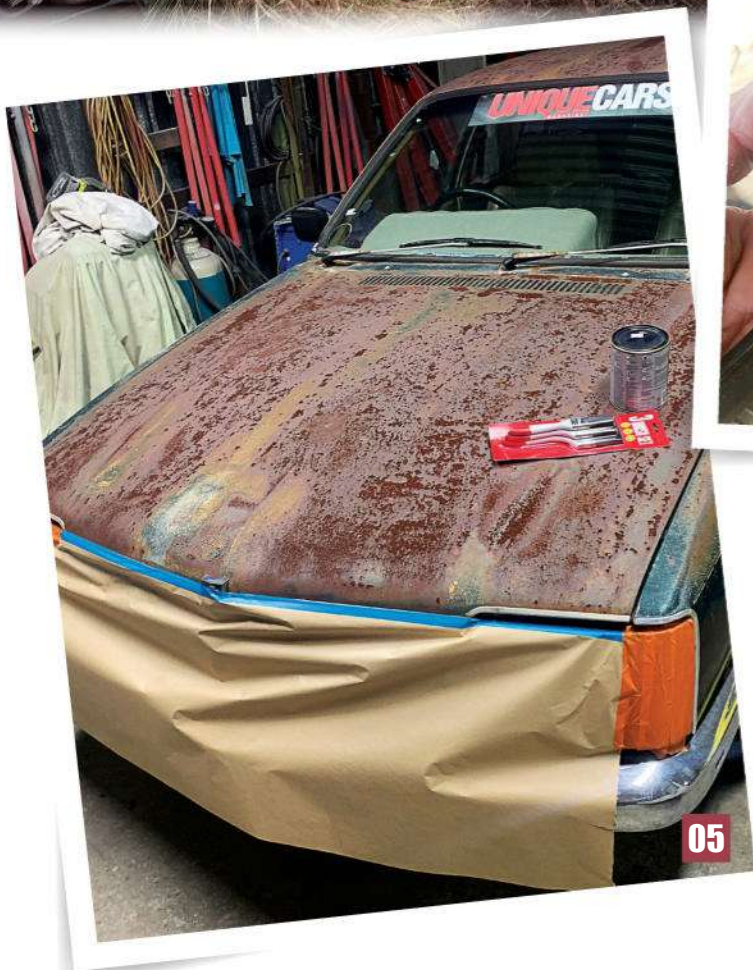
01 As with the driver's door, to repair rust growing under the boot seal, I'll need to do some extra work with priming and painting for protection.

02 The driver's door will need more than just a coat of patina paint. I'll grind, treat and paint, then re-rustproof the door interiors.

03 If my little experiment works, I'll treat my patina Bug the same way. And I reckon a few mates might be interested too.



04



05



06

04 My other Commodore is also a perfect candidate for never being painted! Now sold, if you're the new owner, get in touch via the magazine.

05 Not knowing what to expect, I masked the nose of the car to protect against drips of compound. But I needn't have worried as it wipes off easily when wet.

06 I lifted the boot seal to allow me to apply the protective compound everywhere.



07

"AFTER 45 AUSSIE SUMMERS, IT'S LITTLE SURPRISE THIS CAR'S PAINT LOOKS AS IT DOES"

patina protecting products such as Ankor Wax, Patina Sauce, Poppy's Patina, Patina Protector, Penetrol and others that are used by hot rodders.

There was also another product I could use. A mate of mine – who's played with everything in steel from top-end show cars to 1950s kids' toys – gave me a 'hot tip' on an inexpensive, easy to

apply, easily bought product that gives a water-repellent, durable finish to aged paint and surface rust, such as what is on this 'patina' Commodore. This product also has the extra advantage of not adding any false/fake gloss to the surface of the metal/paint. Using that info/recommendation, I got to work, rolling Bombadore into my garage and applying

the treatment while enjoying a couple of bevvies one mild early-Spring evening.

For now, I'll keep the identity of this product to myself, but I'll let you in on the secret when I'm 100 per cent happy with how it looks and performs.

In other words, this is a bit of an experiment. Hopefully, I won't be embarrassed by the result! 🚗

07 This is Alan and Rhonda. As young newlyweds, they bought my Commodore new in 1979 ... many years before the patina!

08 If you can stop air and moisture from getting to the surface of the metal, you can stop rust. That's what I'm hoping for from my secret treatment.

09 Thankfully the surface treatment doesn't give the car a half-sucked lolly appearance. It's 'invisible'.



08



09

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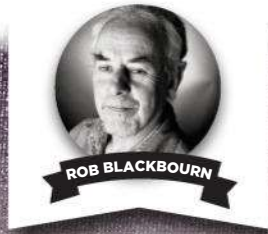
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ROB BLACKBOURN - CAR SPOTTER



GM'S JEWEL

ROB HAS DISCOVERED THERE'S MUCH MORE TO CADILLAC'S
EARLY HISTORY THAN V16 ENGINES, TAIL FINN AND
ELVIS PRESLEY'S PINK FLEET

PHOTOS ★ GM-CADILLAC, BONHAMS

IT'S INTERESTING that for a long time the prestigious British automotive brand 'ROLLS-ROYCE' has appeared in everyday usage as a tongue-in-cheek praise-tag for any old product - as in: "You can't beat DIGGA rotary hoes - they're truly the ROLLS-ROYCE of rotary hoes." Is that just an Aus laughing-at-a-tall-poppy thing or perhaps a taking-a-dig-at-the-Poms thing, I wonder?

It seems odd though, the

prestigious American brand Cadillac doesn't suffer similar treatment - as in: "I can't fault my BRUTUS sledge hammer - believe me, it's the CADILLAC of sledge hammers." Perhaps the aspirational nature of the American culture that fosters widespread respect for its prestige brands, has rubbed off on us just a bit.

Anyway, while Cadillac has never been huge on my American-cars radar - for me,

it's been pre-1970 'BIG THREE' bread and butter cars plus some Studebaker and American Motors models - Cadillac's early history was very much in my face recently, while I learned about the significant effect electrification had on dragging the Industrial Revolution, from steam engines to the internal-combustion automobile era.

Perhaps, surprisingly, the utilitarian term 'parts interchangeability' is key to

the story, a story that's all about advances in precision engineering. The coming of machine tools, particularly those with individual electric motors, allowed component production to combine rapidity and dimensional repeatability for the first time, making parts interchangeable and easy to assemble, thus setting the stage for mass production.

Also to my surprise it was upmarket Cadillac



AS ALWAYS - THE STANDARD OF THE WORLD!



Harley Earl

that pioneered parts interchangeability in the car industry, and not Ford Motor Company – though in Cadillac’s case precision parts manufacturing was more about maximising quality standards of its prestige car, than its role with Henry Ford’s subsequent Model T, to enable mass-production of an affordable and reliable everyman car.

Historically the parts interchangeability concept had been quietly developing in the firearms industry for some time. In the USA in the latter half of the nineteenth century Samuel Colt was an early adopter who took the pioneering earlier work of Eli Whitney to the next level.

Fast forward to the 1890s and we meet Henry Leland who as a young man served his apprenticeship under Samuel Colt. Now he’s a precision-engineering specialist and partner in a company producing precision gears and engines.

In 1902 Leland and partners took over what had been the Henry Ford Company after Henry Ford walked out to start afresh under the enduring Ford Motor Company

banner. Renamed the Cadillac Automobile Company, Leland’s business launched its first car at the New York Auto Show in January 1903. With its promotion promising reliability thanks to ‘precision manufacturing’ it was an immediate success with over 2000 customer-deposits taken at the show.

"NO ONE SAYS, 'BELIEVE ME, MY BRUTUS SLEDGE HAMMER IS THE CADILLAC OF SLEDGE HAMMERS'"

Soon also successful in the UK, Cadillac and its claimed parts interchangeability were sorely tested by Britain’s Royal Auto Club (RAC) in 1908. Three random 1907 K model Caddys from dealer stock were totally dismantled by RAC mechanics before the parts were mixed, with stock spare-parts thrown in for good measure. The crew then assembled three composite cars from the parts heap, with no selective

matching or finessing of parts permitted. All three cars then lapped the Brooklands circuit for 500 miles without incident, before one went on to win the 2000-mile International Touring Car Trial. Awarded the RAC’s prestigious Dewar Trophy for its efforts, Cadillac adopted ‘The Standard of the World’ as its marketing slogan from that

electric-lighting and by the mid-1920s was pioneering the introduction of ‘safety-glass’.

