

# **GTR**

## **T O R A N A**

# **XU1**

### **Car Club of WA Inc**

QUARTERLY  
NEWSLETTER

Volume 25  
Autumn 2012



**Club member feature**

**Kevin's & Lisa's GTR XU1 at the Busselton Motorfest 2011**

# 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:	Ken Parker John Eade

Social and Runs Officer:	Bill Jenaway/Steve Gunn
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Contact: 0433729818 E-mail: [gtxcarclub@gmail.com](mailto: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

Sunday May 20<sup>th</sup> was a GREAT example of what our club is all about. The annual NMHD Day held Australia wide renamed the "The Hills Are Alive" (with the sound of Toranas) cruise by our club. Hills Alive 05 was held on a perfect autumn day. Approx 20 cars, not all Torries, even a few blue ovals were welcome on the run. From a GREAT coffee to the run past the Brock Memorial finishing with a GREAT BBQ at Stirk Park and a GREAT raffle finished off a GREAT day. In fact, a GREAT day was the feedback from members. Thanks to Steve and Bill for organising a GREAT event.

Another GREAT event that many club members attended and helped out was the Classic Car Show at Whiteman Park. Holding the event in April instead of March made for a much cooler day which was appreciated by all. Thanks again to Trevor, Ian, Dave and Indianna for camping overnight and planning the club display.

As Bathurst is fast approaching there will be no doubt some long nights ahead as club members restore cars, repair trailers and make sure their tow vehicles are mechanically sound to make the long journey to Bathurst and back.



I'm sure there will be road trip tales to tell upon return.

We are coming to the end of term for the current committee members. The AGM has been set for Sunday 1<sup>st</sup> July. All documentation regarding the AGM will be posted and emailed to current financial members. Please remember to be able to vote at the next AGM you must be financial on the day. As all committee positions will be vacant, now is the time to nominate if you wish to be a more active contributing club member.

I'm sure this edition of the club newsletter will be another of Dave's GREAT creations, but remember your contribution also makes it happen.

Send stories photos tips technical info recipes offers to help special projects run suggestions credit criticism to [gtxcarclub@gmail.com](mailto:gtxcarclub@gmail.com) - it's your GREAT club. Regards Alan Bajada

Club President 0407302200

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# Editorial

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

It seems like each issue gets bigger and bigger. So much so that this edition goes to press without the website review something just had to go and that was it. The final instalment of the Wheels article from 1972 is included in this edition. The article title reads, "The quickest little tin-top" Its all about the release of the LJ GTR XU1 and how it compares to the previous model. There is also a full write up on The Auto One Classic Car Show at Whitemans Park, The National Motoring Heritage Day Run just held and a report from me dating back to 2011 about the York Motoring Festival which is coming up soon. A big thanks goes to contributors for this edition. Smokin Jo (Jo allchin), Mike Bell, Stuart Cairns and Steve Gunn.

If you have anything of interest be it some photos, a technical article, your view on a car show or club event you have attended or some information on your rebuild etc please forward the information on to me. I am quite happy for you to either email them to me or handwrite it. 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.

Email address: [torana71xu1@gmail.com](mailto:torana71xu1@gmail.com)

Front cover photo D Scuderi

# Calendar of Events 2012

2012 2012 2012 2012

**Jun 18** Council of Motoring Clubs general meeting - 8pm, Bassendean Community Hall

**July TBA CMC Quiz Night - Volkswagen Club**

28 German Car Day - [www.mbccwa.org.au](http://www.mbccwa.org.au)

**August** 16-19 Targa West - [www.targawest.com.au](http://www.targawest.com.au)

**20 Council of Motoring Clubs AGM & general meeting - 8pm, Bassendean Community Hall**

**September** 2 Shannons 1-Day Classic rally - [www.classicrally.com.au](http://www.classicrally.com.au)

9-22 Wheels West Rally - Vintage Motorcycle Club - 9457 7733

**October 15 Council of Motoring Clubs general meeting - 8pm, Bassendean Community Hall**

21 Driving for Dreams - Porsche Club

21 French Car Festival

21 VCC Auto Jumble - Cannington Showgrounds - [www.veterancarclubofwa.asn.a](http://www.veterancarclubofwa.asn.a)

28 MG Car Club Motorplex Day

**November** 4 Italian Car Day - Mulberry on Swan

4 All Triumph & Standard Day - Stirling Square, Guildford 0488 033 191

**11 Brockwell Run to Whiteman Park - [www.councilofmotoringclubs.asn.au](http://www.councilofmotoringclubs.asn.au)**

TBA Fiat Lancia Car Day

25 GM Owners Day - Blue Steel Oval, Bassendean

**December** 1 Day of the Volkswagen - [www.vwclub.asn.au](http://www.vwclub.asn.au)

16 Last Blast Superkhana - [www.classicrally.com.au](http://www.classicrally.com.au)

**17 Council of Motoring Clubs general meeting - 8pm, Bassendean Community Hall.**

2012 2012 2012 2012

# **Why become a member The GTR Torana XU1 Car Club of WA Inc**

## **WHAT WE HAVE TO OFFER MEMBERS**

A club is only as strong as it's members. The GTR Torana Car Club of WA Inc is no exception to the rule. It's main assets are its members. There is a diverse range of technical knowledge and skills and all members willingly contribute to the club information base and we are proud to say willingly help each other.

