

GTR

T O R A N A

XU-1

Car Club of WA Inc

QUARTERLY
NEWSLETTER

Volume 23
Winter 2011



Rob's Immaculate Torana

GTR TORANA XU1 Car Club of WA Inc.

Committee 2011/2012

Executive Committee

President: Alan Bajada
Secretary: Blair Crabtree
Treasurer: Ken Parker

Committee Members

Liaison Officer: David Scuderi
Club Merchandise Officer: Gary Tishler
Show Organiser: Trevor Peters
Spare Parts Officer: Ian Hadlow
Newsletter Editor: David Scuderi
Property Officer: Trevor Peters
Website: Matt Dhue
Librarian: Val Jenaway
Club Registrar (Concessional:
Licencing) Joanne Allchin
Scrutineers: Mike Parker
Andrew Lansley
John Eade
Ken Parker
Social and Runs Officer: Bill Jenaway/Steve
Gunn

P.O. Box 3038, Bassendean / Morley DC WA 6942
Contact: 0417 501 245 E-mail: gtxcarclub@gmail.com

(Club meetings are 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)

Disclaimer: *The GTR Torana XU1 Car Club of WA Inc. does not accept responsibility for the truth or accuracy of any articles or advertisements appearing in this newsletter. It is incumbent on the reader to satisfy themselves as to the truth or accuracy of any of the articles or advertisements. All articles and advertisements are accepted in good faith by the club.*

THE PRESIDENTS REPORT

I would firstly like to thank the outgoing committee for their efforts/ contributions for the past year. The new committee will have to work even harder. I thank them for taking on the responsibilities. I know from past experience we have to make some sacrifices of our precious time to make it look effortless.

2011 – 2012 will be a new era for the club, a new committee with fresh ideas and goals. But, firstly the new committee must be seen to be accountable and open. It will be my objective that this will take place with procedures that this and future committees will use as a model.

I know quite a few members have cars under various stages of restoration and it will be great to see their finished projects on the road, on club runs and at club events, one car may even need it's own security guard.



Send stories photos tips technical info recipes offers to help special projects run suggestions credit criticism to gtxcarclub@gmail.com – it's your club.

Regards

Alan Bajada

Club President

GTR Torana XU-1 Car Club Inc of WA

Email gtxcarclub@gmail.com

www.gtrtoranaxu1carclubinc.com

Club mobile phone 0433-72-xu1-8

Editorial

Hi fellow club members I hope you enjoy the Winter edition of the GTR Torana XU1 Car Club of WA Inc newsletter.

It's great to see club members contributing articles and photos in this edition, thanks to Ian Hadlow for the article on his LJ GTR XU1, Steve Gunn for his article on the club run to Jennacubine and Jo-Anne Allchin for her article about the annual concessional licensing day. In this edition you will also find an interesting 1970's article dug up from the Wheels Magazine vault about the big three manufacturers heading for Bathurst in 1970. As usual I am quite happy for you to either email them to me or handwrite it or get it to me any way you like. Remember it's your newsletter.

If you are chasing parts or would like to advertise in the club newsletter all you have to do is contact me and remember it's free to advertise.

Please note my new email address below

Email address: torana71xu1@gmail.com

Front cover photo courtesy of D Scuderi

Club Run to Jennacubine,

Sunday the 22nd of May we had a club run to Jennacubine, we all meet at the Caltex on Toodyay road at 10.00 am.

It must be a slow time of the year, as all the cars were highly polished and were a credit to our club members.

Ken – Garry -Natalie- Kim and myself represented the Torana contingent.

Geoff (My Mate) bought his just completed LX hatch and Adrian in his HG Monaro and a 2004 model Red GTO one of Bills mates.

Bill held up the Blue Oval end with the XY Ute.

The weather on the day was prefect, we cruised straight to Jennacubine via Toodyay for a steak lunch.

Down side was Bills missing Pepper Steak he ordered and never got.

A good day was had by all and the run home was just as much fun.

If you have friends etc who have nice cars, whatever brand please ask them along on these runs, as it is fun to talk to all other owners.

Cheers Steve Gunn



FROM WHEELS, November 1970

Falcon

The big three by now will have shown their colours at Bathurst and we already know the fascinating comparative results at Sandown Park. But, racing apart, their individual performances and characteristics are well worth investigating.