A game-changer was the hiring of stylist Harley Earl in 1927 to take away from engineers the responsibility for a car’s form and appearance – an industry first. A light-bulb moment came mid-Great Depression when Cadillac largely reversed its 80 per cent loss of sales by ending a policy that discouraged Cadillac sales to African Americans.

In the years remaining before WWII largely froze civilian car development, Cadillac was a frontrunner in introducing the all-steel roof, and its manufacturing-efficiency gains from adopting Phillips-head fasteners came years ahead of the pack. This was all news to me – frankly, I’m impressed ... ☺

TOP Design guru – Harley Earl.

BELOW USA vs Brit prestige – Cadillac (L), Rolls-Royce (R).



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SHANNON'S
TOP RIDES
OF THE MONTH

SHARE THE PASSION

WORDS & PHOTOS ★ IAIN CURRY

They built it? Really? The Hot Wheels-made-real Plymouth Prowler has you asking the same question in 2024 as it did when the first of these retro roadsters prowled American streets in 1997.

Paying homage to '32 Ford hot rods, this was Chrysler Corp designer Tom Gale's even more extrovert follow-up to the bonkers Dodge Viper. The Prowler wowed in concept form at the 1993 Detroit Auto Show, was somehow given the production green light, then they hand-built almost 12,000 of these overwhelming aluminium

open-wheelers up until 2002.

Introverts need not apply, especially when yours is glimmering in orange pearl framed against a deep blue Queensland sky. Sunshine Coaster Sid James spotted his 2001 Prowler for sale in Los Angeles three years ago. Handily, his son Corey is California-based so was tasked with inspecting and testing it before money changed hands. Sid had been burnt before. He'd transferred money over for a sight-unseen Prowler, was scammed, and lost the lot.

It was a happier story this time. "Part of the import



Sid James

2001 | PLYMOUTH PROWLER

HAS THERE EVER BEEN A CONCEPT CAR SO UNLIKELY TO REACH PRODUCTION? **THIS AUSSIE-BASED PLYMOUTH PROWLER IS PROOF THEY TRULY EXIST**



ABOVE Sid with his Prowler.

BELOW Yup, a Hot Wheels inspired 1:1 scale, hand-made car.





SHARE THE PASSION

RIGHT We'd be smiling if it was ours, too.
BELOW Once you're in, you're in.



rules is you must have new catalytic converters fitted," Sid explained. "I got the high-flow cats, but regulations mean you can't have them delivered to California. I had to go through three different muffler shops before I found someone who'd weld them in."

He also had carbon brake pads fitted in the States to avoid any potential asbestos dramas, then transported the

pointing and waving. I thought 'what a unique car.' I wanted one from the point on."

It wasn't his first rodeo in extrovert car land. Sid previously enjoyed a one-owner '69 Mustang in the USA, then back home a modified 510hp XR6 Turbo ute. This Aussie pickup met a spectacular end, upside down on a roundabout.

"THE PROWLER WOWED IN CONCEPT FORM AT THE 1993 DETROIT AUTO SHOW"

Prowler to San Francisco to set sail for Brisbane. Left-hand drive restrictions meant this 20-year-old Plymouth went straight to conversion specialist Performax, Sid's being the 14th Prowler the company would convert.

"I'd ridden in a Prowler in the States in 2002," Sid explained. "We were going down the freeway and people are beeping their horns and

The Prowler landed here before our currency nose-dived against the greenback, meaning it owes Sid about \$90,000. It cost roughly \$44,000 to buy and ship here, plus the same again for the right-hand drive conversion.

"Performax took out the whole dashboard, seats and steering column," he said.

TOP RIGHT You don't see the Plymouth badge everyday.
BELOW Off to the diner. Happy Days.





SHARE THE PASSION

THIS PHOTO It still looks cool with the soft-top on.

BELOW Leather pews and retro dash, nice.



"They've used a Commodore rack with some CNC machined parts, and a Jeep steering column. They made up a new fibreglass surround for the dash gauges, and overall did an excellent job."

From the moment these

four-speed auto transmission is mated to the V6 by an open driveshaft. It makes the rear-end view just as spectacular as the front, with the trans and part of the aluminium frame between a pair of chrome exhaust tips and whopping 295/40 tyres over

"THE PROWLER LANDED HERE BEFORE OUR CURRENCY NOSE-DIVED AGAINST THE GREENBACK"

Prowlers were slated for production, raiding Chrysler's corporate parts bin was the plan. Pre-1999 cars used the group's cast-iron 3.5L V6 with the rather tepid 160kW and 300Nm, otherwise found in the deeply uncool Dodge Intrepid and Eagle Vision sedans. Its rack-and-pinion steering was borrowed from Chrysler's Town & Country, but better news was coil-spring independent suspension came from the Viper.

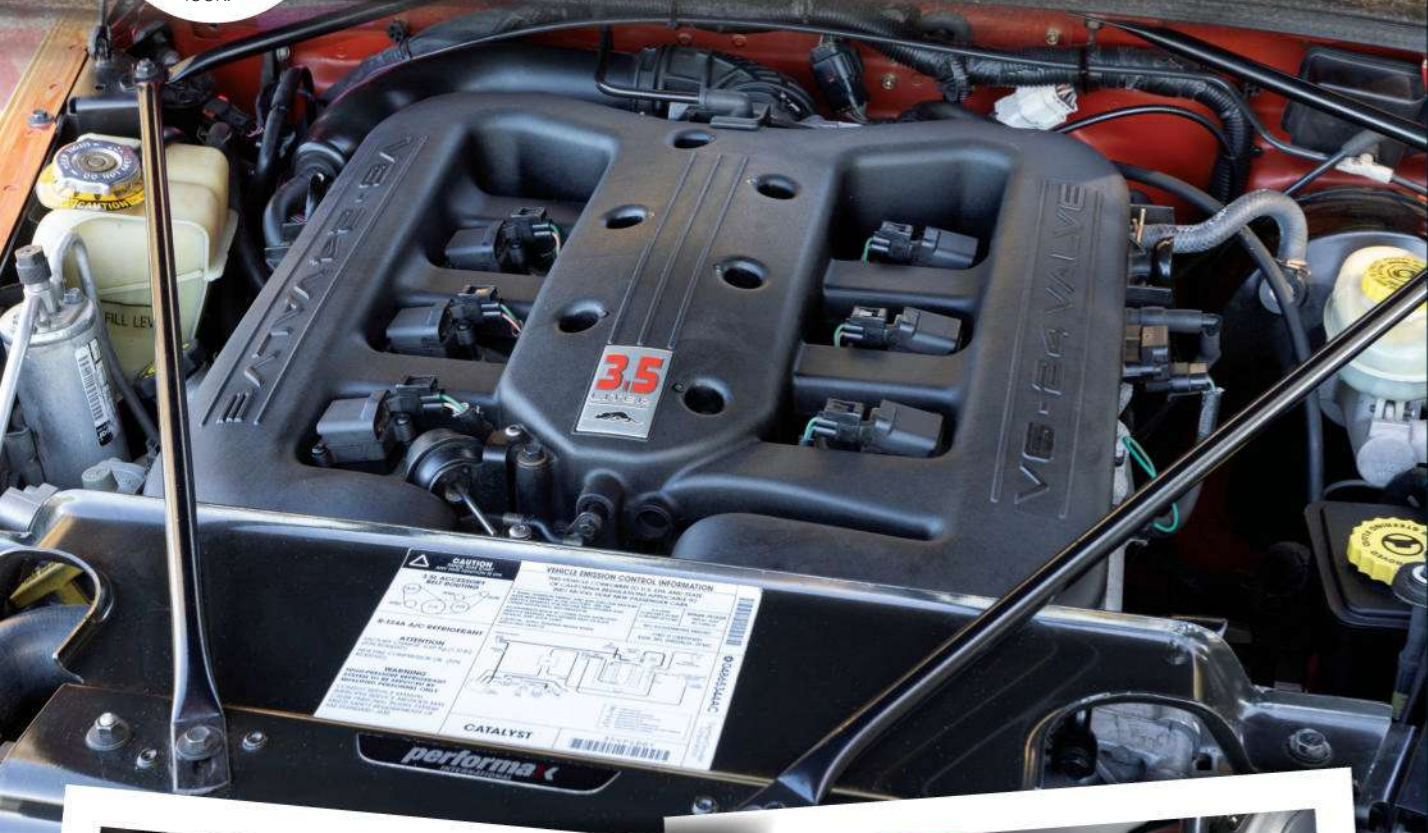
Like a C5 Corvette and Porsche 944, the rear mounted

20-inch rear chrome five-spoke wheels. Hot rod vibes are in full effect with comparatively titchy 17-inch fronts.