### **Vehicle Identification**

We can give advice to owners and potential owners of either GTR or GTR XU-1 Toranas.

### **Information**

We provide information relating to the GTR and XU-1 Torana. If you need to know something we can in most cases provide an answer, or at least put you in touch with someone who can assist you.

### **Concessional licensing**

Club concessional licensing, where upon inspection if passed a much lower State licensing fee is charged.

### **Quarterly newsletter**

Advertising, up and coming events, free for sale section, free wanted section free advertising for your business, interesting club run articles, club attended car show articles and technical articles.

### **Club Activities and runs**

Club runs and barbeques are organised throughout the year to bring club members together for some fun. The club also attends many of the larger car shows in WA.

### **Club Meetings**

Club meetings are held monthly and are a great source of information

### **Club merchandise**

Exclusive GTR Torana XU1 Club merchandise. Polo shirts, t shirts, hats, beanies, jackets, stubby holders, decals and key rings.

### **Discounts**

We are able to offer club members discounts at participating businesses.

***For membership please visit the club web page for an application form***

[www.gtrtoranaxu1carclubinc.com](http://www.gtrtoranaxu1carclubinc.com)

## Run to York 2010/2012

Last year a few of the members made the trek to York for the York motoring festival. Its back on again this year and the club has been given an invite by the organisers to attend. It will be on Sunday the 8th of July.

Last years event was quite relaxing. It was a good chance to leave the cars parked to be admired and have a general wander through the historic town of York. There was plenty to see and a variety of hot foods available.

A special feature of the day was being able to do circuit laps of the main street . The idea behind it is so the cars are not just a static display. The cars can be admired by people sitting at pubs, coffee shops etc. This way they to get a look at the cars doing what they were designed to be doing, driven.

If you take a look at the photo below it will give you an indication of just how cold it gets in York at times. Even rugged up it was still cold. If you intend going which I suggest you do make sure you bring extra warm clothes, beanies etc.

Closer to the date meeting point and time of departure will be made available to club members.



Article by Dave Scuderi Photo by Steve Gunn

# **Auto One Classic Car Show at Whitemans Park 2012**

Another Auto One Car Show at Whitemans Park. But this time with a little difference. Well for some club members. Myself, Indianna, Luke, Warren, Ian and Trevor decided it might be good to camp out at Whitemans Park to save getting up early and to avoid the queue getting in in the morning.

It turned out to be a good idea, Trevor and Ian brought down three cars and the club trailer the night before the show. One car was a driver the other two were trailered. Bringing them down the night before saved a lot of hassles and saved a great deal of time on the morning of the show.

We unloaded the club trailer the night before the show mainly because the barbecue was right at the back and we needed the barbecue. Once unloaded we sat down for a simple meal , had a few beers and some too much wine. The kids set the tent up, some of us swags, one of us in the club trailer and one of us in a Volkswagen tent (Trevor). The Volkswagen tent minus the Volkswagen Combi van its meant to be attached to was duly placed several hundred metres away from the main camping area due to noise restrictions in the general camping area. It did not make any difference its amazing how noise travels. It did get a bit cold overnight but once secure in our tents, swags etc all was good.

Morning came around all to quick, no chance of sleeping in with the rumble of cars already arriving. As per usual all club members chipped into to set up the shade covers and club display which looked very good. The change of date for the show was also a bonus as it was quite a mild day not too hot as is usually the case. The day flew by and before I knew it was time to head off home again.

The highlight for me and my kids this year was the camp out as it was good fun. Maybe next year a few more members might like to camp out as not only was it fun it was also quite relaxing and for some unknown reason it also made the day of the show not drag as usual.

Article by Dave Scuderi.



# Auto One Classic Car Show at Whitemans Park 2012



## The quickest little tin-top FROM *WHEELS*, April 1972



### Continued from the last edition

While running our performance figures we expected the car to be quicker. We surmised that it was fitted with the optional high (3.08 to 1) rear axle ratio. On checking we found this was not so – the standard 3.36 to 1 diff was used.

But although the higher diff would be a benefit for open road touring work, when the engine would not be quite as fussed, acceleration would suffer a little – and that's what the XU-1 is all about.

Idling in heavy traffic causes the XU-1 to get very hot. At one stage the temperature gauge went off the clock after about five miles of crawling along forcing it to idle at around 3000 rpm while sitting still worked the fan and water pump hard enough to prevent boiling.