Wheels promised you a full test for this issue and, now that we've driven all three cars fairly comprehensively, here is our report:

Let's take the GTHO Falcon first. Ford surprised us with a mildly overworked XT GT for this year's big one, instead of the turbo-charged/injected and lightweighted special we expected. The special technical preparation on the super car now goes into a new Improved Production car which Ford also hopes to release in Series Production form to meet the onslaught of the mighty Toranas which could otherwise completely dominate Series Production Racing in 1971.

The big GTHO produces 300 bhp from 11 to 1 compression ratio. Torque is rated at 380 lb/ft at 3400 rpm and this is the big story for Bathurst where the heavy guns will fire all their shots going up the hill. Apparently, Special Vehicles Chief Al Turner extracted more out of his race cars than the privateers, because top team man Alan Moffatt squeezed laps at Sandown more than two seconds faster than his nearest opposition. Al Turner also fitted smaller (8.30) tyres on the front than on the back (9.00) which dropped the front end on Moffatt's car Trans-Am style. In any case the car and driver ran a flawless race, while most of the other Fords suffered a variety of serious troubles.

Problems that showed included blown head gaskets, water hoses and some brake failures. Privateers will have to find a way around these problems for the big race, and perhaps even the Ford camp learnt something. Although the Fords have tremendous power, it is clear they also have marginal brakes for the performance of the vehicles over 500 miles.

The GT HO is not my idea for a pleasant commuter car although it apparently sells to many satisfied customers for just that purpose. It is lumpy in the engine, the high idle is annoying for town use, and the gearbox and clutch have to be worked carefully. The engine runs fairly hot, but does not jump out of its normal operating scale in heavy traffic – so there are no major mechanical drawbacks to operating it as a town car.

Continued next page

FROM WHEELS, November 1970

This year Al Turner ordered brake beefing that looks adequate on paper. However the lighter Toranas were able to pick up the big Fords easily in the braking areas at Shell and Peters at Sandown and largely reduce the benefits gained up and down the chutes. Only Ford's competition department would know whether pad/lining condition after Sandown indicated room for improvement or a possible change at Bathurst.

Turner's development program on the car was extensive. The front end had considerable beefing with the addition of stronger new stub axles and upper control arms to give wider track with the big wheels and tyres. Roll bars at both ends were beefed. So were the wheels – outwardly distinguishable by their five-slot design (10-slot last year). The wheels are a straight borrow from the current US mustang wheel design. They are reportedly very strong, and there should be no incidence of wheel failure as some feared.

Detail engine work includes the 750 cfm carburettor, fully mechanical vane train (eliminating hydraulics) twin-point distributor and so on. The engine idles near 1000 rpm normally and boosts to 1250 rpm for competition use. It sounds rough and lumpy on regular cars, but on a fully blueprinted and dyno-turned car has a smooth but high-revving burble.

Blueprinting specifications allow considerable modification work and there is great flexibility in the limits available. The most successful cars at Bathurst will undoubtedly be those with the most balanced blue-printing program-utilisation of the full limits of legal modification would most likely produce an unreliable car.

It is heavy in the steering at slow speeds, and the ride is understandably firm – but vastly superior to the jump-pitch of the Torana. Because of its luxurious interior it encases its occupants in comfort that tends to remove them from the harsh mechanical world under the bonnet. It is still a very desirable open road car that handles very well with pronounced under-steer in hard-going.

It has a solid feeling on the road, brakes well for conventional driving and is a bulky package to put through the traffic. Its desirability as a pose and image machine is obvious – most dealers have back orders. And at \$4800 that's pretty impressive.



Continued next page

FROM WHEELS, November 1970

Chrysler Pacer

Chrysler's Pacer four-barrel is a machine of totally different concept and purpose. Although it is a half-hearted approach to the Bathurst race, it is a very impressive car. I can't seriously regard any car with a three-speed gearbox as a hot track contender, and just one lap around any circuit in this country will prove the point for any doubters. The Pacer has no more basic handling problems than the Falcon or Torana, but it shows up much worse because of its inadequate gearing.

Watching drivers like Geoghegan, Chivas and West trying to manhandle the cars through Warwick Farm's Creek corner is enough to convince anyone that a four-speeder should be basic equipment. Gearing would enable full use of the power for such tight situations. We know the problems of gearbox availability well, but there are solutions that could cost-out reasonably on a limited volume "special" such as the four-barrel.