The aluminium chassis is complemented with sheet aluminium for the body, bonded with self-piercing rivets and industrial adhesives. The lightweight stuff's also used for the rear brake discs. It helped this open-wheeler stay under 1300kg, meaning performance wasn't terrible for a car you'd have otherwise thought was screaming out for a V8 Hemi



RIGHT On the Prowl with V6 power.
BOTTOM There are modern touches that don't detract from the look.





SHARE THE PASSION

THIS PHOTO

Perfect colour for Queensland.

BELOW The boot is a token gesture really.



up front.

Positively, post-1999 cars like Sid's were gifted an all-aluminium 3.5L 24v V6 with 60-degree single overhead cam, good for 189kW and 346Nm. That meant power similar to the Magnum V8 of the period, but torque was way down. And while Sid's Prowler sounds the business with baffles removed, it does miss that proper hot rod bent-eight rumble. Being rear-drive and with semi-auto AutoStick shifter – plus a 0-100km/h time around six seconds – driver involvement's decent for this boulevard cruiser.

Bystanders don't want it to go fast. We want it to hang around to enjoy the style of this IndyCar-like roadster. Especially when its funny-looking front bumpers have been removed (as Sid's has had done), which otherwise gives it a comical-

looking moustache.

A Prowler problem is the limited door opening swing – it's certainly designed for little people. Sid's has had a block kit fitted allowing a wider swing, and once inside it's a sink-in leathery two-seater. Even so, it's a bit plain, grey and sensible when compared to the mad exterior. The folding soft top, meanwhile, means there's next to no room for any luggage in this roadster. Little wonder almost 20 per cent of buyers bought a US\$5075 trailer, styled in the same manner as the Prowler's rear end.

Sid's changed his car's shocks and torsion bar to improve the ride, said general maintenance is easy and the Plymouth has proved largely reliable. He's very active with the Prowler Owner's Association, and it's a bonus having his son in California for parts help. "I've changed





"I HAD TO GO THROUGH THREE DIFFERENT MUFFLER SHOPS BEFORE I FOUND SOMEONE WHO'D WELD THEM IN"

the plugs, done the air cleaner, put a new serpentine belt and pulley adjusters on," Sid said, using bits he bought on his last visit to the States.

While it's perfectly presented and hasn't seen a drop of rain in its life, it's a common sight on Sunshine Coast roads. "Because it didn't come to Australia and it's so spectacular, people just assume it's custom

rather than factory," said Sid. "My wife gets embarrassed when we're driving it; she wants to slide under the dashboard. It gets so much attention, but it's just a fun car."

And really, seeing it in the metal remains scarcely believable. It's true. They did actually build these things. 🏠





HOLDEN COMMODORE
 2001, 5.0l V8, Automatic, engine swapped, engine has 180xxx kms, body has 400xxx kms, seats have been redone in OEM, Make an offer: 0418787422, S946CNH. SA. DIY1235809. 0418 787 422. **\$15,000**



CHEVROLET CORVETTE C3
 1978, 25th Anniversary Model. 350 Chev. Turbo 350 Transmission. Completely Genuine, unmolested, would suit fastidious collector. Been in storage for last 20+ years. A/C Power Steering, Cruise control, XFX804. QLD. DIY1228103. 0409 869 403. **\$47,500**



AUDI A6
 1996, Full black leather interior, excellent condition exterior, brand new shocks, needs new battery to turn on and 2 new tyres, V6 engine, DJD44L. NSW. DIY1237786. 0433 690 257. **\$13,500**



FORD MODEL B
 1932, Original 1932 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**



BMW Z4 m

2007, PRICED TO SELL TODAY - ABSOLUTELY WELL BELOW MARKET PRICE. SIMPLY CHANGING THE COLLECTION, IT HAS TO GO. NO SWAPS, NO TRADES CASH ONLY THANK YOU
 6 Speed manual, Don't settle for basic blue! Grab the hero colour - Imola Red, 89,000 kms, Full service history and books, Last service was 10 May 2024 we have receipt. This is a VERY RARE AND VERY COLLECTIBLE CAR. One of only 103 Australian cars, with under 2000 RHD made world wide between 2006 - 2008 and only 4,000 overall. This compares to around 56,000 of the common and 100kg heavier E46 M3 coupes. The S54 motor was rated as the world's best six cylinder at the time and is an absolute joy to drive. I am the third custodian of this Z4M purchasing from another collector, a delightful lady BMW fanatic. She drove her carefully and purchased it from the original owner, a medical practitioner who drove daily on expressways to his practice, QQ919. NSW. DIY1235999. **0400 383 069. \$51,500**



PORSCHE 928 S4

1990, 118 000 kms, imported from GB approx 20 years ago, this car has all the extras, cruise control, sunroof, adjustable headlights, abs, traction control, blue tooth radio, a/c, on dash computer with display everything works on this car & it drives well, 67AST. QLD. DIY1235803. 0412 644 154. **\$49,999**



LEYLAND MINI MOKE Moke

1970, Fully restored, with love, modification includes 4 seats with seat belts, custom Tourneau cover with all-weather clear side screens, fully water tight, mint condition, stored in garage, sports wheels, internal roll bar, pleasure to drive, 41398J. NSW. DIY1235818. 0407 702 193. **\$57,000**



FORD MUSTANG

1966, T-Metuchen, New Jersey, 271340 - production, built date 28E-28th May 1966 body-76A Convertible, very clean, no rust and fully restored, only owner in Australia, 0002H1. VIC. DIY1237061. 0421 921 113. **\$65,000**



CHEVROLET CORVETTE C3

1971, Corvette Stingray LS5 Big Block Convertible, matching numbered 454 L-88 spec, the closest thing to a genuine L-88 without the ¾ million plus dollar price tag! Highly modified and not for the faint hearted, this 454 includes alloy heads, L-88 hood, 194671S120719. QLD. DIY1236282. 0402 480 350. **\$135,000**



JAGUAR 4,2 LITRE

1960, This original 2.4 MK2 now has 4.2 XK engine, 5 speed manual gearbox, power steering, air-conditioning, replacement leather seating, headlining etc. and a bare metal respray to Sherwood Green. Delight to drive, Club Plates. NSW. DIY1235817. 0410 213 495. **\$52,000**



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This fully restored 9MC "Street Rod" is a testament to classic American automotive craftsmanship, meticulously rebuilt with modern upgrades for the discerning enthusiast.

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■ Immaculate Condition: Only 9,839 kilometers since its comprehensive restoration in the US, this beauty is ready to turn heads.

■ Right-Hand Drive Conversion: Thoughtfully converted to RHD, ensuring comfort and convenience for Australian roads., FFD59W. ACT. DIY1237085.

0412 485 181.