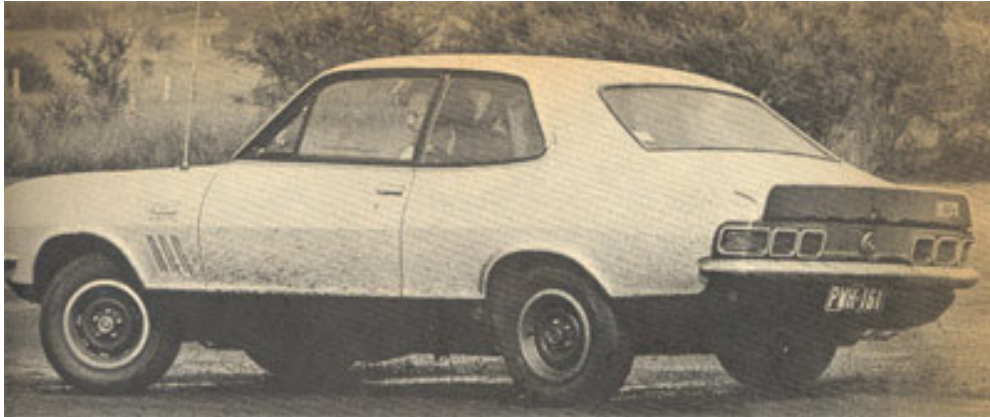
Disc brake pads on the test car could have been a little harder. After several hard stops there was slight fade and the pedal felt on the soft side. However, it would be hard to outbrake an XU-1 with its light weight and huge power assisted 10 inch discs on the front and 9 inch drums on the rear. Although there is no pressure limiting device we found the balance of fore and aft braking very good. In fact, it was almost impossible to lock up the Uniroyal radials fitted to the test car.

Steering is now more direct and yet feels slightly lighter. It has a precise feel – just right for the taut little racer the XU-1 is. Of rack and pinion design it has an overall ratio of 16.5 to 1 and 3.2 turns from lock to lock.

Inside the control set-up is not as good as it could be. For a tall person the gearlever is too far away – making him stretch out of the seat to reach it in first, and particularly reverse, gears. With the redesigned dashboard the engineers could have improved the switch positioning as well. With the seat belt done up tight it is virtually impossible to reach all but the cigarette lighter. Switches for the lights, heater, choke and wipers are all housed on a panel below the dash.

## The quickest little tin-top FROM *WHEELS*, April 1972

The fascia has lost its dropping padding. It now runs straight across the car. The radio is located in the centre of the dash where the heater controls were previously housed. On the LC the radio was very much an after-thought slung low down under the dash panel.



One open road trip was marred by the XU-1's windscreen wipers. They lift off the screen at 65 mph – disgraceful in a car capable of cruising at 100 mph.

The same six dials are used although they have been swapped around. On the left are two small dials for the fuel gauge and oil pressure while in the centre are two large ones housing the speedometer (hopelessly inaccurate), odometer and tachometer. On the right are two small dials – the ammeter and temperature gauges.

The oil pressures gauge is electrically operated from a switch on the side of the block. On our car it was inaccurate and prone to failure. We were driving along quite happily with 20 lb pressure (what's normal) the needle suddenly dived off the gauge. All sorts of terrible thoughts of blown big-ends and huge repairs flashed through our minds. After a quick check with a master gauge we found that there was no internal fault at all – just in the gauge.

Of course, our major criticism of the Torana since its inception, remains with the LJ – its small interior. For a car with a 100 inch wheelbase and an overall length of 14 ft 4 in. you could at least expect adequate room for your knees in the rear. However this is impossible to improve facelifted model. We'll have to wait for at least another year – and a brand new model – before that happens.

Flow-through ventilation has not been installed and it still wears the dying breed of quarter light windows – an open invitation to thieves. But, perhaps this can be excused as a steering lock has been fitted.

But all the little faults still inherent in the LJ XU-1 are forgiven when you sit into its much improved seats, grip the little wheel and blast off for the open road where its terrific acceleration and magnificent roadholding come into their own. It's not the car for the boy racer, it's too precise for that – the enthusiast who knows how to drive and loves driving is just the person for whom it was intended.

# Stuarts Christine

## The Restoration of Christine

**By Stuart Cairns**

In February 2009 I bought a rough, rolling XU-1 shell off e-Bay. Original photos showed she's been painted black and had huge flares welded on, as was the custom in the 80's. The vehicle had been taken off the road in the mid '80s after a big prang and passed through a number of owners after that. She had lost a lot of bits along the way and was not a pretty sight when I bought her.



Continued next page

## Stuarts Christine

She was labelled ugly and evil by my friends, but I assured them that she'd soon be beautiful again, just like Stephen King's Christine, and the name stuck.

After the accident she'd been stripped for repairs, but they'd stalled when the amount of work required to repair her became apparent. When shipped to me from the hills behind Sydney she was just a rolling shell, but fortunately she still had some the important original XU-1 bits still attached.

I had planned on doing the panel work myself, but there was just too much welding to be done. So in July 2009 I shipped her and the parts off a donor car to the panel beaters. By this time I had already stripped everything off her, so I planned on restoring the good bits and replacing what was needed while she was gone.