The car has evidently produced problems for the Chrysler competitions department. At Oran Park on the test-release day, I put a four-barrel round in 58 second laps – 1.5 seconds faster than the two-barrel Hardtop and one second faster than the two-barrel sedan. However, at its first racing prove-out, Beechey failed to lap the car at Warwick Farm in practice faster than the two-barrels, and actually campaigned a two-barrel on race-day despite a marathon early-morning sorting session at Oran Park.

Again at Sandown Park, the four-barrels couldn't make the pace in practice and Leo lapped a two-barrel nearly a second faster than the four-barrels. Beechey saved the day with a four-barrel third place ahead of the two barrels in the Three Hour race.

The car is very impressive for its specification and price. Remember, it is an Australian full-size sedan, with a good standard of trim and equipment and for sheer performance offers easily the best value-for-money of the three Bathurst contenders.

This shows up best in road use. It is a completely tractable car and is as docile for road use as a regular Valiant. The suspension is not over-firm and ride comfort is good. It is the ideal car to double as road/racing gear for the young Series Production blood, and Chrysler is to be greatly admired for extracting such performance from a six cylinder.

Continued next page

FROM WHEELS, November 1970

Unfortunately Chrysler again wasn't able to supply us with a road test car in time to make a completely comprehensive report for this issue. Our race-track fuel consumption tests showed around 8 mpg, and I believe this was the figure at Sandown Park. For road use with moderate use of the performance I couldn't better 16 mpg, although I would like to have made more comprehensive tests – perhaps it can do better than that.

Chrysler now offers a very comprehensive and impressive range of high performance cars for the general public. They're all priced attractively and they offer very good value for their specification. They need a lot more work before they could be classed as outright racing cars, and as a Bathurst competition car, they probably represent the most subtle approach of the Big Three manufacturers.



We all know the result of Bathurst in 1970 but I've still kept the best for car last. Stay tuned for the next edition where the Mighty LC GTR XU1 gets critiqued. Below is a little sneak peak of what Wheels had to say about the LC GTR XU1.

As the only authority to recognise the Torana's outright potential, Wheels must claim due credit. But the General is still being very cagey and "official" comment from any GM-H employee, even after Sandown, was affected disbelief that the product could be regarded as an outright missile. I give the Oscar awards of the year to The General and his supporting cast of employees, Firth, Bond etc for their exercise in understatement acting.

IAN'S XU1

OWNER—IAN

VEHICLE - LJ GTR XU1 (BATHURST)

BUILD DATE—SEPTEMBER 1972

COLOUR—CHATEAU MAUVE



BEFORE RESTO)

I HAVE HAD MY TORANA FOR QUITE SOME TIME AND HAVE ALWAYS WANTED TO FULLY RESTORE THIS BEAST SINCE I PURCHASED IT WAY BACK SOME 22 YEARS AGO.

IT HAS ALWAYS BEEN GARAGED & KEPT LICENSED SINCE, WITH ONLY BEEN DRIVEN EVERY COUPLE OF MONTHS OR SO.

IAN'S XU1

NOW THE WORK BEGINS

I AM DOING ALL THE MECHANICAL /SANDBLASTING/ PANEL AND PRIMING AND YES A HUGE JOB BUT I AM ENJOYING GETTING THE RESULTS I WANTED, WITH NO SHORTCUTS



Continued next page

IAN'S XU1



IAN'S XU1



I CAN'T WAIT HOPEFULLY THE FINISH DATE FOR RESTO IS AROUND MAY 2012

Article and pictures by Ian Hadlow

Club Member Feature

Rob's 9/73 Cyan Blue

Metallic GTR

Name: Rob

Vehicle: 9/73 LJ GTR

Colour: Cyan Blue Metallic

How long have you been a Club member? 2yrs

What got you interested in Toranas? I have always gone to Bathurst and like cars.

What aspect do you like best about your Torana? I like it's performance and the way it's built to handle.

Have you added any upgrades or personal touches to your Torana? Yes m21 gearbox, X-treme clutch, hi torque starter motor and a few other bits and pieces.

Something interesting about your Torana? The guy I bought it off built it to race at Waneroo raceway.

What is the best thing about owning a Torana? Thrill of driving it.

What is your favourite memory involving a Torana? Bathurst 1972 when the Torana's beat the V8s amazing stuff.

