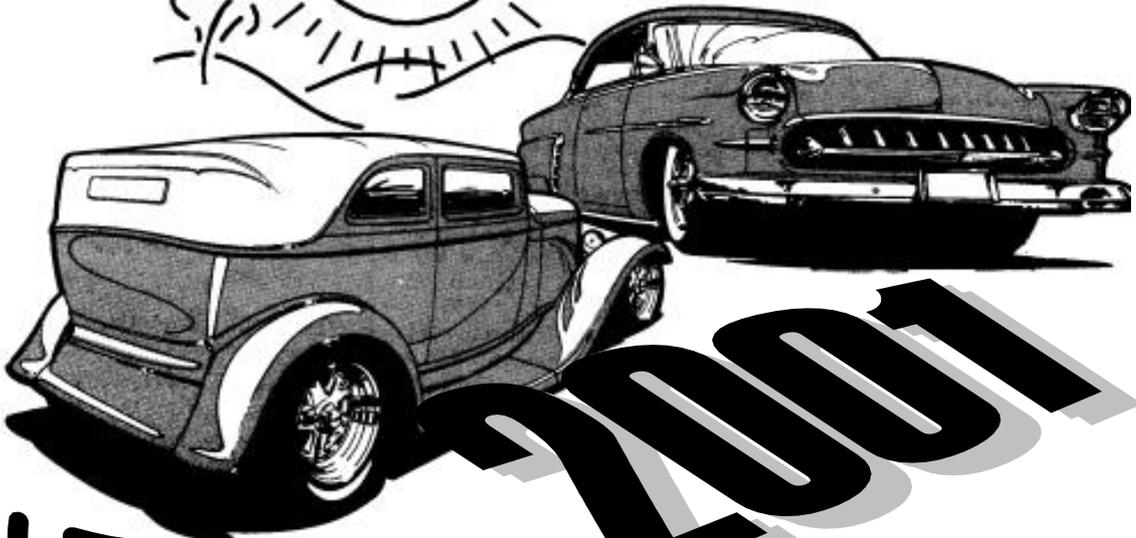


# Canberra Rod and Kustom Krooze



# "The Book"

## Attention Rodders!

Inside. . .

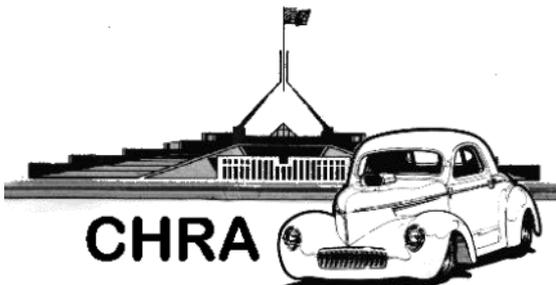
- ⇒ Itinerary, pages 6, 7, 9 and 11
- ⇒ Entrant's major prizes, page 28
- ⇒ Trophy list, page 25
- ⇒ Sponsor's pages
- ⇒ Cartoons, jokes, fun and games
- ⇒ Heaps of stuff

And. . .

*"Wrecking Yard Etiquette"*

*By Choco Munday*

A layman's guide to the secrets of  
the auto dismantler.



**CHRA**

**Inside the CRAKK Book. . .**

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Welcome!  
To the 2001 Canberra Rod and Kustom Krooze.

Our eleventh year of CRAKKing has resulted in a very streamlined organising committee, and by all accounts you would imagine that things would run like clockwork. Think again! It takes a great deal of commitment, a high level of enthusiasm and a very thick skin to do the things that result in such a successful event as the CRAKK run. Once again, the members of the CHRA and participating clubs have come up with a team that have done so much more with so much less so that participants in this fantastic celebration of the Hot Rod can enjoy each other's company.

The Kustom Kulture we enjoy is created by runs such as this. Old friends renewing acquaintances as if they had only seen each other yesterday, new creations from the garages of some of the most creative auto enthusiasts in the country and the kind of atmosphere that you only get at a well organised event all combine to become the Canberra Rod and Kustom Krooze.

It is with great pleasure that I

invite you to enjoy the labours of this year's committee, and ask that you repay them with your kind consideration of our sponsors. It's for you, the entrant, that the CRAKK run is organised. Without the support of our sponsors and the efforts of fellow rodders, it would not be here for you to enjoy.

Take care on the roads, don't drink and drive and be nice to each other.

Thanks heaps.

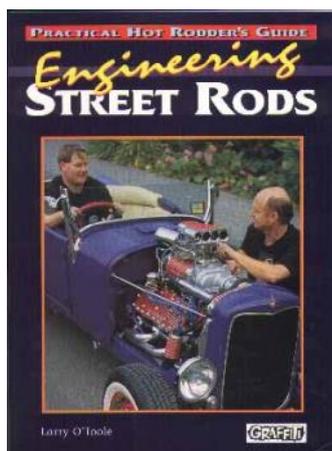
Ian O'Brien (O.B.)  
President, Canberra Hot Rod Association (Inc.)

<b>CRAKK 2001 Committee</b>	
<b>Vicki Munday</b>	Run Coordinator
<b>Andrew Komnacki</b>	Registration, entries
<b>John Thompson</b>	Driving events
<b>Brett Edwards</b>	What is it?, Competitions
<b>Sam McCauley</b>	Hot Rod Olympics, signage, trophies.
<b>Lyn O'Brien</b>	Krooze de Kanberra, Show n Shine
<b>Ian O'Brien</b>	CHRA
<b>Sue Bryant</b>	Kids Activities
<b>Call Vicki on 0412 183 235 or Andrew on 0411 614 839</b>	

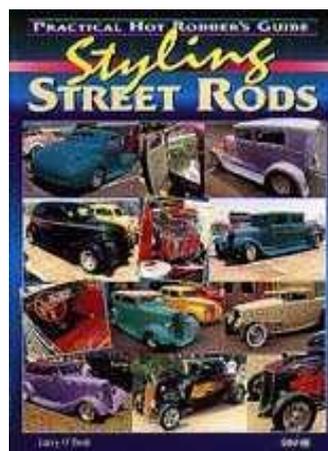
Special thanks to GT (Tractor Replacements), Sue Bryant and Scooter.

# AUSTRALIAN Street GRAFFITI RODDING

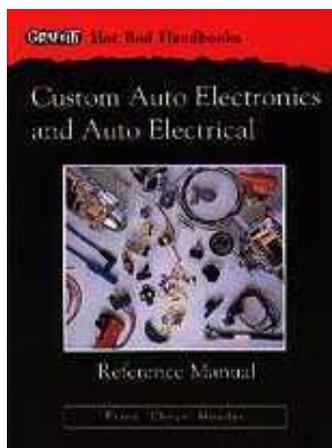
Publishers of Australian Street Rodding Magazine and Specialist Automotive Books for Hot Rod and Custom Car enthusiasts  
One lucky entrant will win a subscription to ASR magazine thanks to Graffiti, major sponsors of the 2001 CRAKK run.



A guide to building your own street rod using examples from existing rods. Based on sound engineering methods and principles, this book demonstrates that it's one thing to build a street rod but it can be quite another to have it comply with current regulations and engineering requirements. How to minimise the hassles by using 100s of photos and diagrams to explain what is required. For the first time rodder or experienced builder there is plenty of reference material to incorporate into your next project

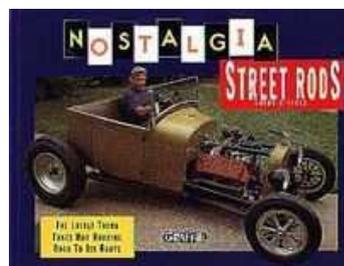


A complete guide to styling your street rod using other rodders projects. Ten chapters and over 300 photos give the reader an insight as to how other rodders have designed their street rod. All aspects of Street rod styling are covered including front end treatment, rear end treatment, engine bays, access and vision, interiors, running boards, fenders and even accessories. Particular emphasis is placed on making the styling of your street rod practical for everyday use. Good engineering practice and safety related issues are given special attention.