The donor cars panels were to be used to fill in the sun roof, repair the damage done when fitting the flares and the accident damage to the front end. At that point in time there weren't any new panels available and used ones were hard to find and very expensive. The first thing to go was the old wind back sunroof. Next came the front end. At first only the worst panels were removed, but after seeing how much damage there was the whole lot went. The rails were straightened and the front end from the donor car was fitted.



Continued next page

## Stuarts Christine

As with most LC and LJ Toranas , the door pillars were a mess. The outer skin was removed and the internal rust damage was repaired. The original gills were welded into the donor guards and the all rusted and damaged sections were repaired. The ugly rear wheel arches were cut off and arches from the donor car fitted. While this was being done all the rusty bits in the sills were also repaired.



The small dents and bumps in the lights were fitted and everything ad-neat and square. The doors were given a minor and readied for primer. She was now looking like a real Torana for the first time in 26 years.

the rear end were repaired. The justed so she'd go back together all going over and the whole car treated



Continued next page

## Stuarts Christine



She was then given a good coat of primer and a guide coat and the big job of rubbing her back a few times to find all the minor imperfections started in earnest. Once she was flat and ready for colour she was given a final coat of primer, taped up and all the black bits were painted. Then it was time for the final colour to go on. Although we had discovered during the panel work that she was originally Baroda Silver Mk 2, I decided on Chateau Mauve Metallic as the final colour.

I helped fit the bonnet, boot and bumpers at the panel beaters to make sure everything went on OK and after 7 months at the panel beaters she was finally ready to come home.



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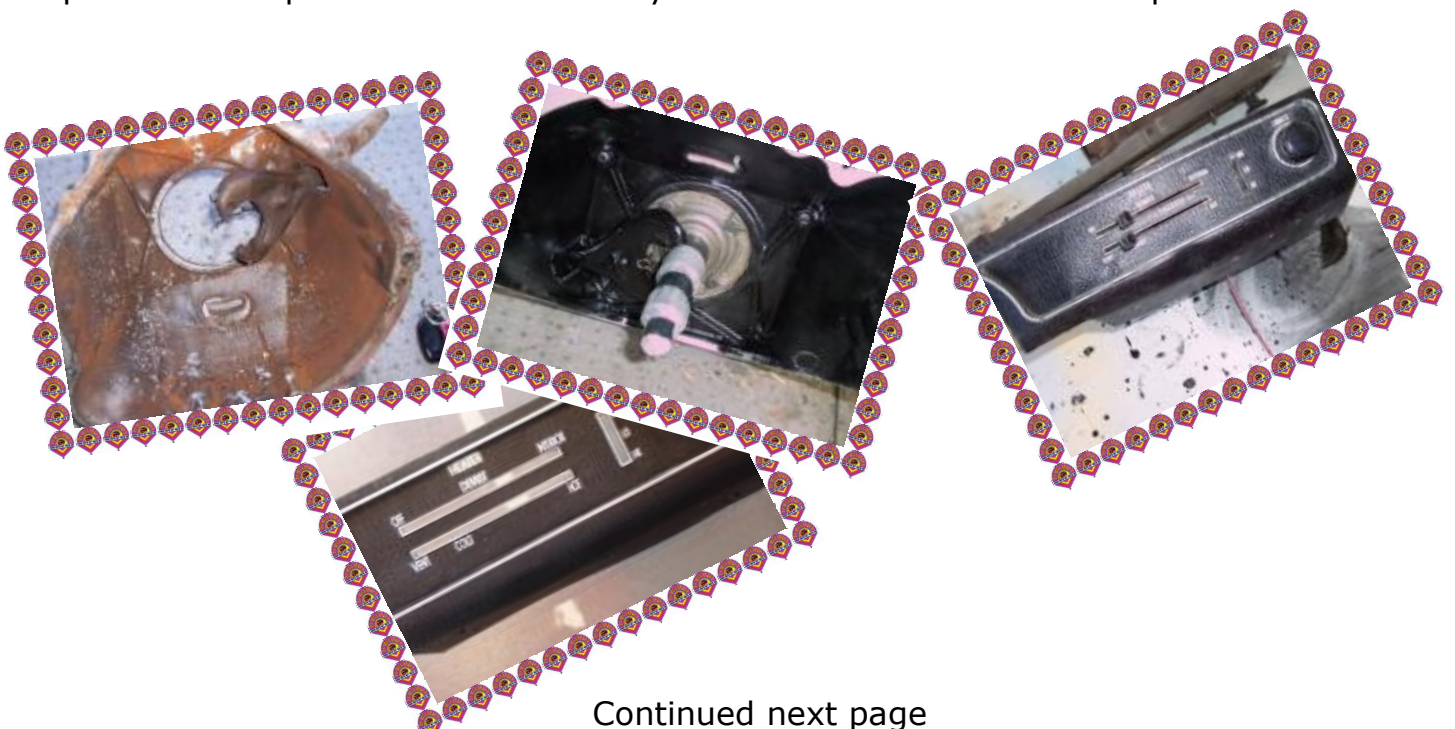
## Stuarts Christine

The last thing the body needed was for the cabin, boot and under-body to be painted. After a pretty messy cleaning process everything was painted with POR-15 Chassis Coat and she was finally ready to start the long slow process of putting everything back together.



