

GTR **T O R A N A** **XU-1**

QUARTERLY NEWSLETTER
GTR TORANA XU-1 CAR CLUB OF
"WA" INC

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Summer 2009



Club Display at Busselton Motorfest 2009

GTR TORANA XU1 Car Club Inc.

Committee 2009/2010

Executive Committee

President:	Mark Pitt
Treasurer:	Carlo Barone
Secretary:	Matt Dhue

Committee Members

Liaison Officer:	Alan Bajada
Club Merchandise Officer:	John Eade
Show Organiser:	Trevor Peters
Spare Parts Officer	Dave Scuderi
Newsletter Editor:	Ken Parker
Property Officer:	Trevor Peters
Website	Matt Dhue
Club Library:	Kim Jefferies
Club Registra	Joanne Allchin
Special Projects	Steve Gunn, Dave Scuderi
Scrutineers:	Mike Parker
	Andrew Lansley
	John Eade
	Ken Parker
Social and Runs Officer:	Bill Jenaway/Steve Gunn

(Club meetings are usually held on the first Wednesday of the month at 7.30pm at East Victoria Park and Vietnam Veterans RSL Hall, 1 Fred Bell Parade, East Victoria Park WA 6101)

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THE PRESIDENTS REPORT

Hello Every body,

Well Christmas 2009 has crept up on all of us this year probably due to the amount of work and club business we are getting through!

Finally Bathurst went our way with the Holden's filling the first 32 places.

The Peter Brock Memorial is now out in the open after a good 12 months of behind the scenes work by our club members.

We are now in the final stretch with the parties finally agreeing on size and location of this important Memorial (but with more progress before this endurance race is finished.)

I would like to thank the "Today tonight" crew that looked after Phil, Steve and myself at Steve's Palace to put together our side of the story with special thanks to Andrea Burns (Journalist), Senior Camera Operator, Gayle Adams and Sound Man Brett Stayt all from Today Tonight channel 7 Perth.

Hello Every body,

We have now taken ownership of the Brock site and a clean up recently restored the area to a more respectable location for all to enjoy.

2010 will see the members enjoy an ever widening request for this club to display their machines in more places and as our club grows so is our extensive equipment list to enhance the club days.



The Club has purchased a Mobile Phone and the number is
0433 72 981 8 or for the digitally enhanced 0433 72
XU1 8

*We have been looked after by the "3" group with the new phone a NOKIA E63 .
This can now be used to arrange club meeting and SMS to members of events and specific arrangements as required.*

Catch you around the traps

Regards
Mark W Pitt
Club President
GTR Torana XU-1 Car Club Inc of WA
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MIDWEST SHOW & SHINE 2009

The long weekend was coming up and Phil's car was in the paint shop. Phil got his car back on Friday, but still had to put it back together, so Phil & Trevor had a very late night to have the car back together so Pat could drive it to Geraldton on Saturday, (Big Job) they got the job done with the aid of pizza & beer.

We met in Midland to set off on the cruise, we had five cars on the convoy, being a long weekend there was a lot of traffic to contend with and yes there was a fair share of idiots on the road. We stop in Dongara for a pie at the bakery, which was a welcome stop. We set off to Pat's place, when we arrived Brain & Tony were there and set up for camping. The porta-shower & toilet was set up out the back for everyone to use. Pat gave us a tour of the house.

So we sat back with a coldie or two before cleaning our cars. Phil & Trevor did the finishing touches to Phil's car. Pat got one of her mannequins out and began to dress her up in 70s cloths and jewellery for our club display. Brain had a bit of a fetish for the tall blonde with firm boobs, dirty old man. As the night went on with lot laughs it got even funnier when Pat brought out more wigs, hats & glasses from the 70s, in which we all had to take turns in wearing. Trevor was a star in long black wig & round glasses, he could quite easily be Ozzy Osbornes twin. (You had to be there).

Sunday we all got up early to head of to the park to claim a good spot, we set the display & cars up all twelve of them it was looking good. Phil parked his LC in the front of the display and created a 70s surfy, beach scene it looked fantastic. The show was well planned with a small fair for the kids and lots of food & drinks. The quality of the other cars was very high. There were a dozen young chicky babes walking around to talk to people and have their photos taken, out of the dozen girls there was only one girl that stood out from the rest as a happy go lucky kind of girl and Monique got our votes and she won top chick for the day. The display was very busy all day with lots of Torana talk. Brian had his two black coupes out with a little competition on to see if anyone new which coupe is a xu1, there was a lot head scratching going on.