The latest manual from Frank Choco Munday. The ever increasing presence of electronics in modern vehicles is starting to trickle through to the hot rod and custom market where enthusiasts are going to have to deal with some of this new technology. Choco Munday shows you how to get your knowledge up to speed in easy to understand layman's terms. This book also includes conventional wiring information and it is extensively cross-referenced to make your electrical and electronics research easy. No hot rodder's library should be without this book.

Graffiti's latest full color production featuring the best in Nostalgia Street Rods



from all over the world. 112 pages in landscape format so you get to see the cars at their best with concise, accurate information and

no through the spine photos.

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Day 1  
Thursday 25th Jan

Time	Event
5pm - 8pm	Early registration
9pm - 10pm	Sizzle and Snort—Terry, Matt, Redo, Dennis
5pm ?	Movies, slides, bench racing and telling lies

# Tuggeranong Tyrepower



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## CRAKK 2001 Sponsor!

### RED MEAT

jingle-jangle exit wound

from the secret files of  
MAX CANNON

Well, son...ready to open all your presents?

Sure, Dad...  
I guess so.

You certainly don't seem very excited about it.

Can you blame me?

Last year, you and Mom  
gave me a bag of potting  
soil and a curtain rod.

Well, what'd you expect?  
You never played with those  
expensive cinder blocks we  
bought you the year before.



**Day 2  
Friday 26th Jan**



Time	Event
7.30am - 9am	Breakfast, hosted by the Canberra Rod and Kustom Klub.
8am -10am	Registration. The CRAKK committee will look after you personally.
10 am-12	Krooze selection. Check details in the rec room.
1pm-4pm	Driving events. Thommo, Terry and the Poor Boyz.
2pm-3pm	Kids modeling and colouring in time
4pm - 5.30pm	Official Kroozin' time! Are you in FEDERATION MODE?
5.30pm - 8pm	Dinner at the Cactus Tavern.
8pm till late	XXX Krooze for big kids ONLY! Hosts—OB and Lyn Alternate family entertainment at the CHR or at the Cactus Tavern.



## Special thanks to Meguiars...

Check them out at <http://www.meguiars.com.au>  
Look for your Maguiars products in the CRAKK 2001 Goodies Bags!

### RED MEAT

blackwatch plaid stump cover

from the secret files of  
**Max Cannon**

Panel 1: The man with the pipe asks the chef for help with his dog's insulin shot.

Panel 2: The chef explains he has anticipated the situation and has morphine ready.

Panel 3: The man with the pipe misunderstands and asks for insulin, while the chef suggests morphine instead.

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## RED MEAT

glutinous glop in your galligaskins

from the secret files of  
**Max Cannon**

Hello, chief. You wanted to see me?

No, Dan...I didn't.  
Get back to work.



But, sir...I'm pretty sure I just heard you  
call my name over the intercom system.

You must be mistaken.



Let's not play games. If this is about the  
mound of raw sewage in your parking space,  
I'm willing to take full responsibility for it.

I don't know what you're  
talking about. I didn't see  
any sewage in my space.



Very clever, sir...you've countered  
my "subterranean fudge gambit"  
with a classic "gaslight" stratagem.

©2000 MAX CANNON WWW.REDMEAT.COM

**Day 3  
Saturday 27th Jan**

Time	Event
7.30am - 9am	Pancake Breakfast. Your hosts, the Meteors Street Rod Association.
9.30am - 3pm	Krooze and Show'n'Shine at the Vikings club, Erindale. Your hosts, the Poor Boyz HRC.
4pm - 6pm	Return to the CHR for Kroozin'.
4pm-5pm	Kids modeling and colouring time
6pm-8pm	Light Dinner-Ham Steak and Pineapple from the BBQ. One representative from each club, please.
8pm-Late	Take - a - Tankard with GT and Mark. Music, dancin' and prancin'.

**Competition News!**

All throughout the CRAKK weekend will be the What Is It? Competition, colouring competition, junior car designer and a kids Spark Plug Hunt each morning.

*Competition forms must be in their boxes by 10am Sunday morning!*

For more info, see a CRAKK run committee member (page 3)



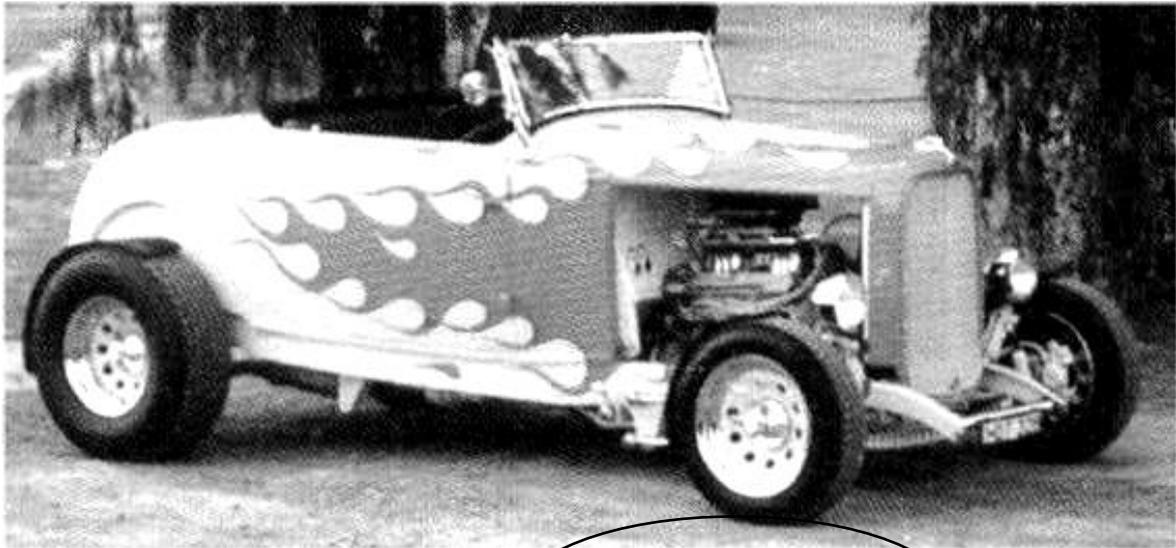
SCARAB BEETLE PARENTS



Erotic cow art

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### RED MEAT

trowelled-on laugh line spackle

from the secret files of  
**Max Cannon**

Hi Karen...I was wondering if you had an old cardboard box that I could borrow?

I'm going to make a time machine out of it and send your puppy into the future.

Well...hopefully, in the future, they'll have the technology to reassemble all the pieces of him that I scraped out of my truck's fan housing and somehow bring them back to life.

What do you need it for?

Why?

MOM-MUH!!

Settle down...I just need a box for empty milk bottles.

**Day 4  
Sunday 28th Jan**

<b>Time</b>	<b>Event</b>
7.30am—9.30am	Mixed Breakfast. CRAKK and Wizards.
10am—12am	Workshops.
9am—10am	Kids modeling and colouring time.
9.30—12	Hot Rod Olympics—Sam McCauley
High Noon	Chevs vs Rods Tug o' War challenge
10am—1pm	Show n Shine at the CHR
1.30—2pm	Presentations, prizes and awards
Afterwards	Hails and Farewells

Located right next door to the 2001 CRAKK HQ, the Caltex Sutton is providing the CRAKK 2001 with the buckets and sponges plus prizes galore! Our thanks to the staff and management for their kind support. Open for business all through the run get your food, fuel, fags and a few fine fings at the Caltex, Federal Highway, Sutton.



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CRAKK 2001 T Shirts  
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Which has nothing to do with Betty Boop

**RED MEAT**

teeny-tiny tadpole tether

from the secret files of  
**Max Cannon**

Heavenly Father, we ask that you lead your flock into the fullness of your glory and eternal majesty...