As planned, while she was at the panel beaters I spend considerable time chasing up the parts I was missing and replacing things I didn't like. Hours were spent restoring the parts I had that were worth keeping and the used parts I'd bought.

Everything that was chrome was re-chromed, everything painted was repainted and everything polished was repolished. I sand blasted what I could in a small cabinet I bought and painted everything black with POR-15. The instruments were restored, the loom was inspected and repaired where necessary and the whole interior was replaced.

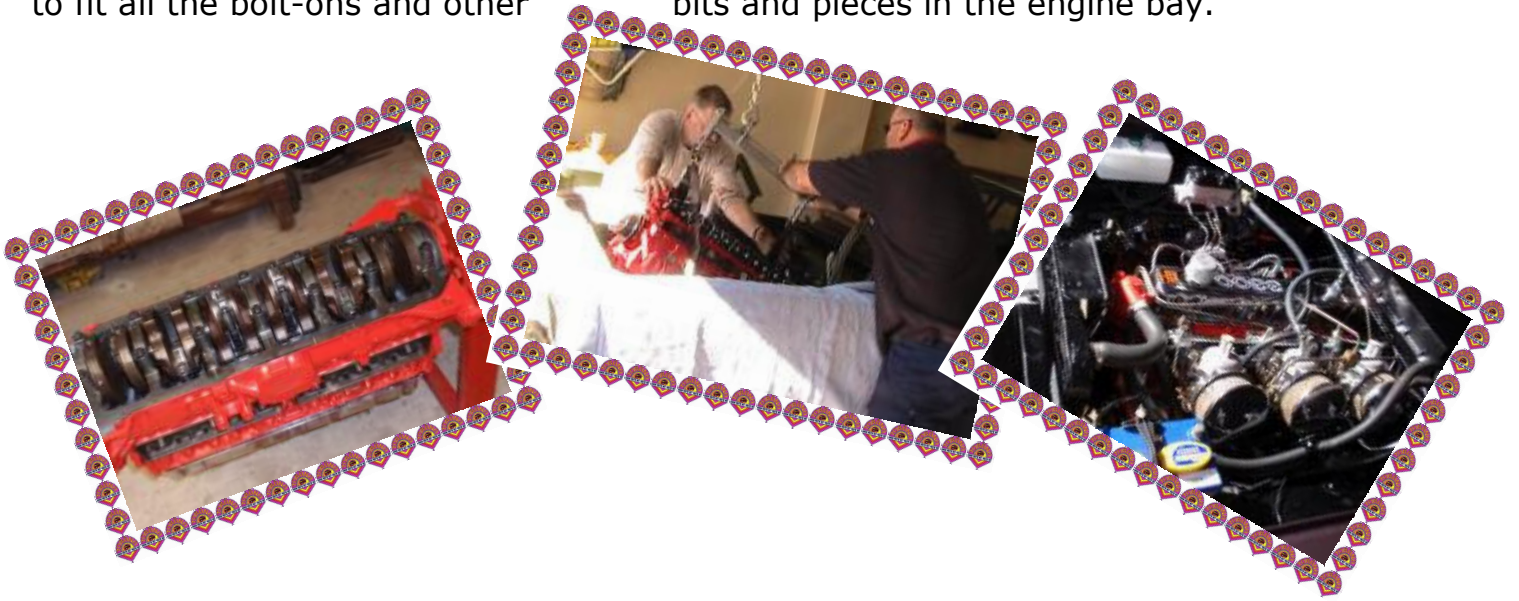


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## Stuarts Christine

After the engine had been rebuilt I had some friends help with the install and then started to fit all the bolt-ons and other bits and pieces in the engine bay.



In November 2011 she was finally completed and in December was taken over the pits. She failed the first time as the steering was a bit sloppy ( My bad, I hadn't tightened the steering knuckle correctly) but the next week she was registered and back on the road after over 25 years.

Although I thought it was a long time for a rebuild, I've been told it was pretty quick for the amount of work required, and as far as I'm concerned the results were worth the effort.





## What's it all about?

The National Motoring Heritage Day is an initiative of the Australian Historic Motoring Federation (AHMF) to show the flag and demonstrate the strength of the motoring enthusiasts' movement in Australia by having up to 200 000 vehicles from the 900 plus vehicle clubs affiliated with the AHMF through their state and territory bodies, on the road on the same day around Australia.

We participated this year by going on a fantastic run organised by Bill and Steve. Our club run was named **The Hills are Alive with the Sound of Toranas 05**. I am not sure which of the two organised the weather, but it was a picture perfect. The variety of cars represented by our club was outstanding from genuine GTRs, GTR XU1s, to clones, fords, corvettes, custom Toranas and a hot rod.