Pat's son Matt was armed with a white paint pen to mark out points of interest on Brains car's, as the day went on Mat got a bit bored and ask Brian if he could do some art work on one of his cars. So set off with pen in hand and marked out flames on the bonnet & guards, along with a for sale sign on the door.

The judges were very busy with over 200 cars to be judged. The day was quiet warm with very little breeze, late afternoon and it was time to see who won what.

First of all Phil got runner up best original and runner up best classic. (Well Done)
The club got best display fourth year in a row. (Well Done)
and I got runner up best graphics and best street machine. (Well Done)
So all up the Torana's did very well. We headed back to Pat's place to celebrate some what, we had a good crew to party with Pat, Doug, Mat, Phil, Trevor, Blair, Tony, Jo, Alan, Carlo & his parents & I. After dinner and a few drinks the wigs come out and Carlo & his dad looked pretty good with red & blonde wigs on.(So Funny) After much Laughter and more drinks we hit the sack.
Monday morning we had coffee and bacon & eggs for breakfast. We parked the cars up out the front of the house for a photo shoot.

We hit the road to go home with a fuel stop first, after fuelling up. Phil said to Blair & I that him and Trevor were going to go a different way home,
So we decided to follow, we set off and drove out of town heading east. The road all of a sudden had cattle grids in it and the road trains had a lot of little bin's on them and no traffic, and it was getting hotter, so we still drove on when we came to a small town to fuel up. There was only one pump with card swipe payment only. We got ready to hit the road again when I had a look at a tourist map which said you are here (Yalgoo), I said oh shit we are going the wrong way, so I yelled out to Phil and said we are going the wrong way and to have a look at the map.
More swearing was needed as we went back 120km to Mullewa and went down the road to Moora. We left Geraldton at 10.40am and got home at 8.30pm non-stop driving. All of us were totally stuffed, but a very scenic drive.

Thank you Doug & Pat for your kind hospitality over the weekend
Keep on cruising in the right direction - Gary





*Sunday night winners
Mid West Show and Shine
Gero September 2009
GTR TORANA XU-1 CAR CLUB
Western Australia*

Waroona All Australian Car Day IV


Hey guys, Its Easter Sunday, we had nice weather, just a little windy, Great Cruizen weather.

Get the car out of the shed and off to Waroona. When I arrived the oval was half full. This wasn't too bad for Easter. The GTR-XU1 club was setting up and the CTC Club where a no show. I asked members of the GTR-XU1 Club if I could be part of their display, they said yer why not. So with that I helped set up with the other members. Once the public started to arrive, the Clubs Display became very busy and it stayed like that all day, with loads of questions about the cars.

There were 10 cars in the display, with two of them been Brocky's Favorite toys 24c and 28c. Those two got a lot of attention (as you can imagine). Also there was a little competition running in the Display, Guess which coupe is the real thing. There were two rolling shells to work with, so you had a 50-50 chance of winning!

Other than that the show offered plenty of food, Drinks, Stalls and the old Steam Engines (oh... and don't forget the wine...hehe). Needless to say even though it was Easter Sunday the attendance of cars and people was fantastic. Most importantly my car and I were made to feel very welcome as part of the club.

Thanks for a great day,
Keep on Cruizen (safely)
The Mystery Man (Gazza)



mystery man
ALL AUSSIE DAY
Waroona
2009

Brock fans 'a menace'
23/Nov/2009 By Louise Bettison,
Hills Gazette



MOTORING enthusiasts and Gidgegannup residents are clashing over the future of the site where racing legend Peter Brock died three years ago.

Helmets, flags, memorabilia and graffiti adulations create an informal memorial near the intersection of Clenton and Copley Dale roads, where he crashed during the 2006 Targa West Rally.

But to Wayne Tucker, who lives “right on the bend” where the accident occurred, the fans are a “menace” and disturb the peaceful semi-rural environment.

Mr Tucker is one of several residents fed up with fans paying tribute to Brock by doing burnouts, especially at weekends.

“I think the consensus of all the people who live in the area is that they want to get rid of the memorial, as it is attracting the wrong sort of people,” Mr Tucker said.

“We used to get bikies through here but now we get hoons, who just turn up, create a massive nuisance, burn massive amounts of smoke and think it is a lot of fun.

“Peter Brock was an intelligent person and would not have had any connection with people who spin their tyres like that at any time of day.”

He said the City of Swan failed to consult residents before building a \$37,000 car park metres from the crash site, “for fans not the ratepayers who paid for it”, and again when installing a concrete plinth recently.