\$95,000



CHRYSLER 300C

2008, Black super stretch 12 seat limousine includes driver. Built by L.A. Custom Limousines in USA. Dual bar, Crystal glassware included, granite bar tops and dual zone air conditioning, 459SV. SA. DIY1168906. 0412 930 011. **\$100,000 ONO**



JAGUAR MK VIII
 1958, VERY RARE 1958 MK 8 Jaguar very good condition, runs well. Much loved EX-wedding car. Very clean interior and boot area. All original except for motor, motor is XJ 6 4.2litre original motor is available for an extra fee but needs reconditioning lost compression in 2 cylinders. Minor scratch under fuel access door drivers side as shown in photo, 8L88419S. NSW. DIY1237086. 0428 695 773. **\$38,000**



SALEEN S281SC S281 supercharged
 2005, Supercharger, manual transmission, showroom condition, highly collectable and 24000 miles, 530sal. NSW. DIY1237084. 0419 481 003. **\$110,000**



HSV MALOO
 2014, powerful 340kW 6.2-litre engine and pristine condition inside and out. Whether you're looking for a thrilling driving experience or a sound investment, this Maloo R8 delivers both. With its value expected to appreciate, this is a fantastic opportunity for the discerning buyer, 255HX2. QLD. DIY1235859. 0438 758 569. **\$72,000**



HOLDEN COMMODORE SS VE
 2007, VE SS-V low klms 1 owner, full service history, selling due to downsizing, reasonable offers will be considered, SSV570. QLD. DIY1235919. 0408 314 172. **\$50,000**



HOLDEN TORANA A9X

1977, Long term ownership of iconic car. Presented in immaculate condition inside and out. Holden Production report CLX05.....M, Build 9/77, 0023HB. VIC. DIY1206601. **0418 514 421. \$260,000**



BUICK SPECIAL Special Riviera Coupe
 1958, Awesome car to drive. Great sound from the 364 nailhead V8 beautiful interior. Coil and shocks have been replaced new wiring throughout. New Holly & fuel pump, torque thruster. Wheels & tyres many extras, pillarless 2 door coupes in this condition and at this price are hard to find great investment could easily be a daily driver. 75.000 mls. No rust good paint needs hood lining, 889CV7. QLD. DIY1237088. 0402 071 767. **\$43,000**



FORD FAIRMONT GHIA
 1996, EL 5ltr v8 auto, fully serviced drives really well. New exhaust, tyres and brakes, Exp19e. NSW. DIY1237188. 0416 324 287. **\$7,500**



HOLDEN COMMODORE SS
 VN SS, Factory manual, all original, 106,000km, straight, no rust, great interior, 55591-H. VIC. DIY1235850. 0407 333 500. **\$34,000**



FORD FALCON XY GT
 1970, once in a lifetime opportunity that does not come around very often, THIS CAR HAS NEVER BEEN TOUCHED NEVER ANY PAINT OR THE MOTOR ALSO HAS NEVER HAD ANY WORK ON IT. RARE OPPORTUNITY. This XY GT FALCON only has 36842 Original Miles Auto in Electric Blue, RTO836. VIC. DIY1237101. 0402 113 112. **\$375,000**



PLYMOUTH BARRACUDA
 A 1971 Chrysler-Plymouth "CUDA" 2 Door Coupe blue, 6,200km, rust, needs repair, CUDA71. VIC. DIY1235763. 0400 993 828. **\$120,000**



FIAT ABARTH 695 EDIZIONE MASERATI
 2013, An immaculate example of this luxury Abarth, only 40 imported to Australia 30,000 km Automatic, 2nd Owner. Can be inspected in Sydney by arrangement, FBE31U. NSW. DIY1237807. **0413 092 372.**
\$30,000



ALFA ROMEO 159 2.4 Ti
 2011, One owner since new, factory sun-roof, always garaged, full service record, BHP recently increased from 157-179kW; torque from 400 NM to 480, 452 kw8. QLD. DIY1235844. 0402 070 347. **\$17,500**



HOLDEN TORANA SL
 1973, Mostly original except for where the original owner done some home repairs on boot and a couple of other small spots. The original owner passed and left to his son, the old Torana wasn't for him, nearly all mechanical rebuilt and not enjoyed yet, CD362216. QLD. DIY1235532. 0401 856 096. **\$35,000**



HOLDEN COMMODORE vp
 1992, vp commodore hsv replica, hsv and gm perf parts v g cond, vjw753. SA. DIY1235683. 0412 134 515. **\$12,000**



CHEVROLET DELIVERY
 1966, Unique as they come. Great cruiser, handles superbly, Kenwood BT handsfree head unit, custom interior, full concealed rewire, 03012M. VIC. DIY1238678. 0481 842 593. **\$45,000**



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**



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. \$52,000**



FORD CORTINA Mk 2 440
 1968, Rebuilt Kent 1600cc cross-flow engine. New oil pump, generator, clutch, clutch hydraulics, brake pads and shoes, engine mounts, exhaust and radiator. Steering completely renewed. Rust removed, stripped to bare metal and re-painted in original Ford colour, frosted pewter. New windscreen seals, front and rear. Very good reliable car, Raw-361. SA. DIY1235441. 0419 842 220. **\$15,999**



MITSUBISHI SIGMA GSR
 1983, 1 owner car showing 500,000k's, done 100,000 on new motor! Drives great, BRO305. VIC. DIY1235397. 0419 522 069. **\$5,400**



BMW 118D E87
 2011, Excellent Condition BMW 118D MY11, Owned from new and low mileage, this car has been garaged every day, regularly maintained, with full service history, priced to sell quickly as I have upgraded to a new car, 1DPD257. WA. DIY1238588. 0413 332 819. **\$11,750**



PORSCHE 911S Targa
 1974, Australian delivered, 3 litre motor runs well. In good overall condition. No texts, 6292101. VIC. DIY1238398. 0418 388 142. **\$60,000**



CHEVROLET CHEVELLE MALIBU Malibu
 1972, Beautiful original '72 Chev Chevelle for your driving pleasure. National Chevy Show 1st winner of Authentic Class 2019. Also other trophies. Very rare unmolested matching numbers original looking car. Big Block LS3 402ci. Turbo 400 Automatic. 12 Bolt rear end. Functional Cowl Hood. Optioned with factory air conditioning, power steering, power brakes. Discs on front. Weld Draglite wheels with Micky Thompson tyres, CHEV 72. SA. DIY1237416. 0400 671 130. **\$73,900 ONO**



CITROEN C6 2.7HDI
 2008, Australian Delivery, 2nd owner for 10 years rare car in Australia, maintained by an enthusiastic in concourse condition, genuine reason for sale. Can be inspected in Sydney by Appointment, GCC600. NSW. DIY1238881. 0413 092 372. **\$35,000**



FORD MUSTANG MACH 1
 1969, A red 1969 Mustang Mach 1 excellent condition, 99,200km, MSTANG. VIC. DIY1235762. 0400 993 828. **\$85,000**



CHRYSLER VJ VALIANT CHARGER VJ

1974, Tthe car is mostly original on the inside. Drivetrain is running a mild 265 hemi and Borg warner 4 speed manual. The car was driven everyday as daily drive for 4 years up till August 2023 reason for not passing registration due too the rust and leaks. Money has spent on car such as full suspension by a specialist suspension place, car has been serviced every 6-12 months, CV90JB. NSW. DIY1238877. 0497 791 064.

\$35,000 negotiable



FORD A MODEL

1930, 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, AJ1982. OV. DIY1223422. 02 7224 5045.

\$33,000



JAGUAR MK II 240

1968, Jaguar Mk2 240 Automatic, Cream/ black Int. Australian delivery matching numbers, reluctant sale, NSW reg, BPO58Q. NSW. DIY1235019. 0404 087 408.