I joined in on the run at the second pit stop at the service station in Stratton. From there it was leisurely cruise up Toodyay road. We then turned left at Obrien road for a visit to the Peter Brock memorial site. All was good at the site, everyone had a chance to have a bit of a chin wag and stretch their legs. After the third pit stop at the Peter Brock memorial it was time for the last leg of the run. It was great to get behind the wheel again and do some more driving. I might be bit biased as I did not attend the first leg of the run but I thought the third leg was the best part of all. Going through the winding roads and being able to change up and down in gears all the time and avoid using the brakes was just plain good fun.

We arrived a Stirk Park minus one as Warren had some mechanical problems in his Torana. On a positive note this was a good shake down as Warren intends driving his Torana across to Bathurst later this year. Better to break down in Perth than on the way to Bathurst. Stirk Park was an absolutely beautiful finish point for the run. Plenty of parking and plenty of shade. Steve had forgone the run and was at Stirk Park awaiting the arrival of people and cars that had attended the run. With the barbecue already fired up with a fine selection of sausages and chicken to be had it wasn't long before we were all fed. The club raffle was a huge success. I can not remember the amount raised but it was a considerable amount.

I am not sure where next years National Motoring Heritage Day will take us but if it was a duplicate of this years run there would be no complaints from me. Thanks to Bill, Steve and helpers for organising a great day out.

Article by Dave Scuderi

# National Motoring Heritage Day 2012



A Tribute to Australia's Motoring Heritage

Photos by Jo Allchin

## Club Member Feature



**Name:** Lisa and Kevin

**Vehicle:** 1972 LJ GTR XU1

**Colour:** Mustard Yellow

**How long have you been a Club member?** Since 2005

**What got you interested in Toranas?** I had one when I was 18 an LC GTR I married, child seats wouldn't fit so I sold it to buy a family car.

**What aspect do you like best about your Torana?.** The way it handles through corners.

**Have you added any upgrades or personal touches to your Torana?** Roller rockers , but apart from that it is pretty much standard.

**Something interesting about your Torana?** The car did not come with the original JP prefixed engine block My mate found a daily driver HZ ute in the Quokka which had my JP prefixed block in it. I bought the ute to get the motor back for my car.

**What is the best thing about owning a Torana?** I am a fan of Peter Brock and just driving a car that has a bit more power.

**What is your favourite memory involving a Torana?** Having dragged the car at Ravenswood.

**If you didn't own a Torana what car might you own?** A Cobra

# Club Member Feature



## **Mike Bells Trip to Ballarat for the launch of**

### ***Torana Tough* a new Torana book by Norm Darwin**

It was a very interesting trip, one we are unlikely to get another chance to repeat. Irene and I arrived in Ballarat after lunch on the Friday and had a quick look around the Eureka Stockade memorial and then a look around the Sovereign Hill recreation of the old gold mining days, it was really well done with the full spectrum of mining activities and their supporting downstream crushing and processing to the final gold bar smelting demonstration.

We arrived at the Gold Sovereign Motel about 5 pm and were met with a nice surprise of a gift package at reception, it was a "Torana Tough" book which I had contributed to, in both the engine section, and the sections on the final run July and August 73 XU-1's. I stayed up late into the night having a good read of the book and was glad to see it in the final form with all of the important points mentioned, a really historically important book, the Torana pictured on pages 128 and 129 is actually the consecutive chassis number to my XU-1 project.

We were met on the Saturday morning by Norm Darwin in his blue Statesman he took us around Ballarat and showed us some of the more historic parts of Ballarat, and after a couple of picking ups, Norm took us back to his home for a while, where we met Norm's wife Heather and his sons who are very much into cars too, ( hot rods )

We were introduced to Wayne Hart from Queensland . Wayne has his LC XU-1 pictured in the book, ( page 84 ) and then Leo Pruneau arrived, he was Holden's Director of design at the time the Torana GTR XU-1 was made, we were introduced, and after a while we all went to the book launch at the Holden Car clubrooms.

There were several interesting Toranas, for example there was an ex WA HRT SLR 5000 that was Brocky's, featured on pages 184 and 185, it has been restored from a huge wreck and still has it's CAMS log books, another car of interest is the XU-1 belonging to Larry, Kavenaugh it was the styling car and has an experimental pink paint job as its second coat of paint which is one of three colours that it received, Larry is researching the possibilities that this was one of the experimental V8 proto types, and while the Holden management deny this, there are several good indications that this is the case, more detective work is underway!

Larry also owns and races Sagy Sarah a very historic HDT XU-1 featured on page 119. Unfortunately Bruce Voycey was not in attendance to accept credit for the huge amount of work he contributed to the book, due to technical differences about the exact number of final production XU-1's. ( I had made late changes which goes some way to rectifying this situation.

There were probably at least 10 people contributing to the technical input into this book and we did not all agree all of the time.

The Holden Club put on a sausage sizzle at the book launch which was well organised using their barbeque in a trailer equipment.

We met virtually all the 1970's Holden management and got most of their signatures too.