The plinth was to be the base for a permanent memorial proposed by the GT Torana Club.

But that may have stalled, with planning officers “re-investigating” the development application approved under delegated authority, because of questions over community consultation, according to a Swan spokeswoman.

Combined Torana Car Club past president Robert Puljar believes fans need a lasting memorial at the site.

“We have been saying that for years, and a lot of Peter Brock fans in Perth are disappointed that nothing has been done here, compared to the memorial set up over in Melbourne,” he said.

“Fremantle held concerts to raise money for the Bon Scott statue and we could do something like that for Brock.”

Brock shrine plea
28/Nov/2009 By Adam Brockman
Hills Gazette



Steve Gunn with the statue outline of Peter Brock that was rejected by the Gidgegannup Progress Association in favour of a more modest design. THE club responsible for designing a Peter Brock memorial in Gidgegannup has implored the City of Swan not to allow fears about hoons to jeopardise the tribute.

GTR Torana XU1 Car Club of WA special projects officer Steve Gunn said the memorial was in limbo, despite receiving approval from the City, following residents' complaints about hoon drivers at the site.

The *Gazette* reported last week that planning officers were re-investigating the development application, approved under delegated authority, because of questions over community consultation. Residents have also criticised the City over a lack of consultation when it built a \$37,000 car park metres from the crash site, which some drivers are using as a burnout pad.

A makeshift shrine of flags, memorabilia and graffiti also adorns the area near Clenton and Copley roads, where the racing legend was killed in the 2006 Targa West Rally.

Mr Gunn said the club had made a big effort to ensure the memorial met all approval requirements, including those of the City of Swan, Gidgegannup Progress Association, Peter Brock Foundation and Brock's family

He said an initial design for a steel bust of Brock had been scaled back to a more traditional headstone after concerns had been raised by the progress association.

Mr Gunn said the memorial would be funded entirely by the club, which had also offered to conduct several volunteer clean-up days at the site each year.

"We've done everything we can and now we're in the hands of the City of Swan and residents," he said. He said the club had strict rules for any road events.



It was suggested by Mark Pitt that the club should clean up the Brock site, to show a bit of goodwill to the local Gidgi residents. About 12 of us met at the Caltex servo in Stratton on Sunday morning , and drove in convoy to the Brock site. Out came the brooms, rakes and blower, and we cleaned the 8 parking bays. Phil then painted out the graffiti using black paint. All the old memorabilia was collected and bagged for disposal. We also cleaned the graffiti off the rubbish bin. A sign reading “proposed Peter Brock Memorial “ was dyna-bolted to the concrete plinth. We all then drove up to Dave’s house and had a bbq lunch. On behalf of the club I would like to thank all those who attended and worked so hard. Also a special thanks to Dave and Tammy for their kind hospitality.

ED.



No, these are not shire workers. But four men to drill one itsy-bitsy hole you could be mistaken .

Spme Photos from the Channel 7 interview for Today Tonight



Parts Wanted – the age old story!

Last year I managed to score myself a running, unregistered EJ sedan for \$500 in a spur of the moment buy. I looked at what it was going to take to restore it and decided that if I was going to put that much time, effort and money into restoring a car I should do up something that I really liked. As I had no history with the EJ Holden I decided to sell it and get myself a Torana. My first two cars were an LC 2 door S and an LJ GTR and I have many fond memories of these cars. The GTR was heavily worked and my mates, who owned XB GT's, used to get most upset when I left them behind during our frequent drags.

So the EJ went, along with the front half of an FJ I was making into a BBQ, my beer fridge complete with kegs and taps, a number of my old upright and tabletop video games and my XR500R dirt bike.

I then started looking for an LJ 2 door in my price range, which wasn't much. I find with these larger projects that the Minister of Finance will not let me spend lots on the initial purchase, but I can sneak in a lot of spending on the restoration, so my options were limited. I ended up buying a very cheap rolling '72 XU1 shell without tags or a motor but with lots of XU1 goodies still attached. I also picked up a running, unregistered 4 door as a donor vehicle.



The first thing I did was to have the XU1 looked at by the police. It's had a new front end fitted, there are no tags, and the chassis number has been removed, so I wanted to make sure I could actually register the vehicle before I spent any money on it. The police couldn't recover the chassis number, so there's no proof it's been stolen or written off, and they've given me a letter to say I can register it. Getting this approval was a good start to the project and, I must admit, a big relief!