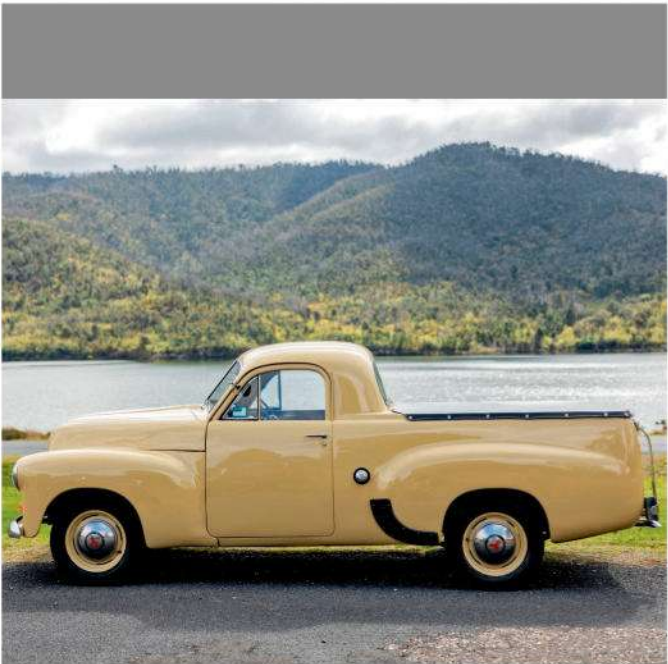
\$27,000



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 cromework alone is worth a fortune. Chromework in excellent condition. Excellent brakes and tyres, 34ASX. OV. DIY1223408. 02 7224 5045.

\$24,995



HOLDEN UTE FX

1951, Beautiful 1951 FX Ute. Interior restored in 2006, engine fully rebuilt to original specs in 2022, maybe one of the best available, CV 68 KR. NSW. DIY1237089.

0427 300 617.

\$49,000



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



HOLDEN STATESMAN 1 Vq

1990, 1990 Holden VQ Statesman V8 which are now getting very rare and a great collector. Well maintained and always garaged, 61638H. VIC. DIY1234996. 0411 249 340.

\$14,500



CHEVROLET CORVETTE
1968, Fleur de lis dismantled car is complete except for the exhaust system 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



FPV F6 TYPHOON
2007, Lightning Strike Silver. 1 of 2 Built by Nizpro for UK export, Mifoon. VIC. DIY1159004. 0460 895 243.
\$75,000



STUDEBAKER DICTATOR
1928, Excellent vehicle. Well cared for. Location Wellington NZ near a container port. Sold roadworthy. Excellet 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



MERCEDES-BENZ REPLICA
1928, 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, BENS28. OV. DIY1223423. 02 7224 5045.
\$50,000



ALVIS SILVER EAGLE SG 16-95 Silver Crest
1936, Rebuilt rolling chassis fitted with an original unrestored Martin and King Alvis body, unregistered. VIC. DIY1238623. 0455 044 493.
\$19,500



STUDEBAKER LARK
1962, My much loved 62 Studebaker Lark. Great performer, strong motor and transmission. Factory headers (need repair). New 4 barrell carburettor. Reco distributor. B45 Simmons wheels. Lots more including spares. Has a disc brake front but I also have the original. The master cylinder needs a repair and there is some rust bubble around the corner of the rear window. This car had full Victorian rego, V551607. VIC. DIY1238583. 0419 315 155. **\$18,750**



HOLDEN TORANA LH
1975, Perfect project car, selling unregistered - as is, has been daily driver for last 24 years. Has recently turned over 1,001,000kms. Pair of Auto Technica bucket seats and rear spoiler come with and 4 x Chevy mags. Solid car runs really well. Little bit of rust in usual spots, 8B69LEJ467922H.. QLD. DIY1231176. 0402 295 495.
\$40,000 ONO



BMW Z4 E85
2005, 2.5L 6 CYL Steptronic Auto - WA Licenced, 1CIT007. VIC. DIY1237134. 0457 933 094.
\$17,500



FORD A MODEL Roadster
 1928, Admit it, you have all ways wanted to put the family in the boot for a bit of peace and quite while driving, look no further now you legally can, 23945J. NSW. DIY1237154. 0419 449 732.
\$45,000 ONO



HOLDEN UTE VE SS
 2012, Many extras, please call first to see, will buy this much loved ute, XB 735U. SA. DIY1237335. 0405 297 221.
\$45,000



FPV GT BOSS 315 FG
 2008, Pre-production model, in the best colour, Nitro, premium Brembo ventilated brakes & multi-spot callipers, FPV hood detail, FPV body stripes, reverse camera, FDG01B. NSW. DIY1229658. 0426 124 003.
\$38,500



VOLKSWAGEN KOMBI 2
 1977, Transporter, 4 Seater, 2Lt Auto camper, fully, luxuriously renovated, much loved, must see, 21628J. NSW. DIY1231515. 0418 948 775.
\$50,000



MG TF TRIBUTE MG TF TRIBUTE n/a
 2010, Alternative Cars kit, convertible, Mazda 1.8L MX-5 engine and gearbox, modern stop and go but with the classic lines of 1955 MG TF. Pure fun!, YLC 03Q. ACT. DIY1238369. 0497 080 999.
\$27,500



DODGE B200
 1977, 318 V8, 3-speed, CB radios, rear wing, Hadley air horns, side pipes louvres, captains chairs, shag carpet, magic mushroom artwork, roof ladder and enough drink holders to lubricate an entire swingers convention. The 2% and Ass, Gas or Grass stickers are further period-correct additions. No RUST anywhere!, B21BE7X169151. VIC. DIY1238218. 0402 352 485. **\$44,000**



SUZUKI X90 Targa top
 1997, Suzuki X90 Rare Classic, 1dmw165. WA. DIY1229097. 0419 942 122.
\$9,500



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, S284COX. SA. DIY1206599. 0458 984 164.
\$28,500



JENSEN INTERCEPTOR MK II
 1970, Restored in 2002, good original condition. \$60 000 firm, no offers. Phone Mike between 8am and 8pm any day, NO TEXTS, 54390J. NSW. DIY1235212. 0428 275 530. **\$60,000**



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, 10N7ST. VIC. DIY1223553. 0466 917 806. **\$12,000**



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**



MGB GT 2
 1970, mg b gt b/r green every extra v/g cond, 41174j. NSW. DIY1229693. 0413 745 274. **\$31,000**



HOLDEN HJ
 1976, HJ holden ute, 8674H. VIC. DIY1238253. 0416 289 169. **\$29,000**



HOLDEN COMMODORE Zb
 2018, Triple 8 Race Engineering. This one off Holden 2018 ZB, four cylinder turbo Commodore RS, S810CME. SA. DIY1238249. 0418 835 727. **\$27,888**



HOLDEN PREMIER
 1978, Regrettable sale. Hz Holden Premier, 253, 5 speed supra gearbox, 4 spare 5 spoke drag-ways a few extra parts, runs and drives well, 8P69RH1416275Z. VIC. DIY1216733. 0458 654 008. **\$27,500 ONO**



BMW Z3 Roadster convertible
 2000, Rare 3 litre model. Auto and low km. Factory alloy wheels. Convertible roof in good condition incl rear glass. No rust. Black leather elec seats. Full history and logbooks, ALH 98A. NSW. DIY1230723. 0413 165 414. **\$24,000 ONO**



PONTIAC CATALINA
1962, Big, black and sexy! Fully rebuilt 389, 4-speed, tri-power carbs, Super Duty scoop and new exhaust low, long and sinister with loads of extras and cool patina. Perfect for hipsters with sailor tats and a greasy beard, P362362362362PPPP. VIC. DIY1238215. 0402 352 485. **\$55,000**



FORD THUNDERBIRD
1963, Automatic transmission, electric seats and windows. 390ci V8, great cruiser, very reliable in original condition. RWC supplied, 2L261. VIC. DIY1237421. 0418 569 337. **\$39,950**



FORD MUSTANG
1989, a rare (in Australia) RHD, V8 manual LX version, see internet adverts for full details. Serious then call for more info, NO texts or messages through this web site will be answered, S037CMC. SA. DIY1151484. 0458 984 164. **\$35,000**



MITSUBISHI COLT
1984, Recent respray, runs good, Japan Import, s826amw. SA. DIY1238880. 0449 534 361. **\$8,000**



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**



TOYOTA SUPRA Mk4 Supra
1993, I owned it since 2003, bought it 55,000 km from Japan, 338 kw Tuned by Billtech, 156,000km, custom front bumper detachable for tow trucks or dump tuning, 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, EUG42T. NSW. DIY1230585. 0415 114 372. **\$90,000**



CHRYSLER VALIANT AP5
1963, Lowered, push button auto, skyBlue exterior, black interior, tinted windows, no rust bare metal respray, no dents, petrol, runs well handles well, very comfortable, exceptionally smooth drive, new battery (36 mth warranty), APE063. QLD. DIY1237850. 0438 655 263. **\$19,900**