©2000 MAX CANNON WWW.REDMEAT.COM

Sorry, but that little goober hanging out of your nose was driving me crazy. Now go ahead...you were saying something?



Watch out for Dan. . .



<http://www.nestle.com.au/>

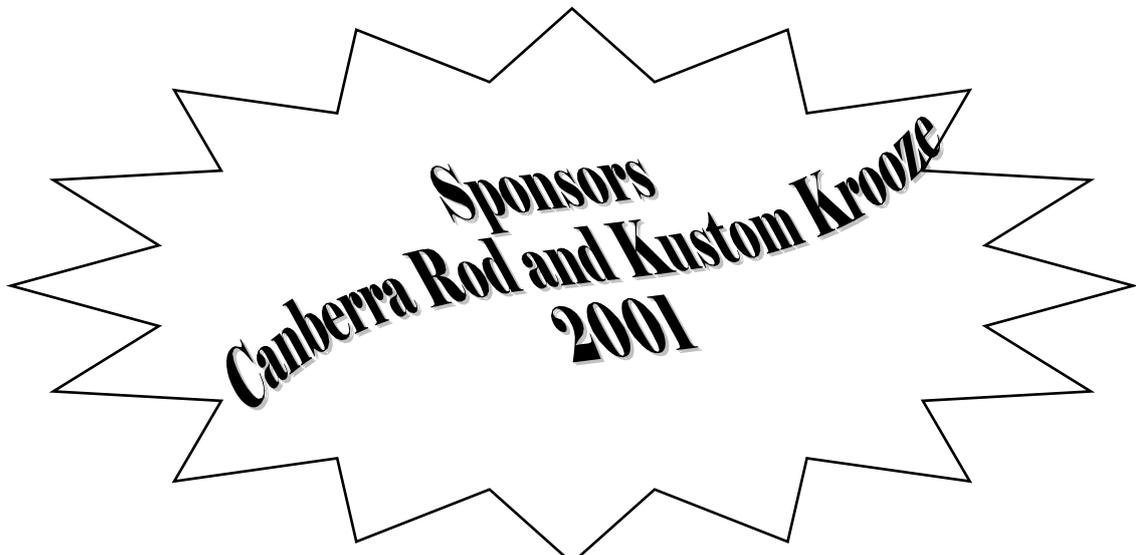


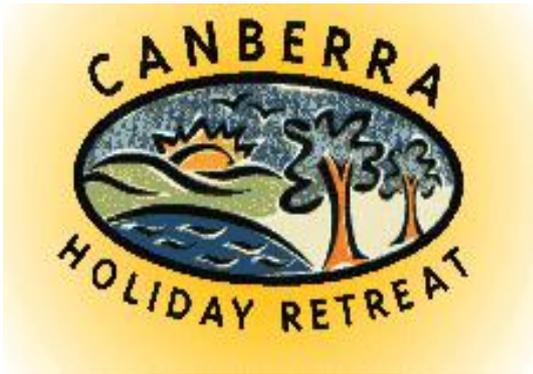
. . .the Ice Cream Man!!

The Ice Cream Van will open for business at various times throughout the CRAKK run. Keep your ear out for announcements.

Nestle Peters have been proudly supporting the CRAKK run for many years, supplying free ice creams to our entrants and guests. So support our sponsors and buy only

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Nestled between gentle hills, the Canberra Holiday Retreat offers the ideal country escape while being just 10 minutes drive to the heart of the Nation's capital and its beautiful environs. The Canberra Holiday Retreat is the ideal place to stay and enjoy the many arts, crafts, sites and festivals of Canberra and the surrounding area. It is only a few kilometers from all the major attractions such as the Canberra Tulip Garden, National Dinosaur Museum, Cockington Green, War Museum, Parliament House and other major attractions in Canberra.

**Sponsor, CRAKK 2001**

# CRAKK 2001 HQ

## RED MEAT

eighteen-wheel cross country truculence

from the secret files of  
**Max Cannon**

See, Karen...I told you I'd get you your own mini-version of my electrokinetically enhanced, kevlar-reinforced exo-suit.

Wow. It's really neat.

Yes, it's a thrill. But be aware that with the tremendous power contained in the "Milkman Dan Junior" suit comes great responsibility. You must promise me to always use it wisely.

I promise.

And I promise also to use my suit's power wisely. Particularly this remote switch in my pocket that delivers a painful electrical shock to the wearer of the mini-suit when I press the little red activator button like so...

I-I-I h-h-hate y-y-you  
m-m-Milkman d-d-Dan.

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Coca Cola Amatil

Sponsors, 2001  
Canberra Rod and  
Kustom Krooze  
Providing great  
prizes for CRAKK  
2001 entrants!

## RED MEAT

gas-powered rainforest wood seal club

from the secret files of  
Max Cannon

Well, Karen...better get cracking. I'd like you to finish my milk delivery route on your bicycle while I take a nap. It should only take you another four or five hours.

But I have to go to school!

Come now, little lady...you don't want me to press the remote button that activates the electro-shock unit in your exo-suit, do you?

Go ahead.

'Cause I disconnected my unit and reversed the circuit in your suit.

I-I-I'd h-h-hug y-y-you if m-my m-muscles weren't p-painfully c-c-contracted.

## CRAKK 2001 Major Sponsors



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and Amateur Sports Club

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Email: john.penca@tuggers.com.au

Tuggeranong Valley Rugby Union & Amateur Sports Club Erindale is the destination for the 2001 Kooze de Canberra. After a hard day slaving over a hot steering wheel, come on in and enjoy the club's facilities.

### **Tuggeranong Valley Rugby Union & Amateur Sports Club - Erindale**

The Clubs Sports Bar provides seating for approximately 120 - 130 for a formal sit down function.

If there is anything at all you would like further information, please don't hesitate to contact our Reception Staff at anytime on 6121 2100.

### **Chisholm Sports Club**

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seats 60 - 80 comfortably. It is also great for meetings, we have portable microphones, white boards, TV and Video facilities.

### **Town Centre Sports Club**

The Town Centre Sports Clubs function facilities are able to cater for groups from 60 to 300 persons. They also provide a great venue for conferences or meetings; we have portable microphones, whiteboards and markers, over head projector and screen as well as TV and Video facilities.

### **Lanyon Valley Rugby Union Club**

Considering the Lanyon Valley Rugby Union Club

as the venue for your next function or conference.

If you require any further information, please don't hesitate to contact our reception staff on Ph. 6200 8400

## WRECKING YARD ETIQUETTE

Unbeknown to some, there are established customs and traditions to honour when attending a wrecking yard. Aficionados of these second hand parts markets are aware of this, but, for those contemplating their first trip to the wreckers, knowing all the rules is a bit too much to ask. These rules include the unwritten ones - second nature to the initiated, clouded in mystery to the ignorant. However, simply memorising the rules is insufficient. The way you conduct yourself, your body language and mannerisms play a major role in determining whether or not you become a happy, satisfied patron of the wrecking yard. Think about it. Have you ever wondered why you have been charged a ridiculously high amount for a piece of grey plastic or some rusted lump of cast iron? Are you mystified as to the reason you had to pay a wrecker for taking your old car off your hands, when you expected a handsome imbursement? Then it is probably due to your own ignorance of the procedures, protocols and rituals that all prospective wreckers customers should follow religiously. Here, at last, is a complete guide to Wrecking Yard Etiquette. Let's face it, wrecking yards are mysterious, magical and wonderful places. It stands to reason that the owners and managers of these places are, also, as mystical as the grounds from which they appear to spring. So they need to be treated with the awe and respect of Demi-Gods, with their own set of customs and a culture alien to us mere mortals.

Everyone's first glimpse inside a wrecking yard leaves many questions unanswered. Where do all the cars come from? Why are there so many left hand mudguards and no right hand ones? Why are there no side mirrors? Why is there no money in any of the glove boxes, consoles, under the carpet and down the backs of the seats? Why are there no jacks left in the boots of any of the cars? Where are all the door lock knobs? Why are there no BMW hubcaps? Why are there no keys in the ignitions? Why is that Rottweiler looking at me? These, and many other questions are answered only at the discretion of the wrecker. You, dear reader, must first understand Wrecking Yard Etiquette before venturing within a wrecking yard, where you may find the answers you seek.