If you didn't own a Torana what car might you own? HK Monaro 327

Club Member Feature



Concessional Licensing Inspection

Saturday 11th June 2011

The weather was perfect, supplies and paperwork were packed, the cars running like clockwork. The traffic was running smooth, we were on schedule. And then.....on Tonkin Highway near Gosnells we came to an agonising crawl. Yep, one of those blasted wide wide loads with a Police escort front and rear, not a chance in hell of overtaking, a top speed of forty km/h and down to five km/h over any bridge structure. And then we spotted Ken five cars ahead, acting as a Torana escort to the wide wide load. At last we turned off to Val & Bill's big shed for the inspection. Ken was very very grumbley, mumbling something about riding the clutch from Kalamunda Road.

The inspections went like clockwork, well mostly, and this highlights an excellent part of the license condition – the annual inspection – Ken found on one car that the steering coupling bush had split through, which could have disastrous consequences if left undetected. Now this was serious to the point that the car was not to leave until repaired. Luckily Bill had a spare and it was replaced on the day. We all maintain our cars, but would there be faults you would be totally unaware of ? Maybe we could have a Spring Safety Inspection Day ?

Paper work, work orders, warnings and stickers were dealt with and issued.

BBQ was fired up and a quick lunch.

And no wide wide loads for the drive back home.

Big thanks to Ken for inspection work – it was very professional and thorough. Seven cars inspected, and one still under restoration.

Big thanks to Val & Bill for the hoist and shed inspection facilities.

Next year remind me to check about wide wide loads.

Jo-Anne Allchin

Club Registrar

Concessional Licensing



For Sale and Wanted

For Sale LJ Torana 4door bucket seats to suit recovering \$50, headlight, wiper, heater, choke, panel \$70, walnut GTR door trims inc GTR badges speaker holes cut out in rear trims \$260. Ask for Dave 95783494

For Sale XU1 Fuel tank complete with sender, all in working order, minor dent at base of tank. \$350

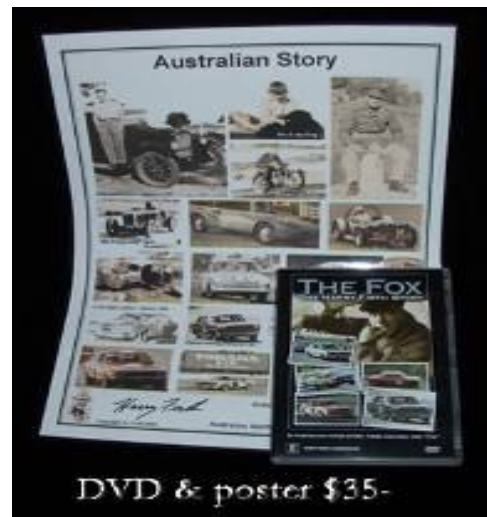
LJ Bonnet perfectly straight, in original tangerine colour \$100

Stone tray to suit late 72 LJ to 73 with stone guard, surface rust only \$200. Mirror featuring Holden dealer team Bathurst winners from 1969 till 1987 \$250

Please phone Carlo 04302 15332 for further details.

Wanted parts to suit XY Falcon ask for Trevor Tel 0403333691

For the parts below please contact Alan on 0407 302 200



Website Review

HOLDEN TORANA GTR XU1

This website has been compiled by George Nolevski © 2001-2003. It has a great deal of information. Which is easily accessed through the sites homepage (*see below*). The most annoying thing about the site is the wording that trails after the cursor when you are on the site. But apart from that it has some good information and links to points of interest.. It can be found by going to this website address <http://www.toranagtrxu-1.com/>

THE XU-1 FILE

[Torana History](#)

[Torana Evolution](#)

[Specifications](#)

[XU-1 Results](#)

[XU-1 in Action](#)

[XU-1 in Rallies](#)

[XU-2](#)

[Bathurst 2004](#)

[Gallery Holden Toranas](#)

[Torana Links](#)

[Classified Adverts](#)

[GTR & XU-1 Nationals 2006](#)

Club preferred businesses

These are businesses that have supported our club



HAMILTON SAWMILLS PTY LTD
A.B.N. 44 063 994 909
QUALITY JARRAH & KARRI: Export, Trade and Retail

Alan Bajada
Director

Mob 0407 302 200
Tel (+618) 9302 2022
Fax (+618) 9302 2023
Email: info@hamilton-sm.com.au