MITSUBISHI GTO MR
1999, Genuine MR, low mileage, immaculate collector car, GTOV6. QLD. DIY1237993. 0438 170 099. **\$74,000**



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**



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**



MGB MKII Overdrive
1970, Unique opportunity to buy such a car in immaculate condition. 11,000 MILES only on the odometer. CTEK MXS 5.0 battery charger 12v hard wired into the vehicle, bb298r. SA. DIY1216044. 0474 427 862. **\$32,000**



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**



HOLDEN KINGSWOOD HZ SL
1979, RESTO PROJECT HZ Holden Kingswood SL is the last of the Kingswood range GMH build, this vehicle is 2 owner, the current owner purchased this car from Verge Motors Nagambie (GMH Dealer) December 1981 and the last 20 years has been in storage last rego'd 2004, Unreg. VIC. DIY1232685. 0476 903 116. **\$9,250**



HOLDEN STATESMAN Vr
1994, Most original presentation, extremely low kms 170400 genuine service books stamped to 111400 kms, car has been garaged but maintained in running order for the last 14 years, 2929h4. VIC. DIY1233267. 0414 642 137. **\$10,900**



HOLDEN MONARO CV-8
2005, Monaro CV8Z. Excellent condition inside and out. Elderly collector. All the extras. Any test welcome. Will no disappoint, 8cv8z. QLD. DIY1238741. 0407 534 129. **\$65,000**



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**



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**



FORD FALCON S XR8 EB
 1991, Old Gem, XXJWXX. SA. DIY1239204. 0451 830 254. **\$29,000**



HOLDEN VF COMMODORE SS VF
 2014, Selling due to vehicle upgrade, factory fitted VF SSV wheels, towbar, tinted windows & canopy. Full length/width of tray - 2x pull out toolboxes fitted. Full service history, one owner, inc. RWC, 1CJ 2CO. VIC. DIY1239238. 0400 532 523. **\$42,000**



CHRYSLER ROYAL AP3
 1961, Fully restored and roadworthy, V8 318 engine, Fuel type: LPG, Unique vintage Australian car, 847LF8. QLD. DIY1237800. 0403 593 195. **\$49,999**



JAGUAR XK
 2006, 2d convertible, 4.2L v8, great condition, beautiful car, Ume581. VIC. DIY1237788. 0450 536 122. **\$55,000**



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**



JAGUAR S-TYPE
 2000, 3 litre automatic, leather interior, sunroof, excellent cold air conditioning, power sunroof, great car, 12 Months rego, full service book history, Gold Coast, 431JS2. QLD. DIY1237006. 0423 495 086. **\$5,900**



HOLDEN FX
 1952, 3 speed manual and beige in colour, drives great for its age and has only had 3 buyers from new, minor repairs have been made over time with receipts for most, HOFX52. WA. DIY1236089. 0413 873 983. **\$48,000**



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. **\$52,000**



VOLKSWAGEN KOMBI Camper

1966, Engine reco 15000 kms ago. Gearbox reco 5000 kms ago. New tyres. Towbar. Pop top. Fridge. Fully Restored. Radio CD. Bed. Sink and cupboards, Club. NSW. DIY1232861. 0423 768 434. **\$55,000**



1935 Ralton \$50,000 NZD

RAILTON RAL 1

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. Received warrant a fortnight ago. All interior is original as per design. Milage 25 miles on clock, AL1422. OV. DIY1223409. 02 7224 5045. **\$50,000**



FORD CORTINA MK1 GT

1964, early Airflow model, excellent inside and out, drives beautifully, view Laurieton NSW Mid North Coast area, D197UN. NSW. DIY1237087. 02 6585 5979. **\$32,000**



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. This vehicle is being marketed by Rushmore Motors Ltd on behalf of the owner, AK4654. OV. DIY1223507. +64 272 245 045. **\$17,000**



VOLKSWAGEN KOMBI

1973 Kombi for sale. Reconditioned engine, gearbox and upholstery. Currently on non transferable historic plates. There is some rust around drivers door step and rear panel, 90800H. NSW. DIY1238846. 0424 601 472. **\$35,000**



2013 FIAT ABARTH 695

Automatic, luxury edition with only 30,000 km, rare import, well-maintained by 2nd owner. DIY1237807

\$30,000

0413 092 372



2012 HOLDEN HSV VE3

325KW, low km, auto, electric sunroof. 25th anniversary edition. DIY1188139

\$85,000

0419 446 264





1962 STUDEBAKER LARK

Classic car with strong motor, new 4-barrel carb, reco distributor, disc brakes, and B45 Simmons wheels. DIY1238583

\$18,750

0419 315 155



1974 FORD CORTINA

Factory 6cyl manual, original car with a clean, dry, rust-free underbody. Drives exceptionally well. DIY1219880

\$29,500

0425 737 324



1991 FORD FALCON S XR8 EB

Powerful V8 engine, smooth automatic transmission, sport-tuned suspension, premium interior trim. DIY1239204

\$29,000

0451 830 254



1978 HOLDEN PREMIER

253 engine, 5-speed Supra gearbox, 4 spare 5-spoke Dragways, includes extra parts, runs well. DIY1216733

\$27,500

0458 654 008



1963 CHEVROLET BELAIR

Sedan RHD off chassis resto. All parts included, rotisserie inc. See full condition while stripped. DIY1155724

\$11,500

0477 990 007



1964 FORD CORTINA MK1 GT

Beautifully maintained early Airflow model, excellent condition and smooth driving experience. DIY1237087

\$32,000

02 6585 5979



1934 Vauxhall ASX

Fully restored coupe with excellent brakes and tyres, synco gearbox, and pristine chrome detailing. DIY1223408

\$24,995

02 7224 5045



1928 Studebaker Dictator

Classic car with excellent brakes, smooth ride, reliable, and roadworthy. Well cared for. DIY1223406

\$25,000

02 7224 5045





1930 FORD A MODEL

Extremely well cared for, new tyres and water pump, excellent gearbox and motor, always garaged. DIY1223422

\$33,000

02 7224 5045



1928 Mercedes-Benz

Ford 4.1L engine, 3-speed manual, alloy bodywork, fiberglass guards, new upholstery, new tires. DIY1223423

\$50,000

02 7224 5045



1935 Ralton \$50,000 NZD

1935 Ralton RAL 1

Fully reconditioned, 113 hp, excellent brakes, new tires, original interior, leather seats, 25 miles. DIY1223409

\$50,000

02 7224 5045



1994 MAZDA T4600

Compact fire engine, driveable with regular license under 4.5 tonnes. Ideal as a unique vehicle or promo tool. DIY1200140

\$27,000

0400 806 001



1932 FORD MODEL B

Professionally built chassis, 4 bar SoCal front axles, 4 link rear with 9" diff, disc brakes all around. DIY1218669

\$57,000

0400 806 001



1933 BENTLEY R TYPE

Elegant classic with new Firestone crossply tyres, starting ease, and unmatched reliability. Ideal for events. DIY1218665

\$57,000

0400 806 001



1960 PORSCHE 356B

Wide body replica with 2021 engine overhaul, fully rebuilt gearbox, and updated wiring. DIY1188686

\$77,000

0400 806 001



1930 FORD A MODEL

Steel body, chopped 5", full NSW rego and compliance, 355 stroked engine, optional blower. DIY1188777

\$97,000

0400 806 001





1948 ROLLS-ROYCE SILVER WRAITH

Super reliable daily driver, new leather interior, fully refurbished, seats 7, full rego DIY1188778

\$127,000

0400 806 001



1953 JAGUAR C-TYPE

Replica C-Type: Mint condition, impeccable example with premium craftsmanship and historic design. DIY1225061

\$327,000

0400 806 001



1966 FORD MUSTANG

Convertible, 6-cylinder, T-Bar auto. Classic design with smooth handling and timeless appeal. DIY1179741

\$54,000

0400 921 051



1969 FORD MUSTANG MACH 1

Fastback styling, V8 engine, 4-speed manual, shaker hood, leather interior, 99,200 km. DIY1235762