The streets today are populated by too many cars. These cars are, all too often, populated with dickheads. Mix two cars and at least one dickhead, and you have two badly mangled cars. The dickhead can go to hospital and get stitched up or have a few broken bones reset, but the cars are not made to be repaired beyond a certain level of damage. The insurance companies have no interest in the wrecks once they have assessed them as beyond economical repair, so the wrecker buys them and stores them in wrecking yards. The few serviceable parts left on the wreck are removed, stored on racks and in shelves, then sold off to those who need them to repair their own correspondingly equipped car. The price they pay for that part is dependant on their ability to exercise correct Wrecking Yard Etiquette.

Old, abandoned cars, more often than not, end up at the wreckers. Some cars, apparently jinxed (although it is usually the owner who is jinxed, but would never admit it) and therefore despised and unwanted, are secretly disposed of, late at night by leaving them at the front gates of wrecking yards. Similarly, incorrigible mischief makers frequently tow the empty shells of their parts cars to the front gates of wrecking yards at all hours of the night and on public holidays, too shiftless to dispose of their own rubbish correctly, and expect the proprietors of the yard to do their dirty work for them.

What these people don't realise is that, while it is the job of the wrecker to supervise the dismantling, stocking and disposal of all of these cars, it is also his job to keep the female cars separate from the males. When this control is inadvertently taken from the hands of a professional wrecker by the irresponsible acts of late night car dumpers, chaos can, and does, result. Imagine the wrecker who arrives for work to find a dozen litters of 120Y's, XA Falcons and HQ Holdens scattered around the yard, running riot and intermingling with some of the more pedigreed models. The smell alone is enough to make a cockroach vomit! Abused and neglected cars are also a cause for concern. Some run away and end up at the wrecking yard in the hope of finding peace and contentment. What they usually get is an oxy torch through their chassis, but at least they are spared from any more misery. There is the odd case of a badly abused car being repaired and cared for by the wrecker, but these cars usually see out their last days within the confines of the yard. Sadly, however, any component worth salvaging is fair game, and before long, the car is being driven naked around the yard, its shame hidden only by a thick coating of mud and grease.

*(Continued on page 18)*

*(Continued from page 17)*

There are a number of reasons to attend a wrecking yard. Some would say the only reason is to raise oneself to a higher astral plane, or to become one with the universe. All spiritual motivation aside, there are some practical reasons to visit the wreckers, and they are divided into the three basic groups as follows:

1. To sell the old clunker that a car yard wouldn't touch.
2. To get that old part which is no longer available on the shelves at the parts store or car dealer.
3. To browse through cars and parts to get that bracket, lever, pedal or component which will fit in your customised or modified vehicle.

Most families these days require two cars. One is usually the family car, the other is the "Clunker", or workhorse, purchased by Dad to get him to work and back.

Eventually, this old workhorse becomes too costly to repair, or Dad makes good and buys a new-second-hand car. Either way, the workhorse is now on the market. After wasting money on classifieds for three weeks, the rego runs out, the patience wears thin from a long queue of tyre kickers and the car, once dubbed the "Reliable daily transport", is finally towed unceremoniously to the nearest wreckers.

The family with a single car develops a symbolic attachment to their daily transport, and, reluctant to break the bond between machine and human, hold on to their beloved car through even the most devastating mechanical deficiencies. Eventually, this car ends up being a burden, both financially and physically. There comes a point where common sense prevails, and the car is put up for sale. They realise, quite early in the process of selling the old girl, that the "Clunker" market is very narrow, and the wrecking yard is the only option.

Then there's the fresh faced teenager, just out of school and on the lower end of the salary scale who can only afford a cheap, ratty old "Clunker". He finds that it is less expensive to keep trading within the clunker market than to carry out the never ending repairs to keep the current jalopy on the road in a reasonably safe condition. So, as one car fails and another junker is purchased to replace it, the stereo is ripped out, the rego is cashed in and the old heap is flat towed to the local wrecking yard. So what's next? How do you approach the wrecker to persuade him to buy your old bomb? As an informed practitioner of Wrecking Yard Etiquette, you will reap the rewards you justly deserve, depending on how closely you adhere to the correct protocol. Let's now look at the next kind of visitor you would expect to encounter at the wrecking yard, who must also follow the strict guidelines laid out beneath the pages of this manuscript.

Cars become obsolete within weeks of their release. Well, so the new car manufacturers and dealers would have you believe. So, too, do the spare parts, and the way these new cars are built, not to mention the new age attitude towards a "Throw-Away Society", the only place left to get your parts is the wrecking yard. When seeking an elusive, out of date or obsolete part from the wrecker, the ultimate aim of the old part buyer is to make a purchase, at a reasonable price, of a second hand piece of automobile paraphernalia, in good condition, which you urgently need to make repairs on your own identical or similar car. Sounds simple and straight forward, doesn't it?

Well it can be, but don't make it hard for yourself. This aim is attainable, but only if proper wrecking yard etiquette is adhered to rigorously and conscientiously.

There is one group of people yet to be identified. These individuals are more likely to incur the wrath of the wrecker more so than the other. By definition, they don't seem to care one way or another just how much they must suffer before they are able to pay an inflated price for their goods. If you fall into this category, pay strict attention to the correct Wrecking Yard Etiquette as described. It may save you a considerable amount of pain, not to mention money!

Picture this. The HR ute is shuddering a bit when you put the brakes on. One look confirms that the valiant caliper on one side and the HQ caliper on the other are not working properly. Could it be that they are mismatched?

What will fit? A trip to the wrecking yard and you can see a smorgasbord of caliper  
*(Continued on page 19)*

*(Continued from page 18)*

brackets, discs, calipers etc. to compare with what you have. One slip up in the old etiquette, however, could see you out the door in no time, so a refresher course in the correct approach is necessary.

Now let's look at the first step in correct wrecking yard etiquette. No matter which category you fit into, there is a standard approach to follow when addressing the wreckers staff. First impressions are important, both for the salesman and the customer, but the customer needs the wrecker more than the wrecker needs the customer. After all, proprietors of wrecking yards are invincible, God-like people who care nothing for material possessions except for that which lies upon their hallowed turf.

A wrecking yard is a sacred site. It is the last resting place for many a much loved family car which has seen better days. Memories of Sunday drives when the kids were little, those first driving lessons, the trip to Brisbane all those years ago, all contribute to the sense of having lost a loved one when the time finally comes to cash the old girl in.

Many's the time a distraught car lover has left the office with a fistful of tens and a tear in his eye. Some take one last look, a final lingering touch of the oxidised paint before walking quickly away, choking down sobs and striving painfully to hold back a flood of tears; some walk out with their heads held high, looking straight ahead, for fear of cracking up should they get a last glimpse of their old friend. A few callous, hard-nosed individuals give the appearance that they couldn't care less what happens to their car, and stroll away casually without looking back, whistling a merry tune. I suspect they are mostly hiding their grief behind a thin layer of bravado, and on arriving home, the pretence falls away and they throw themselves onto the bed, sobbing uncontrollably into their pillows.

Before you even step within the hallowed boundaries of the second hand parts car world, remember that some of the other customers, just mentioned, are grieving. Be gentle and kind if a grief stricken motorist, recently separated from his old, but broken down Hillman Imp and blinded by tears of grief accidentally bumps into you. Don't say, "...watch where you're going", or "...what the hell are you doing?" or some such unfeeling remark. Simply look sad and mellow, nod respectfully at the person and proceed towards the office. Don't try to engage in conversation with the bereaved, you will either get ignored or cried upon.

The next step is to walk up to the counter and attract the attention of the proprietors.