Continued next page

# Mike Bells Trip to Ballarat for the launch of *Torana Tough* a new Torana book by Norm Darwin

The launch was announced by Leo Pruneau who initially claimed to have forgotten some of the details, however when recounting the production phases of the HB through UC Toranas, he gave some fascinating insights into events all those years ago, and he was congratulated at the end of his speech for remembering things so well!

Leo's memories of events were backed by Joe Felice and others in the wings, and when Leo Pruneau was mentioning the development of the V8 proto types he was critical of Harry Firth's embellished claims that he did all the V8 development work, and Leo stated that "Holden actually had something to do with the XU-1 production too! "

One thing I found particularly surprising was that the panels for the Vauxhaul Viva in England were actually made here in Australia and sent to England, so these were always Australian made panels, I had thought that the panels would have been originally made in England before the dies were shipped to Australia (a quick check of the Viva and Torana production dates will likely have given a clue, if I had looked before)

I should not have been surprised by this revelation as Holden was a body maker long before it was ever a car manufacturer, they even made bodies for Dodge and FORD before the 1920's. Factors like exchange rates would have also played a part in exporting the Viva panels. (In Norm's early book *The History of Holden*)

Before and after the launch I asked a few questions, and got some answers, but largely much was down to peoples memories.

Irene and I seemed to have been the only ones from WA and there were others from Queensland, Tasmania and South Australia that I know of, as Norm Darwin said this was the first time that this level of interest has been shown in one of his book launches, it never occurred in the Monaro Magic book launch two years previously (not surprising really as the XU-1 is the most collectable muscle car in Australia, isn't it?)

I met Joe Felice who was in charge of motor racing, Ken Foletta and Peter Mathews from the mechanical production plant and had a good discussion with Ian the Engineering Director and Warrick Brice who was instrumental in introducing the later blue motor counter balanced crank and shared my view that the normal red crank was too light for general conditions, but no one could tell me why the three vertical ribs behind the oil filter were introduced in mid 1974.

We all went back to Norm and Heather Darwin's home after the launch and continued the celebrations where I asked a few more questions, particularly I asked Joe Felice about the production of the last 250 XU-1's and he either did not remember, or didn't wish to comment much on the final batch of XU-1's made, saying something like it was a long time ago, and people don't understand how things were. ( perhaps some things may be better left undiscovered )Some of the members have July 73 built XU-1's and the following may be of particular interest to them;

Continued next page

# **Mike Bells Trip to Ballarat for the launch of *Torana Tough* a new Torana book by Norm Darwin**

From comments made in the "Torana Tough" book ( page 118 ) in the context of 1973 production it would seem that CAMS did not know the full story about the XU-1's produced from the 1st of July production that were intended to all be upgrades, the first of the 250 required as an evolution of type.

As far as I can determine the last XU-1's were to be a batch of 250 upgrades, but because of factors like the industrial strike which delayed the introduction of final upgrade components from July to the 1st of August, and the draw down of parts for race teams, or because of a different interpretation of the rules allowing upgrade parts to be retro fitted to any Torana, that the first of the components went to racing and those in the know instead, thefts in the factory also looked to have played a part in the 4 week delay.

The upgrades were a component upgrades and not necessarily a batch of XU-1 vehicles produced, this seems to indicate that any July produced XU-1 or any LJ for that matter could easily be upgraded within the race rules when required, if this is correct then a July built XU-1 could be either a street version without the extractors and other goodies, or retro fitted under the 9 /2 E amendment till production date the 14th of August when all had the extractors etc, and only noticeable difference being the race built versions had the bigger XJ cam fitted.

The 150 list does not show which XU-1's had the bigger XJ cam fitted it is doubtful any record of these exists!

In this paragraph it also states that officials could only view 10 of the upgraded XU-1's as the previous production ones were already sent all over Australia and not possible to view, however if we look at the evidence this matches very close to what is now known that one XU-1 was produced on the 14th of August and a further 10 on the production line at this time meaning that 11 XU-1's were produced before the 150 list was started, the requirement for a list in itself was likely to be a requirement of Cams made after the 15th of August 73 recognition documents. ( in the book )

The 150 list started on the 22nd of August but the completed upgrade components had started to be fitted on the 1st of August at the assembly plant and the first of these rolled off the line on the 14th of August.

It is also of interest that the car sales dates for CAMS purposes are the order dates by dealers (only shown on the Broadcast sheets ), and pre date the actual final production dates that we all go by.

Continued next page



# **Mike Bells Trip to Ballarat for the launch of Torana *Tough* a new Torana book by Norm Darwin**

This was the closest I could come to solving this riddle, but one thing for sure is that every final production XU-1 after JP 386598 was to have the upgrade components whether they are on the 150 list or not! this is conclusively proved by the parts books, the Broadcast sheets and the Engineering document pictured in Norm's book page 125

Now to a topic not covered much by the book, "Racing Toranas"  
Though not explained fully in the book It has been established that Toranas were purpose built for racing in both 1972 and 1973, it was only last week that one owner of a race prepared XU-1 started to open up about his XU-1 so it was too late for the book!