\$85,000

0400 993 828



1971 Plymouth Barracuda

Classic coupe, blue exterior, 6,200km, needs rust repair. Perfect for restoration enthusiasts. DIY1235763

\$120,000

0400 993 828



1973 HOLDEN TORANA

Mostly original with home repairs, nearly all mechanicals rebuilt. A classic beauty admired by all. DIY1235532

\$35,000

0401 856 096



2011 ALFA ROMEO 159

Factory sunroof, always garaged, full service record, 179kW BHP, 480NM torque boost. DIY1235844

\$17,500

0402 070 347



1975 HOLDEN TORANA LH

4 door sedan, 4 speed manual, 6 cyl 202 red motor, bored to 210, mild cam, roller rockers, disc front brakes. DIY1231176

\$40,000

0402 295 495





1971 CHEVROLET CORVETTE
Matching-numbered 454 engine, alloy heads, L-88 hood. Highly modified for performance enthusiasts. DIY1236282
\$135,000 **0402 480 350**



1961 CHRYSLER ROYAL AP3
Fully restored, V8 318 engine, LPG fuel type, unique vintage Australian car! DIY1237800
\$49,999 **0403 593 195**



1968 JAGUAR MKII 240
Classic luxury sedan, automatic transmission, cream exterior, black interior, Australian delivery. DIY1235019
\$27,000 **0404 087 408**



2012 HOLDEN UTE VE SS
Powerful V8 engine, sports suspension, leather interior, premium sound system, and alloy wheels. DIY1237335
\$45,000 **0405 297 221**



HOLDEN COMMODORE SS
Factory manual, all original, 106,000km. Straight body, no rust, great interior. DIY1235850
\$34,000 **0407 333 500**



2005 HOLDEN MONARO
6.0L V8, leather interior, premium sound, low kms, well-maintained, full service history. DIY1238741
\$65,000 **0407 534 129**



1969 MGB MKII
Refurbished suspension, electronic fan with thermostat, excellent 2 pack duco, no overdrive. DIY1234176
\$25,000 **0408 180 009**



2007 HOLDEN COMMODORE SS VE
V8 engine, low kilometers, 1 owner, full service history, leather interior, alloy wheels, premium audio. DIY1235919
\$50,000 **0408 314 172**





1950 STUDEBAKER CHAMPION

Strong engine, excellent upholstery, chrome and stainless steel, whitewall tires, stylish and drives great. DIY120643

\$29,500

0409 358 888



1982 MERCEDES-BENZ 280E

Smooth ride, new suspension, requires aircon gas, minor dents, engine in excellent condition. DIY120263

\$4,200

0409 431 008



1988 HOLDEN EXECUTIVE VL

Powerful sedan with a 150kW turbocharged engine, 4-speed auto, power steering, and air conditioning. DIY1235007

\$18,000

0410 641 782



1990 HOLDEN STATESMAN Vq

V8 engine, well-maintained, always garaged, rare collector's item. DIY1234996

\$14,500

0411 249 340



1992 HOLDEN COMMODORE

Powerful sedan with HSV aesthetics, loaded with performance parts and upgraded features. DIY1235802

\$12,000

0412 134 515



2008 CHRYSLER 300C

Black super stretch 12 seat limo by L.A. Custom Limousines. Dual bar, crystal glassware, granite tops. DIY1168906

\$100,000

0412 930 011



2008 CITROEN C6

Elegant sedan with 2.7 HDi engine, notable for its luxury features and well-maintained condition. DIY1238881

\$35,000

0413 092 372



1970 MGB GT

Classic sports car, British racing green, all extras included, very good condition. DIY1229693

\$31,000

0413 745 274





1952 HOLDEN FX

Classic sedan with 3-speed manual, beige color, minor repairs documented, drives great for its age. DIY1236089

\$48,000

0413 873 983



1993 TOYOTA SUPRA

Turbocharged sports car with 338 kW, Haltech dash, upgraded brakes, and carbon hood. 156,000 km. DIY1230585

\$90,000

0415 114 372



1976 HOLDEN HJ

Classic Australian ute with a powerful engine, 4-speed manual, and custom interior. Well-maintained. DIY1238253

\$29,000

0416 289 169



1977 HOLDEN TORANA A9X

Powerful engine, rare collectible, pristine interior, meticulously maintained, outstanding exterior. DIY1206601

\$260,000

0418 514 421



2018 HOLDEN COMMODORE ZB

Four-cylinder turbo, Triple 8 Race Engineering, advanced safety features, sleek design, sporty interior. DIY1238249

\$27,888

0418 835 727



2004 BENTLEY ARNAGE R

Luxury sedan, 47,000km, one owner, unique factory power upgrade, many factory options, well-maintained. DIY1234047

\$120,000

0418 934 399



1977 VOLKSWAGEN KOMBI

4-seater, 2.0L auto camper, fully renovated with luxurious features. Must see! DIY1231515

\$50,000

0418 948 775



1928 FORD A MODEL

Classic roadster with powerful engine, leather seats, and convertible top. Perfect for vintage car enthusiasts. DIY1237154

\$45,000

0419 449 732





1983 MITSUBISHI SIGMA GSR
Rare classic sedan with a recently upgraded engine, expertly maintained, and drives excellently. DIY1235397

\$5,400 **0419 522 069**



1968 Ford Cortina
Fully rebuilt Kent 1600cc engine, new clutch, brakes, exhaust, radiator. Original Frosted Pewter color. DIY1235441

\$15,999 **0419 842 220**



TOYOTA CELICA RA45
Coupe with 18r-geu motor, 4-wheel disc brakes, 5-speed manual, new interior, spare engine and parts. DIY1152523

\$21,500 **0419 916 382**



1997 SUZUKI X90
Sporty 2-seater with Targa top, 4WD, automatic transmission, and power features. Fun and unique ride! DIY1239097

\$9,500 **0419 942 122**



1966 FORD MUSTANG
Fully restored convertible, very clean, no rust, classic look, Metuchen production, unique in Australia. DIY1237061

\$65,000 **0421 921 113**



2000 JAGUAR S-TYPE
3L automatic, leather interior, power sunroof, excellent A/C, full service history, 12 months rego. DIY1237006

\$5,900 **0423 495 086**



1966 VOLKSWAGEN KOMBI
Engine and gearbox reco, new tyres, towbar, pop top, fridge, radio CD, bed, sink, and cupboards. DIY1232861

\$55,000 **0423 768 434**



1973 Volkswagen Kombi
Reconditioned engine and gearbox, refreshed upholstery, minor rust on driver's door step and rear panel. DIY1238846

\$35,000 **0424 601 472**





1978 Mini Clubman
Classic van with rebuilt running gear, excellent condition, mostly original paint. DIY1221920
\$32,500 **0425 737 324**



2008 FPV GT BOSS 315
Packed with factory upgrades like Brembo brakes, FPV details, body stripes, and a reverse camera. DIY1229658
\$38,500 **0426 124 003**



1970 JENSEN INTERCEPTOR MK II
Luxurious classic coupe with a powerful V8 engine, restored interior, and pristine performance condition. DIY1235212
\$60,000 **0428 275 530**



1968 CHEVROLET CORVETTE
Rolling body with original motor, gearbox, and manuals. Perfect restoration project. DIY1225076
\$40,000 **0429 808 603**



1996 AUDI A6
Full black leather, V6 engine, new shocks. Needs battery and 2 tires. Excellent exterior condition. DIY1237786
\$13,500 **0433 690 257**



1999 MITSUBISHI GTO MR
Twin-turbo V6, AWD, 6-speed manual, low mileage, excellent condition, perfect for collectors. DIY1237993
\$74,000 **0438 170 099**



1963 CHRYSLER VALIANT AP5
Slant 6 Auto, lowered, skyblue exterior, black interior, no rust, tinted windows, new battery. DIY1237850
\$19,900 **0438 655 263**



2014 HSV MALOO
340kW 6.2L engine, pristine condition, powerful driving, and investment potential. Don't miss out! DIY1235859
\$72,000 **0438 758 569**