This is, perhaps, the most crucial stage in any person's successful visit to a wrecking yard, and, therefore, requires the utmost adherence to the correct procedure and the attention to all aspects of Wrecking Yard Etiquette. Do not be concerned that there is only one attendant at the counter. Even though all three phones are ringing incessantly and a queue of customers are waiting patiently for service, if protocol is maintained, you will be attended to in due course. Be patient.

The wrecking yard proprietor is an awesome figure to behold! Fearsome behind his mask of grease and dirt, his shirtsleeves flapping wildly around his wrists, with clumps of flesh missing from his knuckles, one would think him almost incapable of rational thought, let alone communicating successfully with the general public! But don't be deceived! The wrecker is a beast of brawn, true, but from pure necessity requires the brain of an Einstein to decipher the requirements of the typical layman timidly perched at the foot of the counter, trying desperately to remember what brand of car he owns. If, by some trick of the mind, the customer remembers this small detail, he usually goes into a frenzy when asked for the year/model of the car, a necessary piece of information required to identify the component, (which has probably been completely forgotten about by this stage). So the wrecker must then exercise his uncanny, superhuman ability to read the customer's mind and probe the inner recesses of his memory to elicit the information so necessary for his purchase.

Once satisfied that the correct make/year/model has been identified, the wrecker must scan his own database-like mind for the infinite array of identical parts scattered around the wrecking yard. With incredibly accurate recall, the

wrecker can recite part numbers, equivalent part numbers, locations, tools required to remove the sought-after part, the condition of the part, the tensile strength of the bolts connecting the part to the car, the number of kilometers on the clock of the donor car, when the donor car was purchased, from whom the donor car was purchased, the maiden name of the mother-in-law of the previous three owners of the donor car and whether the part is still on the car or has been removed and stocked conveniently under the counter. If, by some quirk of nature, the part is not available, the wrecker may offer the use of the "Hot Line" to locate the part in question from another source. Be very careful! Correct etiquette requires that you ALWAYS make use of this facility, but you must then commit

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yourself to purchasing the part if it can be located.

A wrecking yard invariably utilises the services of a national Hot Line with which to communicate with other wreckers. There is a secret society, and it is good etiquette to face away from the wrecker when he is speaking on the Hot Line. NEVER question a wrecker on his use of the Hot Line. You are not permitted to know the intricacies of the special language required to use this service unless you are a qualified wrecker and have been initiated in accordance with the wrecker's creed.

Nothing will incur the wrath of the seasoned wrecker more than to have a customer turn down the offer of a good part sourced from the Hot Line in favour of going elsewhere. When the customer invariably returns to say "I've changed my mind, order the part" after unsuccessfully traipsing around one yard after another, the wrecker must go through the ordering procedure once more. Part of the mystique of the wrecker and the wrecker's secret creed is to identify a customer with a component he is seeking, pass on a secret password to all the wreckers in the world, and prevent that customer from ever obtaining that part from no other wrecking yard but the original one. No-one but the wrecker family knows how this is achieved, but once the Hot Line is accessed and the secret code passed, you must be prepared to accept the requested part at all costs, as it will never be available to you through any other channel. Ever. Be warned!

We have broached the subject of selling the old car to a wrecker, but now we will attempt to set out the guide-lines and proper etiquette for maximising your advantage in this important transaction. No doubt you will fit into the categories already mentioned, or perhaps you are in different circumstances to that which are described here.

Notwithstanding the reasons behind your decision to sell your car to a wreckers, the basic rules and protocols apply in all circumstances. If one aspect of correct Wrecking Yard Etiquette is omitted or modified, you will find yourself on the outside of the wrecking yard fence with no car and less money in your pocket than when you started.

There is one thing you must always keep in mind when negotiating with the proprietor of the yard you have chosen to receive your family heirloom - **THE WRECKER DOES NOT WANT YOUR CAR!** No matter how good you think your car is, irrespective of the care you have taken to maintain your car in immaculate mechanical and aesthetic condition, the wrecker already has too many of your particular model, and none of the make/year/model car you have to sell has ever brought a profit to their business. With this in mind, you must prepare your car accordingly. Obviously, it cannot be sold at a car yard or even privately through the classifieds, either because it has suffered damage from a collision, it is too old to be popular, you haven't got time to probe the used car market, the car is stolen or its appearance is just plain ugly, faded, chipped and scratched. Whichever is the case, preparation is essential. One trick is to ensure that there is a \$500 stereo system installed which cannot be removed without the aid of special tools and equipment. Another approach is to purchase four brand new, top of the range tyres prior to your trip to the wrecker or get a new battery, reconditioned engine and gearbox and a new clutch. Without a substantial combination of these items, the wrecker will charge you \$100 to take it off your hands. With a fair mix of these items, however, you will receive \$50 for the car. This is a set figure. No-one has ever managed to elicit more than that amount from any wrecking yard.

You are not permitted past the counter in a wrecking yard. There is a magical, invisible barrier, like a force-field which is enabled by the sign which says "Staff Only Beyond This Point". You are not permitted into the yard itself unless the wrecker gives explicit permission to do so. If you require permission to look through any section of the yard, there is a protocol which you must be familiar with, or you will never be successful in convincing the wrecker that yours is a special case. Remember, you cannot possibly hope to baffle or confuse a wrecker, because he knows all things about all cars. Manufacturers of cars often consult with wrecking yard owners to ask for advice on assembling vehicles. They look upon the wrecker as their reverse engineers, so how can the layman possibly know more than the wrecker?

Let's say you are converting a Holden Commodore from manual to automatic. You have chosen a wrecking yard at random and you are curious to see the set-up in an automatic transmission version of the same car. Do you simply stroll over to a car that looks like the

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one you need to see? Do you pick your way through the wrecks until you find an approximate facsimile to your own vehicle? Do you peruse Vehicle I.D. and Compliance Tags hoping to spot a likely donor car? Don't forget, most of the cars are bent and twisted out of all proportion to their original shape, and are barely recognisable except to the trained eye. Exercising any of these actions would prove time consuming and, sometimes, fatal! There is a procedure to follow, and by so doing, you are accountable to no one except the proprietor of the wrecking yard.

The first step is to enter the office and seek advice from the wrecker. Only he knows which conversions, replacements and modifications are worthwhile and whether you are capable of economically carrying out the work. He also knows all the extra components required to successfully complete the job. He will show you which cars need to be available to obtain all the necessary bits, because you can be sure that all the components will never be on the one car.

All cars used different panels, bolts, pedals, wires, etc. and each car from the production line was different in some small way. Yet, due to a wreckers' scientifically unexplainable instinct, he knows exactly which bits go where! He knows that only blue commodores with a VIN prefix of 022 will contain the correct number plate mounting components which will interchange with all except red commodores with a VIN prefix of 021! But to you, the layman, they will look exactly the same! This first act of Wrecking Yard Etiquette has already saved you an unprecedented expense, and you are now indebted to the wrecker.

Once the correct information has been passed on to you, and the parts sourced from either the yard or through the Hot Line, you can then pay for your parts, confident in the knowledge that everything will fit in the right place, and you will have all the required bits and pieces to finish the job. If you have been shown why you should not go ahead with your plans, correct Wrecking Yard Etiquette, at this point, would be to pay a reasonable percentage of the money you might have spent, to the wrecker, in appreciation. If you are unsure of the amount, do not hesitate to ask. All wreckers and their staff are incapable of dishonesty, and you will be happy in the knowledge that you have done the right thing.

Another scenario is the boy racer. He wants a special gear stick knob, but is unsure of how to explain its appearance, having only seen it on a passing car three weeks ago, and wants to browse through the cars until he recognises it. His friend, also, needs a dashboard switch for his spotlights, and wishes to look through the cars to see what is around. Another customer seeks some axles or some other front-end components to make a home built trailer.

Even the odd modern artist has been known to scout the wrecking yards for post impressionist automabilia art deco, so these people, also, need to browse freely.