In an attempt to trace the car's original VIN and plate details I'm chasing back through the previous owners to find out its history. So far I've found the names of the three owners before me and have contacted the previous two. The third, and possibly the first owner of the car, I'm finding hard to get a number for. The guy he sold it to says he's extremely unco-operative (this could be were all the dodgy stuff happened) and doesn't like my chances of getting any useful information, but it's worth a shot.



While this was going on I stripped the 4 door, cut it up into manageable bits, and stripped the XU1 down to a bare shell. I then designed and welded up a rolling chassis stand to transport the shell on. The necessary bits of the 4 door (roof, nose and rear wheel arches) and the shell were then shipped off to the panel beaters to get the flares removed, the sunroof filled in, miscellaneous holes welded up and all the rust and wobbles repaired.

To date the vehicle has had a new roof fitted and its third front end fitted. The original flutes have been welded into the replacement guards and all the rust removed from the door pillars and the nose section.



Work has commenced on the removal of the ugly flared rear wheel arches and reshaping the rear end around the tail lights. Once this is done all that's left to do is some minor body work and to give it a few coats of paint.



Everything I stripped off the car is crammed in my shed so I can sort through what's good and replace or repair what's not. To help with this I bought a small sandblaster and have started cleaning up and repainting everything from under the car. I'm hoping to have everything ready to go back on when she gets back all painted up and looking pretty.

While this is happening I'm starting the hunt for the parts I'm missing and I'm hoping someone out there can help.

The major parts I'm looking for to suit an early '72 LJ XU1 are:

1. Fuel sender unit for XU-1 tank, or a whole tank as mine is quite badly dented underneath – to suit LC or early LJ wiring loom connector
 2. Fuel sender cover plate – to suit XU-1 tank
 3. Rear side windows and fasteners – both sides
 4. Stainless trim that runs under side windows – both sides
 5. Good condition headlight surrounds – or ones suitable for restoration. Mine are quite rough
 6. Boot lock and key
 7. 72 instrument panel – no instruments required (can swap an LC or 73 panel)
 8. 3.36:1 banjo LSD – or one suitable for rebuild. Mine are 3.08:1 and 3.36:1 open enders
 9. Heater box – both of mine have busted tops
 10. 202 block from around the 02-05/72 date – JL or JP would be nice if available (I wish!), but will take a QL etc. As long as it is suitable for rebuild
 11. Scuff plates for both door sills
 12. Interior light – whole unit
- 2 x Ashtrays – for rear trims

If you can help with any of these items, or even point me in the right direction to find them, please call Stuart Cairns on 0403 327 387.

Busselton MotorFest November 2009

I knew something was up when Ken's brother Rodney started sweet talking me. It was my 50th Birthday on the 27th of November. Ken had promised that the club would attend the Busselton Motorfest over that weekend.

There was the offer of secure storage facilities for any members who attended. Nat and Dom were offered a room at Rodney's house for the weekend as well. We had a warm trip down on the Friday. Travelling on the new Forrest Highway was boring but smooth running. Nat and Dom met us there in the evening after getting a bit lost with all the roundabouts through Geographe Bay.

Friend's of mine had booked into a local Bed and Breakfast and came to visit for my Birthday BBQ.

On Saturday morning the cars were cleaned and polished ready for the afternoon run. Over 70 cars met at the Sport ground ready to drive off the Margaret River. The local school oval was designated as the mid point break and many people took advantage of the short walk into town for coffee and a snack. Then continued on through the winery areas along Caves Road to Dunsborough and back to Busselton.

The meeting point of MacDonalds was agreed on for very early Sunday Morning. The Motorfest





Organisers had arranged to have part of the fencing lowered to facilitate the easy entry of the club. There was a very good turn out of member. We were joined by some South West members and a couple of other cars parked up to swell the numbers. Phil Leroy had brought the Brockie replica 28C car down on a trailer and Gary Tishler had a good display complete with snakes and red-back spiders.

There were 312 cars on display and this didn't include the bikes, stationery engines, tractors and army tanks.

The event was well attended by the general public. An auction was held before the prize presentations and one lucky bidder took home a limited print run Brock compilation.

Natalie took the first award for the club for "Best Street Car". Then Ken evened the score with "Best Original". Nat then pipped Ken by also taking out 'Best Engine Bay". The local South West Club took out "Best Display".

Leaving the event went smoothly and Steve Gunn took the club equipment back on his trailer. The trip back went well and for a while we had a mini convoy with Nat, Ken, Gary and Phil cruising up the highway.

All in all not a bad way to spend your 50th Birthday and the next weekend I had my party at home as planned just a bit delayed.

All the Best

Alison Parker



hoon behaviour
caught on camera
can anyone identify
the culprit?