Racing XU-1's differed in several way from the normal street version XU-1's, it is worth noting that the XJ camshaft could not legally be fitted to production XU-1's in some Australian States due to their rough idling and poor drivability in traffic. It was quite obviously the intent that only Holden prepared race XU-1's had the biggest XJ cam and the normal street versions all had the XH cam.

The above means that there were two distinctly different XU-1's being produced from mid 1972 through to the end of production and examples of this are emerging from time to time, it was the last variation increasing the lift of the XJ camshaft that required the bore reliefs to clear the valves and this was only meant to be in race prepared XU-1's.

More information on race prepared XU-1's may come to light in future, though those that have these cars do not tend to share their information readily, while I know more that I can tell also, the proof is conclusive that Holden Built Race XU-1's and that street XU-1's did not have the XJ cams, however a number of ex race cars did make their way to street use after a brief racing career, I know of one or two in Perth too.

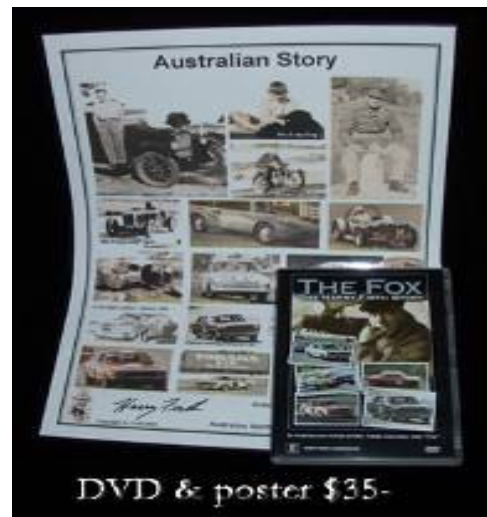
Article by Mike Bell

## 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

**Wanted** parts to suit XY Falcon ask for Trevor Tel 0403333691

For the parts below please contact Alan on 0407 302 200



## Club preferred businesses

These are businesses that support our club



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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.***

## Automotive Funnies

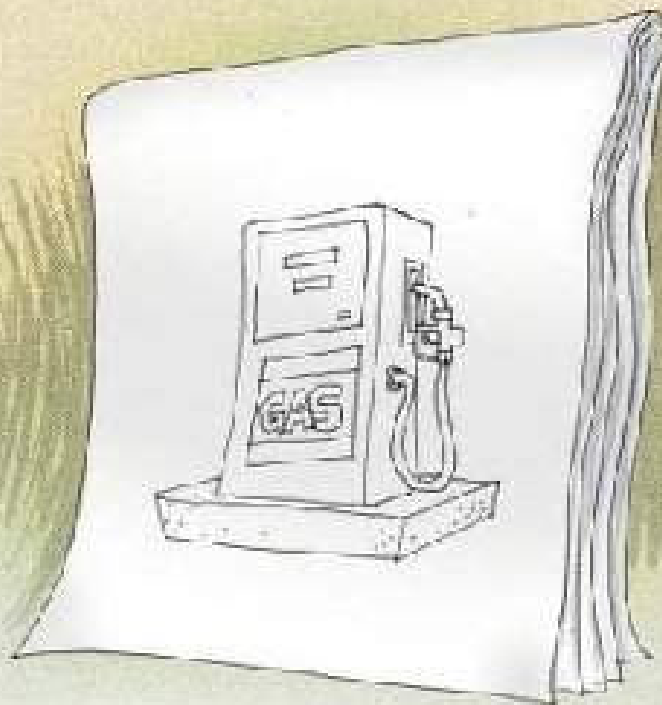
Macca was in the pub one night telling the regulars how his mate Kev tried to build himself a special car.

Firstly, Kev took wheels from a Jaguar, a radiator from a Falcon, an engine from a Commodore.....'

'Blimey,' exclaimed Bazza interrupting, 'that's skilful stuff. What did Kev end up with?'

Macca replied calmly, 'Three years inside.'

## POLICE ARTIST SKETCH OF ROBBERY SUSPECT



VICARVILLE  
Illustration © 1998

## 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 and events attended.*

***Remember to look out for this flyer next year and join in on the National Motoring Heritage Day..... For a great day out.....***

**NATIONAL MOTORING HERITAGE DAY**  
A Tribute to Australia's Motoring Heritage  
**Sunday 20<sup>th</sup> May 2012**  
**HILLS ARE ALIVE 05**

**HOLDEN** GTR TORANA XU-1 CAR CLUB OF WA INC.

Promoted by  
Australian Historic Motoring Federation  
Council of Motoring Clubs of WA

Event details  
Torries Members & Family are Welcome  
to all or part of this event  
**Checkpoint 1:** 9am Antz Inya Pantz for Coffee  
RSVP 965 Albany H'Way E Vic Pk  
**Checkpoint 2:** 10am Caltex servo Toodyay Rd  
RSVP Hills Alive 05 Run  
**Checkpoint 3:** 11.45am Stirk Oval Kalamunda  
RSVP BBQ Lunch & soft drinks provided

Flyer by Jo Allchin