Only by following the correct Wrecking Yard Etiquette will the wrecker obligingly give permission to pick and poke through his property. The happy customers are then led to the back of the yard and invited to look around. From here on in, there are strict guide-lines applicable to the privileged few who have been able to satisfy the wreckers staff of their special need to browse the sanctity of this much hallowed ground.

1. You are not permitted to use the wrecker's tools. This would be a travesty of the wrecker's creed, a transgression of the unwritten law. You are permitted to carry your own shifter and screwdriver, but that is all! If you are unable to remove the component you require from a car you have found, then the component was never meant to be yours. If you have no tools, the wrecker may allot a time whereby he will send in his specialist apprentice dismantler and trouble-shooter to remove the part for you. You will be asked to wait a considerable time while this task is undertaken, but the results are usually worth the delay. After all, the apprentice must relocate his radio to within head-banging distance from where he must work, the part to be removed must be raised to a comfortable level so that undue strain is not unfairly imposed on the apprentice's arms and the energy required to carry out the task must be created and sustained with frequent snacks, life-giving cigarettes and cups of sweet, strong coffee.

2. You must not destroy an otherwise serviceable component to get to the one you require. The proprietor of the wrecking yard will call upon his supernatural powers to detect the damage wrought by an unsuspecting browser upon a car or part that may or may not have made a sale to another person. The cost to the browser, when producing the parts for scrutiny, will include the cost of the damaged item(s) plus an extra charge for denying the wrecker the opportunity of removing the part himself in a more professional manner.

3. You may collect parts not connected with the reason you are browsing. For instance, you may have been successful in gaining access to the yard for the purpose of seeking a

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suitable alternative to an obsolete or customised accelerator cable. In the process, you notice a handbrake that would replace the one in your own car you suspect is showing signs of wear. When submitting the parts for pricing, the wrecker will automatically include his fee for removing the part himself, as he would have done it anyway. This is acceptable Wrecking Yard Etiquette, and is not to be compromised.

4. You may not maneuver the cars. All cars are strategically placed for access to all serviceable parts. Do not attempt to persuade the wrecker to shuffle cars around so you may remove a component that you think may be the one you seek. The wrecker, as stated, is God-like in his perception, and has telepathically inventoried his stock to permit access to only good, usable parts.

5. Fear not a mountain of car bodies. Don't be concerned if you are removing a panel from a vehicle which has five other vehicles perched precariously on old rims one atop the other. The wrecker has attained a skill in balancing cars on top of each other that no ordinary man can equal. An earth tremor measuring 7.5 on the Richter scale would not be sufficient to topple the tallest tier of cars in a yard.

6. Never startle a wrecking yard snake. These snakes are specially permitted a free run in the wrecking yard to eliminate frogs which sometimes secrete poisonous fluids on car bodies. These snakes are deadly poisonous, but the wrecker has trained them not to bite customers, so don't be afraid to talk gently to the snake and even give him a nice friendly pat. Invariably, the snake will slither quietly along in his quest to protect the cars from evil frogs, leaving you free to carry on uninterrupted. Wrecking yard dogs, also are a special breed which have been trained to recognise the difference between a customer and a thief, and may even assist you by sniffing out those hard to get pieces. Just ask the dog to "...fetch the slave cylinder", or "...fetch HQ fender" or some other part. After closing-time or when spotting an unauthorised browser, however, the dog reverts to his true identity as an enraged, salivating, fierce protector of old car bodies and parts, loyal only to his master.

7. It is forbidden to effect repairs on site. Once you have purchased your part(s), you are obliged to leave the premises. Not only is it improper Wrecking Yard Etiquette to fit your new part(s) immediately, there are also no facilities for repairing your car within the boundaries of the wrecking yard. This is written in the Wreckers Code of Conduct, and rightly so. If not, all repair shops would become redundant, because, as stated, wreckers know all things about all cars.

8. Never ask for assistance to carry your goods to your car. This is very bad Wrecking Yard Etiquette. You are responsible for the movements of your parts after money has changed hands. The wrecker cannot be held responsible for your property after this time, and even if you blow a gasket in struggling to get out the door with a 9 inch diff with the wheels still on it, the wrecker is only interested in serving the next customer. You will be charged storage at a rate determined by the wrecker if you take too long or an ambulance comes to cart you off to Hospital and you leave your car at the yard.

No matter which way you eventually get your bits, there is one thing you will never get away with. No matter how small the part, no matter how insignificant or unimportant, the wrecker ALWAYS knows if you have stashed a bit in your pocket. His built in radar detects even the smallest pieces of plastic, self-tappers and hoses. If you perchance upon a handy little franga, vacuum plug, self-tapper, shoulder bolt, bracket or chrome trim item, and secret it away on your person, the wrecker will know! He will not search you. He will not question the tell-tale bulge in your pocket. He will not comment on the fact that you are breaking out in a cold sweat and shaking uncontrollably at the counter, nor will the wrecker make mention of your inability to speak clearly and succinctly when declaring goods for pricing. But you will pay. Maybe not then. Maybe not at that yard. But you will pay! There are no exceptions. All wreckers are tuned in to the same wavelength, and they know! So if you are fortunate enough to be given the privilege of browsing, declare all your articles at the front desk, no matter how insignificant you might believe the part to be.

Contrary to popular belief, the price of goods sourced from a wreckers can be negotiated. Of course, there is a procedure to follow, and the correct Wrecking Yard Etiquette must be maintained, but you can negotiate a successful bid on just about any component available for sale at the wreckers. The protocol in this case takes some effort, and you will not always be successful, however, if you develop these skills at an early age, it may save you quite a considerable amount as your Wrecking Yard Etiquette improves, which would usually be as you enter your twilight years.

The only reason you will need to exercise these bargaining skills is if you decide that you are  
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going to negotiate. Do not even attempt to haggle with a wrecker if you are not prepared to follow the rules and apply correct Wrecking Yard Etiquette at the appropriate moment. Disregard the time-honored conventions, and you will invariably come away with an empty wallet, but feeling as if you have put one over on the wreckers staff. Not until much later will you realise your mistake. So remember this...if you are going to bid for a part, make sure you are prepared!

First, find out how much the part costs new. Get a price from a number of sources, and average them out.

Secondly, when you present yourself to the wrecker, let him know that you intend to bargain with him by asking about their mark down policy from new to second hand. Don't worry, they do not mind passing on this information.

Thirdly, calculate the second-hand cost from the figure the wrecker gave you - you now have a price with which to work on. For example, you need a Hold-on Trarna steering universal. You have received quotes from various outlets, and the average cost is estimated at Ninety Dollars. The wrecker has kindly informed you that they work on a fifty percent mark down - half the new cost. What you would reasonably expect the wrecker to quote you will be about Forty

Five Dollars.

The wrecker will then quote you his price, and you may then respond - this is to be the only response which protocol allows. Be assured that the wrecker's quote will always be higher than the one which you have estimated as the market value according to the wrecker's mark-down, in this case, forty five dollars. Then, dependant on the wrecker's mood at the time, this first and only response may be accepted or rejected. If the wrecker quoted eighty five dollars, you would respond with forty five. The wrecker may then say no or perhaps eighty dollars. Do not attempt to re-negotiate the price. Accept the wrecker's offer and be grateful. If, on the other hand, you reject the offer, then you might as well simply walk away. Even if you realise the folly of your rejection, and you ask for the part, it will be double the original price.

If you were successful, and your offer was accepted, well and good. If not, there's always next time. To continue bargaining is wasting your time and money, for the wrecker will immediately revert to his original price if a second offer is made.

### **WARNING!!**

#### **NEVER, NEVER, NEVER SAY THIS:**

"I can buy it new for less than that"

This statement will immediately suspend any and all bargaining powers you may once have had. You will always pay the top price for second hand parts for the rest of your life, at any and all wrecking yards around the world! You have been warned!

