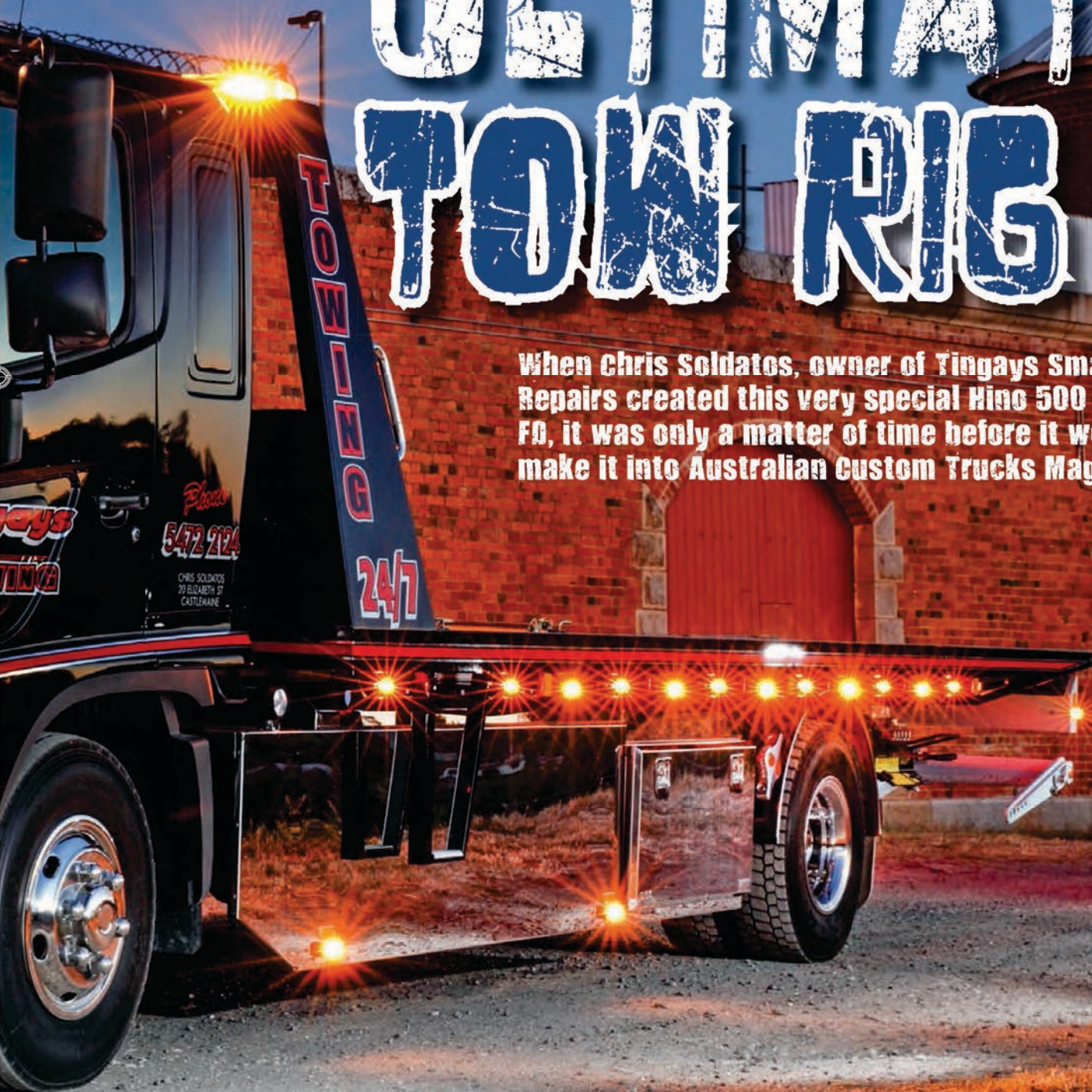




THE ULTIMATE TOW RIG

When Chris Soldatos, owner of Tingays Smash Repairs created this very special Hinc 500 Series FD, it was only a matter of time before it would make it into Australian Custom Trucks Magazine



Castlemaine in Victoria is the Australian heartland for the custom car culture and I am sure Chris Soldatos owner of Tingays Smash Repairs based in the town has somehow caught the hot rod bug with his Hino tiltray.

When I catch up with Chris at the Castlemaine Truck Show I question why he has a for sale sign on his 2012 Hino.

"It's too nice to work," he says.

It probably explains why most owners of Japanese trucks in Australia don't go this extra step however for the ones that do, the rewards are obvious.

"The inspiration to customise this truck was to create a higher profile for the business," he explains.

The custom work was done in Adelaide by AHE equipment which Chris can't praise enough.

"Our team at Tingays rate AHE Adelaide for creating such a stunning and workable truck," he says.

In the recovery business reliability and functionality of the vehicle is extremely important so that you can get the job done.

Chris says choosing Hino was an easy choice for the business and the combination of the vehicle and working the AHE Equipment in Adelaide supplying the split deck tilt tray means the unit is definitely built for purpose.

"The Hino not only looks great but it is an efficient workhorse," he says.



"The inspiration to customise this truck was to create a higher profile for the business"



"The split deck enables us to recover vehicles with minimum ground clearance with ease, which is extremely good for picking up lowered cars.

"The black paintwork, stainless toolboxes and red signage is a standout.

"It is a head turner and promotes Tingays Smash Repairs," he says.

However black and stainless may look extremely cool, however Chris says it does prove to be a bit of a challenge to keep it looking clean.

"The blokes that detail and keep the Hino in top nick confirm that it is money well spent when it rolls out the yard on a job," he says.

It was nearly six months since Castlemaine but Chris just couldn't let this beautiful truck go. On some weekends it transports one of his racing cars to different race meets and yes, the combination does look very impressive.

Driver Mark MacDonald says he is the only driver that gets a steer besides the boss.

"I was paying it a lot of attention and ensuring it was always clean and looking its best," Mark tells ACT.

"After seeing it look so good he decided not to sell it and instead has decided to buy another one!" Mark says he has a lot of pride driving a rig that looks this good and along with that he says he



"I was paying it a lot of attention and ensuring it was always clean and looking its best"

looks after it as if it were his own.
"I am very particular about this truck and I am very happy to drive it every day."

This well-decorated Hino is the first Japanese truck to feature in the pages Australian Custom Trucks and features a striking custom black paint job with red and silver lettering, details and stripes. It also wears stainless steel under-body boxes and mudflaps, polished alloy wheels, Hella driving lamps and an aluminium bull bar with inbuilt tow hooks from Hino.

Its sliding tilt tray was supplied by Ahrns Handling Equipment in South Australia and the Tingays truck's Hino badge, which is usually chrome finished, is also painted bright red to add to the customisation.



"I am very particular about this truck and I am very happy to drive it every day"

HINO FD SPECS

Custom work: AHE Equipment in Adelaide
GVM 11,000kg
Optional derate to 8,000kg
GCM 20,000kg
Power 191kW @ 2400 RPM
Torque 794Nm @ 1500 RPM
Transmission Six-speed OD synchromesh
Wheelbase 4850mm (Long), 5500mm (X Long)