1992 SAAB 900I

2.1L, 16-valve engine, FWD, leather seats, sunroof, power windows, and classic aerodynamic design. DIY1229076

\$8,500

0438 887 068



1984 MITSUBISHI COLT

Compact hatchback, recent respray, reliable engine, Japan import, perfect for city driving. DIY1238880

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0449 534 361



2005 JAGUAR XK

2d convertible, 4.2L V8, leather seats, navigation, advanced audio system, excellent condition. DIY1237788

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1936 Alvis Silver Crest

Rebuilt rolling chassis with original unrestored Martin and King body, ready for restoration enthusiasts. DIY1238623

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2005 BMW Z4 E85

Convertible sports car with 2.5L 6-cylinder engine, Steptronic auto, and premium interior features. DIY1237134

\$17,500

0457 933 094



1991 FORD FALCON XR8

V8 engine, pristine interior, refurbished with premium parts, perfect for collectors. Must see condition. DIY1206599

\$28,500

0458 984 164



1989 FORD MUSTANG

RHD, V8 manual LX version with rare features. Contact for serious inquiries only. DIY1151484

\$35,000

0458 984 164



1998 FORD FAIRLANE NL

Enhanced performance, genuine low mileage, full refurbishment with receipts, excellent cruiser. DIY1179976

\$52,000

0458 984 164



**FAIRLANE
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2007 FPV F6 TYPHOON

High-performance sports car with turbocharged engine, unique UK export model, limited edition build. DIV1159004

\$75,000

0460 895 243



1991 HOLDEN CALAIS

Smooth ride, well-maintained, excellent paint, no REG or RWC. Feels like driving a comfy sofa. DIV1223553

\$12,000

0466 917 806



1970 MGB MKII

Immaculate classic with only 11,000 miles, featuring CTEK MXS 5.0 battery charger 12v hard wired. DIV1216044

\$32,000

0474 427 862



1979 HOLDEN KINGSWOOD HZ SL

Classic sedan with 4.2L V8 engine, automatic transmission, original interior, and spacious boot. DIV1223685

\$9,250

0476 903 116



2015 HSV GTS Gen F

6.2L, manual, supercharged, Harrop Stage 4 performance package, immaculate condition. DIV1181527

\$135,000

0478 719 974



1966 CHEVROLET DELIVERY

Custom interior, Kenwood BT head unit, full concealed rewiring, handles superbly—great cruiser! DIV1238678

\$45,000

0481 842 593



2003 MERCEDES-BENZ SLK230

Turbocharged 2.3L engine, retractable hardtop, leather seats, and alloy wheels. Low mileage. DIV1229459

\$14,500

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1969 MGB MKII

New distributor, refurbished suspension, electronic fan, thermostatically controlled, excellent paint. DIV1234175

\$25,000

0408 180 009





1972 BUICK RIVIERA
 Impeccable right-hand drive with full service history, preserved meticulously. Classic, reliable beauty. DIY1234045
\$75,000 **0410 533 136**



1947 CADILLAC ROADSTER
 Classic roadster with V8 engine, manual transmission, leather seats, and convertible top. Fully restored. DIY1232385
\$140,000 **0411 593 390**



1960 VOLVO 122S
 Classic vehicle, fully restored, featuring a robust engine, upgraded interior, and pristine condition. DIY1218172
\$50,000 **0411 704 642**



1970 CHRYSLER VALIANT V6
 Newly rebuilt 225 slant 6 with turbo, 2-door Australian muscle car, eye-catching and classic. DIY1218357
\$52,000 **0418 236 113**



1983 HOLDEN COMMODORE SS
 Enhanced performance motor with HDI mod, B/cast heads, race pistons, A9L rods, BNB engines modified. DIY1234885
\$80,000 **0421 345 650**



1956 PACKARD SEDAN Patricia
 V8 auto with torsion bar suspension, all electric systems, new s/s mufflers, and original paperwork. DIY1232300
\$50,000 **0427 798 180**



1969 JAGUAR E-TYPE
 Jaguar E Type 4.2 manual, original Australian import, matching numbers, professional respray, drives well. DIY1217091
\$125,000 **0408 951 203**



2001 CORSA VOLANTI
 High-performance engine, lightweight design, drag racing enhancements, precision engineering. DIY197336
\$50,000 **0429 261 366**





1969 DODGE PHOENIX

Engine and body matching original numbers, new windscreen, rebuilt engine, perfect chrome. DIY1227116

\$23,500

0475 107 957



FORD FALCON

Smooth ride, V6 engine, leather seats, Bluetooth connectivity, low mileage, and immaculate condition. DIY152320

\$49,500

0412 405 338



2011 BMW 118D E87

Sporty hatchback with efficient diesel engine, low mileage, full service history, and well-maintained. DIY1238588

\$11,750

0413 332 819



LEXUS SC430

Luxurious V8 convertible with premium leather seats, advanced navigation, and superior sound system. DIY1190008

\$25,000

0413 584 404



1926 ROLLS-ROYCE PHANTOM 1

Luxury vintage vehicle featuring a powerful engine, spacious interior, and classic design. DIY1211394

\$199,000

0423 294 927



1996 MERCEDES-BENZ E320

New transmission, Koni shocks, sound system, garaged. New front and rear slotted disks. DIY1216584

\$6,000

0426 140 002



1977 DODGE B200

318 V8, 3-speed, CB radios, rear wing, Hadley air horns, side pipes, captain chairs, shag carpet. DIY1238218

\$44,000

0402 352 485



1957 FORD THUNDERBIRD

Restoration project, right-hand drive conversion started. Car dismantled in boxes. No motor/gearbox. DIY1206620

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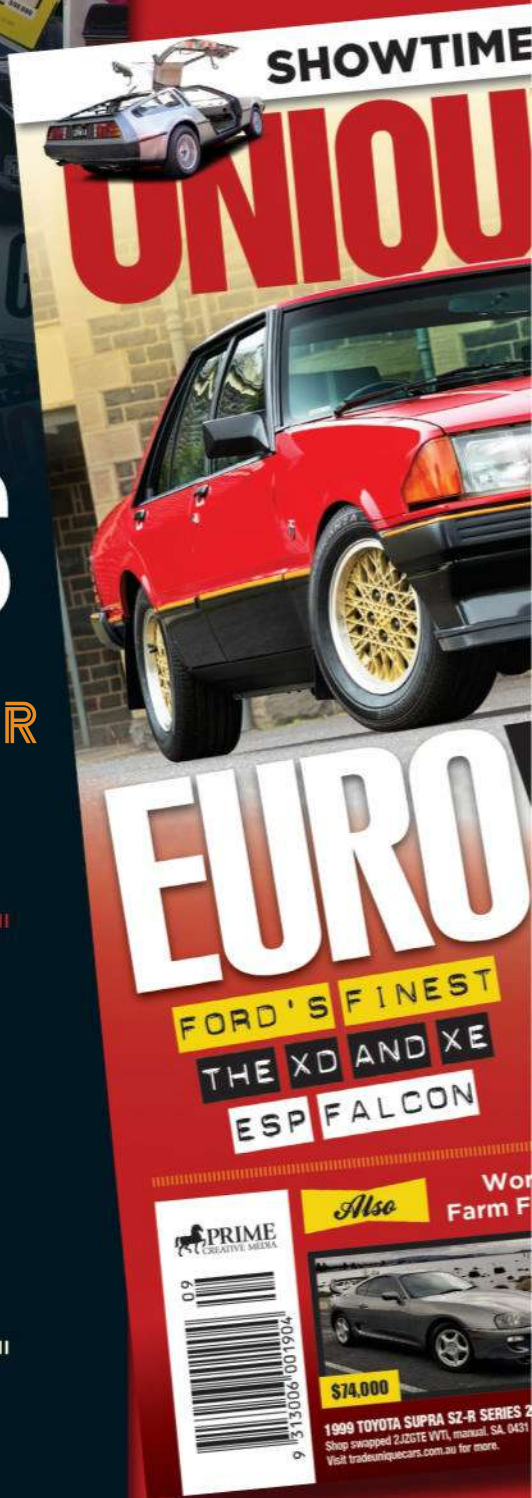
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