A ploy used by some in a fit of madness is to claim that all the money they have in the world is that which is in their pocket at the time. As if to offer some sort of proof of their statement, pockets are emptied and the contents quickly tallied. The urgency of their need for the particular part, clutched vice-like in the hands of the pitiful customer, cannot be stressed strongly enough or often enough, and this, coupled with his obvious squalor, his worn old clothes in tatters, tears of sadness streaming across his cheeks, is intended to invoke a form of sympathy from the wrecker. Oh Lord! What fools these mortals be! If a quick search of the wallet were to take place, a cache of fifty-dollar bills would almost certainly reveal the true depth of this customer's poverty. Of course, this is not necessary. Have we not yet established the immense power the wrecker possesses? A simple wave of his meaty, ham-like hand and the all-important part simply vanishes, snatched from the customer's clutches. Only the soft tinkling from the back of the stock room gives any indication of the new location of the part, aside from the ghostly entry in the stock list mysteriously appearing, written in by an invisible hand! The customer, shamed, beaten, humbled, stumbles out the door and speeds off into the gloom, never to return.

Another trick that has been attempted by the ignorant is to pretend that you "No Speak English". Imagine, to your surprise, when the wrecker speaks in your own tongue, using the exact dialect from the district you originally hail, asking you to please pay double the price for trying to deceive him. Most of these charlatans pay immediately and flee for their lives, believing the wrecker to be possessed by the Devil! In reality, the wrecker has only spoken in his own tongue and forced you to interpret his words in your mind through the power of the wrecker's own brain waves.

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Just as important as your arrival is the departure. If you have observed the protocols and followed correctly your Wrecking Yard Etiquette, then you will feel obliged to say something nice to the proprietor of the yard. Remember, however, that these people are above ordinary mortals, and need no confirmation of their reverence and stature. If you must thank them, or grovel at their feet, do so, for at least it will mean something to you, if not the wrecker. If you are clutching a wad of money after a successful sale of a car to the wrecker, feel honored, but not humbled. If you have negotiated for a part and have been lucky this time, feel privileged but not smug. To ensure that respect has been shown, do not turn your back immediately on completion of your transaction. Back up at least three steps, looking meekly at the ground all the time, then turn smartly and walk out the door. Speak to no one else while inside the office, and then only in dulcet tones once on the outside. You already know that wreckers are omnipresent, and will detect any slur on their character, creating an awkward situation should you require the services of a wrecker in the future.

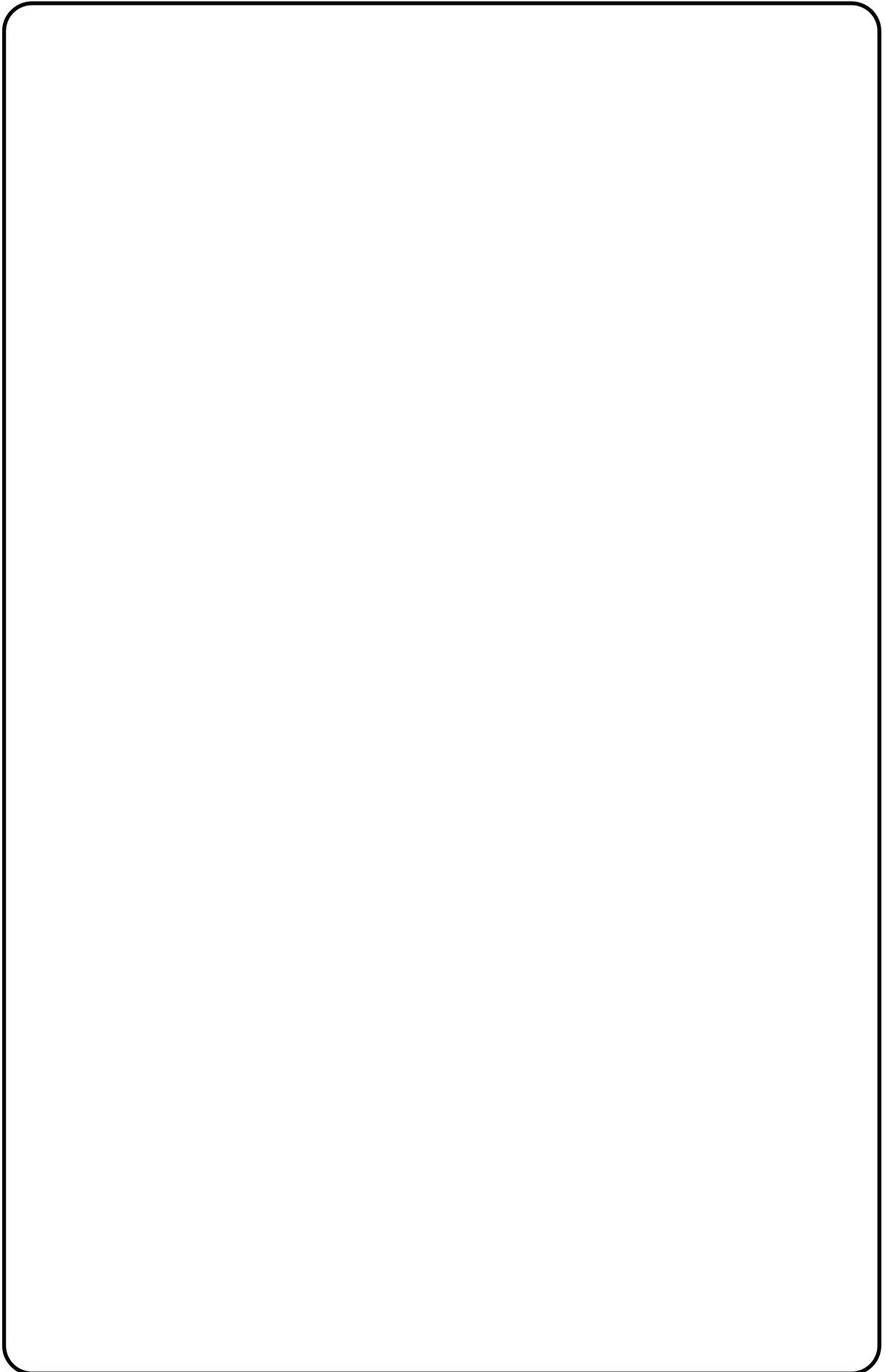
Sometimes, it is necessary for you to return to a wrecker a part which has failed to perform correctly. This is a necessary evil in life, as it has been the work of mortal men who created the part in the first place. It is never the wrecking yard proprietor's fault if a part snaps when doing it up, cracks when put to service for the first time, short circuits, falls apart or strips the thread. More than likely, it is a part that fails regularly on that particular make and model and, therefore, a manufacturer's design fault.