326 Gnaragara Road,
Landsdale WA 6065



AUSWEST LINEBORING SERVICES
DOUG

Fax: 9964 6268 . A/H 9964 6267
0417 182 142 . 0428 125 772
Email: ausline@westnet.com.au

Mobile Service We Come to You Over 10 Years Experience



PETERS SECURITY SCREENS

TREVOR PETERS
Mobile 0403 333 691

66 McCoy Street, Myaree WA 6154
PO Box 4071, Myaree BC WA 6960
Ph: (08) 9317 1717 Fax: (08) 9317 1970
Email: psecure@warp1.net.au

CLEAR VISION SECURITY - STAINLESS STEEL MESH



RARE PARTS
Vehicle Enhancement and Restoration Products

TODD GARDNER
45 Welshpool Road, Welshpool WA 6106
Phone: (08) 9470 1117 Fax: (08) 9470 4448
Email: sales@rareparts.com.au

- Myaree Tyre and Mechanical John Eade (08) 93172400
- Prosec Australia specialists in monitoring, design and installation of alarm systems and CCTV Mark Pitt Tel 1300 Prosec Club discount available



SUDDEN IMPACT SIGNS
signs • design • display

Michael Dear B.Eng. B.Arch.
Manager

Ph 08 9371 0337
Fax 08 9371 2649

14a King Street, Bayswater 6053
Mobile 0421 042 116
email sudden@git.com.au
web: suddenimpactsigns.com.au

If you know of any other businesses that have supported our club please let me know so they can be included.

Club preferred businesses



Chief Car Covers
11 Duke St
Wannanup 6210
Ph. 95346011
Email: info@carcovers.com.au
Website: www.carcoves.com.au

CHIEF CAR COVERS

Dear David,

Further to our conversation regarding special prices for your members, we will offer a 10% discount to all members on any cover. We reserve the right to withdraw the offer, but will notify the club in advance if we intend to do so.

We will send some promotional material to you in the near future for distribution to your members. In the meantime members can access information on our products via our website listed at the top of the page.

Regards

Juanetta

Chief Car Covers

I have no vested interest in Chief Car Covers but have been using one now for approximately 6 months. Previous to this I had another car cover. I am extremely impressed with the Chief car cover and very unimpressed with the other car cover. For more information you can either email me or catch up with me at a club meeting.

Cheers Dave Scuderi

Mikes Reproduction Parts

The whole reason I started to sell these parts was not to make money, but to get quality parts to owners who want to keep their Torana's in good condition with parts that fit, and not fit them with other inferior parts.

Postage of most items is no problem as I am not far from a local Australia Post office.

I am also in Perth each few weeks. Therefore I can often save the cost of the postage, this is particularly beneficial when larger items are ordered.

Please phone me on 97283123 day or night for orders, an answering service is also available if needed.

Few members have taken advantage of this service which is unfortunate, often I am able to assist with technical information at the same time at no extra cost.

New parts are being added so please ask for anything else not listed.

Mike Bell

Item	Price	Description/quantity
Air filter assemblies	300	LC set of three
Air filter assemblies	300	LJ set of three
Air filter elements	70	LC as original
Air filter elements	70	LJ as original
Air filter wing nuts	5	30 a set
Alternator Pulley	125	XU-1 only
Boot mat	220	XU-1
Boot mat	220	GTR
Badges GTR	order	LC & LJ front and rear/ side
Badge gear shift pattern	28	LJ
Carbie heat shield	120	Important to shield carbies
Carbie linkage set	300	LC
Carbie linkage set	300	LJ
Carbie brass tag set	90	LC or LJ
Carbie linkage torsion rod	80	Included in linkage set
Carbie axcellerator arm	45	For set of 3 not stocked yet
Choke cable and block assy	140	Not cable from dash panel
Choke block	90	Zinc or cad plate

