

MyCarRules

What revs your motor? Take Chris Schwarten for a spin [e rockymirror@capnews.com.au](mailto:rockymirror@capnews.com.au)



Ron just loves his beaut ute

Passion for classic cars began at a young age

What is your name?

Ron Caird

What is your current job?

Retired, but keep busy as I am president of the Rockhampton Veteran and Vintage Motor Club, also a member of the Vauxhall Club of Qld, a member of All Classic Motor Club and the Early Falcon Club.

When and where did your passion for cars start?

When I was about 14 years old. I had a job as a grease monkey in a service station and used to work on the really old cars in the 50s.

In those days when a car pulled in for petrol we would also clean the windscreen, pump up the tyres and check the oil on all cars.

How many cars/vehicles do you own and how many have you owned?

I have owned four. Now I own a 2005 Toyota Sportivo sedan, a 1948 Vauxhall Velox Saloon model L built in Australia, 1969 Ford XT Ute, and the 1950 Vauxhall Caleche that I am restoring. Over the years have owned a 1925 Austin 7, 1950 Vauxhall Caleche, 1960 Holden Ute, 1964 Toyota Crown Ute, 1939 Chev sedan that had the back cut off to make it into a tray back ute, a Toyota Stout light truck, 1969 Toyota Crown sedan, 1984 Nissan Bluebird, 1990 Nissan Pintara sedan.

The Holden, the Toyota Crown, the Chev, and the Toyota Stout were all used to deliver milk back in the



CAR LOVERS: Ellen and Ron Caird with their 1969 Ford Falcon utility. They are members of a number of car clubs in the region.

PHOTOS: CHRIS ISON ROK180812CCAR2

60s and 70s in Park Avenue where I had a milk run.

What is your mechanical speciality?

Restoring a vehicle to its original condition.

What was your first car and why did you choose it?

A 1925 Austin 7 Tourer. I just liked it as it had no roof on it and it was fun to drive.

What has been your most memorable experience in any vehicle you have owned?

In the Austin 7 we had a flat tyre and no jack so my mates and I just lifted it up



Ron Caird

I had a job as a grease monkey ... and used to work on the really old cars in the 50s.

to change the tyre. It was such a light car.

Where is the best place to go in CQ for spin?

The scenic drive between Yeppoon and Emu Park is one favourite.

Driving through Mt Charmers area is a good one for the older and slower

cars.

Tell me about your favourite car. What is it and why do you love it?

The 1949 Vauxhall Wyvern Caleche L Model. It is an Australian-built car with suicide doors.

How much do you think you have spent on your car

obsession?

Quite a lot really, as with older cars they always seem to require lots of maintenance.

How many hours/weeks/years of work have gone into your featured car?

It is a recent purchase so hasn't had to do too much at present.

What cars are on your wish list and why?

A 1962 Vauxhall Cressta - it has lots of chrome and looks a bit like a small Chevy.



THE BEAST: Ellen and Ron's treasured 1969 Ford Falcon utility.



OLD FASHIONED: Inside Ellen and Ron's Ford Falcon utility.



EMBLEM: A real classic.

Fine mess for Great Wall and Chery parts with asbestos

ASBESTOS in some low-cost Chinese cars was bound into gaskets in the engine and exhaust system and did not present any risk to vehicle users, a spokeswoman for the Australian consumer watchdog, the ACCC, said last week.

She was speaking after importer and distributor Ateco Automotive recalled almost 24,000 Great Wall and Chery cars - seven different versions, in all.

Asbestos was found in

some engine and exhaust gaskets.

Earlier last week, the ACCC announced that the companies would not be compelled to replace the gaskets.

Ateco Automotive's Daniel Cotterill said the problem was that the gaskets were in a variety of places in seven different engines.

All were sealed.

"As we speak we're writing to all owners to explain the situation for

their specific vehicle," Mr Cotterill said.

"Included in that information will be a risk assessment done by an independent occupational health and safety consultant that outlines the risk to drivers and passengers from the asbestos in these gaskets as being negligible.

"In the Chery J3, for example, there is only one gasket which might be easily replaced, while in the petrol-engine Great Wall, there are eight deep in the

motor."

Asbestos was banned from all cars in 2004, but any cars on the road that were built before that could have asbestos parts.

Chery dealer principal Phil Drinnan said dealers were being regularly updated by Ateco Automotive.

"Ateco is a solid, well-respected company," he said. "They have been doing all they can to do the right thing since this arose."

Ateco Automotive, which

is based in Sydney, also imports and distributes Citroen, Lotus, Ferrari and Maserati vehicles in Australia.

Mr Cotterill said no new Chery or Great Wall vehicle would have asbestos gaskets.

"We did ask the manufacturers of these vehicles before we commenced to import or distribute them whether or not they complied with Australian standards and specifically whether or not

they contained asbestos in any of their components and we were given a written assurance that they didn't," he said.

"We're very surprised and disappointed with this situation. It's a difficult situation - not one of our making, and not one that we are at all satisfied or happy with."

Both automobile companies, whose factories are in different parts of China, could face millions of dollars in fines.