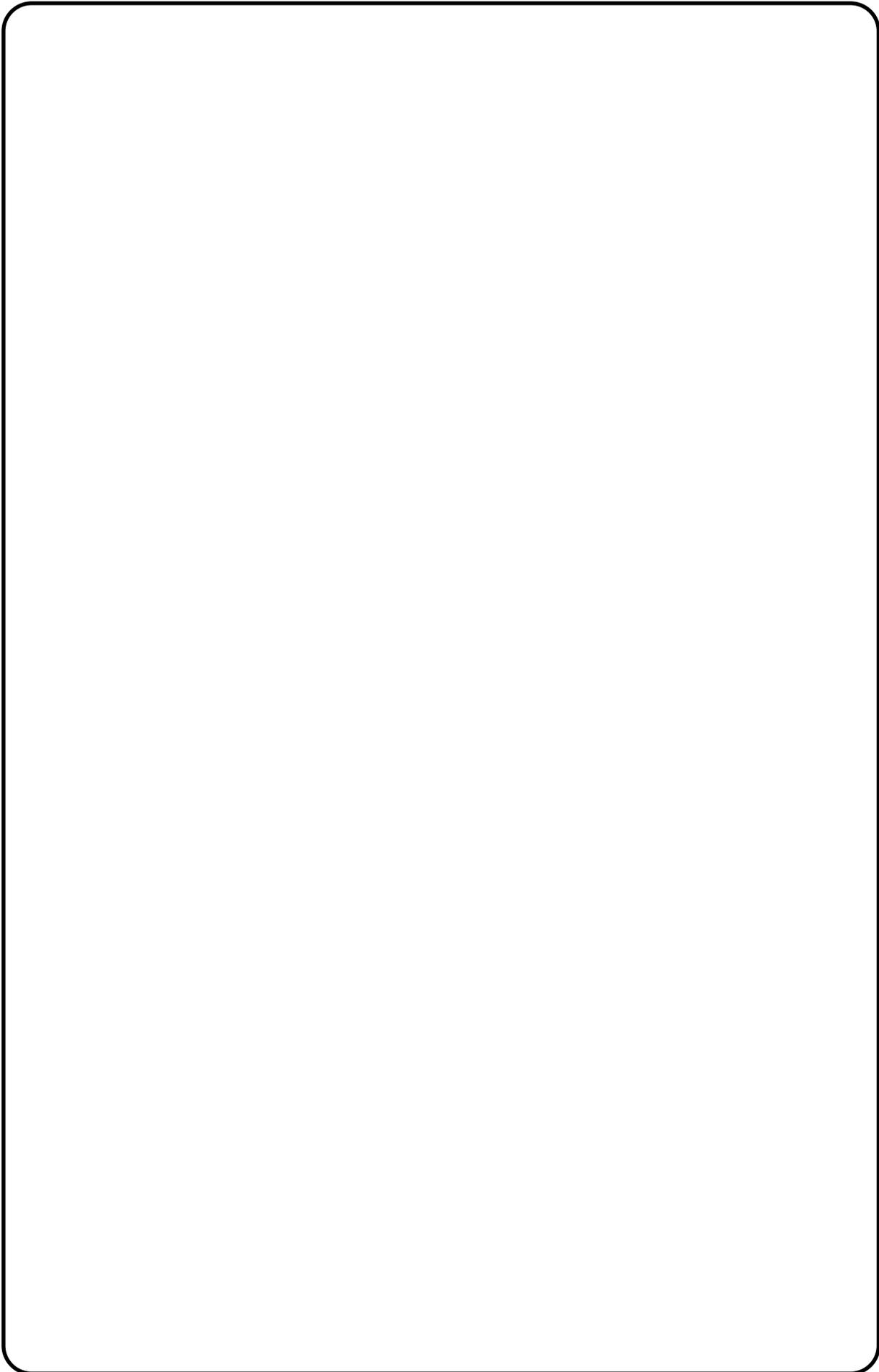
Of course, the failure of the component must be genuine. Do not attempt to return a good component when it was your stupidity that caused you to quote the wrong year / make / model / id number / VIN / Chasis Number / compliance plate number / colour code / interior code in the first place. If you fall into this category, then be advised that you have started a collection of useless car bits. Don't even think about attempting to sell the part back to another wrecker. It will not work. The wreckers have stamped the component with an invisible aura that only the brotherhood of wreckers can detect.

If the part genuinely fails, return with it to the wrecking yard. The wrecker will know immediately your name, address, the car you got the part from and when you purchased it, so a receipt is never necessary. If you exercise correct Wrecking Yard Etiquette in entering the office, the wrecker will have already procured a replacement part for you. Of course, you will have to pay for it all over again, as the fine print in the wrecker's code of ethics points out that "...customer's requests for replacement parts under warranty will be at the wrecker's discretion, which must never be exercised to the customer's benefit under any circumstances". The wrecker will point this fact out to you while accepting your money, and, understandably, you will feel shame and remorse for expecting the wrecker to go against his own brethren's code of ethics. It is good Wrecking Yard Etiquette to offer a healthy honorarium to buy off your guilt at this stage. A good wrecker will always accept graciously. If, however, you storm into the office demanding satisfaction, insisting on a "refund" and generally acting like a real jerk-off, the wrecker will magically produce sufficient small print, damaging evidence and truckloads of proof to warrant your immediate arrest for fraud. No-one knows how they do this, but they do.

I hope that these words are an enlightenment on the sometimes secret world of Automobile Recycling. Only through perseverance and a fanatical devotion to protocol will you ever feel comfortable in this sometimes hostile environment. That does not mean your trip to the wrecking yard should be a trial, or be perilous in any way. On the contrary, it should be a joyous occasion, a chance to be close to the denizens of the mysterious and beautiful wrecking yards of our industrial areas. Your encounter with the mystical wrecker should, by following the correct etiquette, fill you with a quasi-religious glow of joy and faith, ensuring your entrance to heaven when you finally die. But fail just once, make one false move, break one unwritten law, and you will be doomed to an existence of everlasting scrounging through hell's pastures collecting rusty self tappers, chromed dome-head nuts and oddly shaped pieces of windscreen glass. Salvation can only come upon your repentant soul being relinquished by the kindness of the very wrecker you so blatantly and cruelly tried to cheat of an honest living. The procedure for this is written into the wrecker's code of ethics, with the postscript, "...at the proprietor's discretion".

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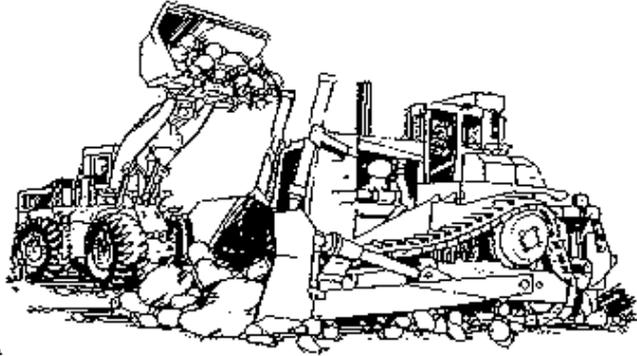
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**See page 38 for more details**

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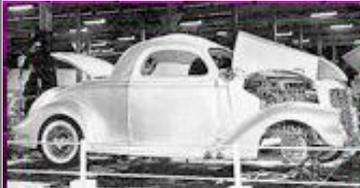


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Battery charger	Heater hose	Sling - flat web/wire rope
Battery leads	High tensile bolt - unc. unf. metric.	Socket sets
Bearings - seals - uni Joints	Honda engine	Spanner sets
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Caterpillar-spare (new & used)	Hydraulic rams	Thread inserts
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Farm tractor-. Filters	Oil transfer pumps	
Final drive	Paint, thinner, primer	
Fire fighting pump	Parts washer	
Flap discs	Paving breaker	
Flexible exhaust tube	Petrol & oil hose	
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	PTO shaft	
	Pulleys	
	Radiator hose	

Dealers for the following contributors to the 2001 Canberra Rod and Kustom Krooze:

- ⇒ Jutco—49 piece air tool kit
- ⇒ Queensland Tool and Machinery—1/2 inch drive tension wrench
- ⇒ APF Marketing—Angle Grinder
- ⇒ Boss Enterprises—Electrical Terminal Assortment
- ⇒ Baldwin Filters—Filters
- ⇒ Pilot Air Compressors—Travel Bags

*Our thanks to Tractor Replacements and all their suppliers for their generous support.*

*Tractor Replacements are also sponsoring  
THE KEG!*

# Trophy List 2001

<i>Trophy</i>	<i>Winner</i>
Top Six	
Best GM	
Best Mopar	
Best British	
Entrants Choice	
People's Choice	
Top Custom	
<b>Kroozin Awards</b>	
Top Kroozer	
Top Junior Male	
Top Junior Female	
Trevor Abernathy Memorial Mystery Cruiser	
Federation Decoration award	
Ross Eldridge Memorial Kool Kroozin	
Driving Event - Male	
Female	
<b>Novelty Awards</b>	
Spark plug comp	
Colouring comp under 5	
Colouring comp 6 - 9	
Colouring comp 10 - 14	
Colouring comp over 15	
Model comp prize 1	
Model comp prize 2	
What is it Board	
Observation Run	



See ya next year!