Mikes Reproduction Parts

Item	Price	Description/quantity
Choke cable brackets	97	Zinc includes clips
Choke cables	50	Set of three
Choke cable clips	60	Set of three
Clean air stickers	30	For ADR 27 GTR's and "S"
Decal set	120	Under bonnet
Decal set	50	External XU-1
Diff tag LS	28	
Excellerator pull rod	80	Includes clip, gold or silver
Fender filler strips	38	Includes clips
Fuel tank breather clips	100	Set of three
Fuel tank cover	95	Roebuck or long grain
Fuel lines and bracket	180	LC suit push on rubber lines
Fuel lines and bracket	180	LJ for rubber carbie lines
Fuel lines without block	220	
Fuel lines and block	260	LJ
Fuel tank breather pipe	120	XU-1 only
Fuel tank connector pipe	65	XU-1 only
Gear shift knob	80	Patterned
Glovebox liner	65	Use your metal plate
Grommet and bush /	28	\$ 15 Grommet only
Hand brake boot Roebuck	35	LC/ LJ
Handbrake boot L / grain	45	LJ
Headlining	185	
Heater hose bracket	65	Up till August 73
Heater hose bracket	65	After August 73
High tension ignition leads	160 order only	Need date of vehicle
ID plate rivets x6	70	
Oil filler cap/ breather de-	Silver cap \$10	Not included in decal sets
Parcel tray rear / kick	board only 150/ set 180	Includes canoe clips
Rocker cover bolts &	65	Better than original
Resonators	60	As original
Rocker cover decals	50	XU-1
Seat belt re webbing	550	Send direct to Brad

Mikes Reproduction Parts Continued

Item	Price	Description/quantity
Seat belt re webbing	550	Send direct to Brad
Shifter boot assembly	115	LC
Shifter boot assembly	85	LJ
Spare wheel retainer bolt	48	GTR & XU-1
Spoiler front	75	Black as original
Spoiler rear	360	Fibre glass as original
Sprintmaster caps chrome	115	Original type
Sprintmaster caps painted	260	Globe
Steering coupling NOS	250	Exactly as original
Sway bar and clamps	550	By order
Wheel Spacers	20 ea or 70 a set of 4	

Automotive Funnies

A man in a Jaguar passed a Mini that had broken down on the side of the road. Being a kindly driver he stopped and attached a tow rope to it so he could tow it to the nearest mechanical workshop for repair. After ten minutes of towing the Mini a Porsche passed at high speed. The Jaguar driver was not going to be outdone by a Porsche. Forgetting he had a Mini in tow he accelerated to catch up with the Porsche and they both indulged in a high speed race, with the Mini and it's occupants trailing wildly about at the end of a tow rope frantically trying to attract the attention of the Jaguar driver. A police officer saw them and gave chase. The police driver radioed back to headquarters " Sarge you are never going to believe this , I have just seen a Porsche and a Jaguar racing neck and neck doing 150mph and a bloke in Mini flashing his headlights, blowing his horn and waving frantically trying to overtake them".

Decisions Decisions What Colour



GMH

EXTERIOR COLOURS

The models depicted are only for illustration purposes. Refer to chart below for model application.

KASHMIR WHITE

Available on 1, 2, 3, 4
(refer chart)



WARRIGAL BLACK

Only available on:
Brougham, Premier,
Kingswood
and Belmont



CASCADE GREEN

Available on 3, 4
(refer chart)



SUDAN BEIGE

Available on 3, 4
(refer chart)



CINNAMON BROWN

Available on 3, 4
(refer chart)



MARINA BLUE

Available on 3
(refer chart)



RALLY RED

Available on 2, 3, 4
(refer chart)



AEGEAN AQUA

Available on 3
(refer chart)



CARIBE AQUA

Available on 3
(refer chart)



MEDITERRANEAN BLUE

Available on 1, 2
(refer chart)



INDY ORANGE

Available on 2
(refer chart)



FLORENTINE GOLD

Available on 1, 2
(refer chart)



ELECTRA BLUE

Available on 1, 2
(refer chart)



CAMEO GOLD

Available on 1, 2
(refer chart)



LAKESIDE GREEN

Available on 1, 2
(refer chart)



SILVER MIST

Available on 1, 2 and
Kingswood
Sedan &
Wagons



BURNISHED BRONZE

Available on 1, 2
(refer chart)



COLOUR & MODEL AVAILABILITY CHART

1. Available on Brougham, Premier and Torana SL models.
2. Available on Monaro GTS and Torana GTR models.
3. Available on Monaro, Kingswood and Torana S models.
4. Available on Belmont and Torana Sedan models.

Club Merchandise

Club merchandise available to club members

- Stubby holders
- T-shirts
- Polo shirts
- Jackets
- Beanies
- Hats
- Key rings
- Assorted Stickers

For purchasing please see our club merchandise officer Gary Tishler.

Note club merchandise is generally available at each club meeting

