

# GTR

## T O R A N A

# XU1

### Car Club of WA Inc

QUARTERLY  
NEWSLETTER

Volume 24  
Summer 2012



**Club member feature**

**Natalie's Lonoranger 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

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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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P.O. Box 3038, Bassendean / Morley DC WA 6942  
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



I would like to thank all of you who have phoned, emailed, texted or visited me since I have had my operation for prostate cancer. Prognosis is good, but time will tell. (More tests!) As usual with most males we rarely visit the Doctor, but prostate cancer is easily detected with a simple PSA blood test, so why not include that along with the usual cholesterol and other blood tests that should be done annually for any guy say over the age of 45. Early detection is the answer, so don't put it off. See, I have saved you from the dreaded physical examination, with just a simple blood test. Anyone wanting more information please don't hesitate to contact me.

Two recent publications, Brock & I by Harry Firth and Torana Tough by Norm Darwin are excellent additions to your Torana library. Each in their own way expand on the Brock and Torana history.

Here is another great club magazine full of club stories, photos and information. Dave the magazine editor struggles with each publication for submissions, please contribute to spread the workload.

There are many upcoming local car events, including Pinjarra All Aussie Day and Whiteman Park in April, Hills Are Alive in May, and Steve & Bill's excellent club runs, look forward to seeing you and your car at these events.

Looming on the horizon is Bathurst 2012, to celebrate 50 years of Bathurst Racing, 40 year anniversary of Brock's Bathurst win and 10 years XU-1's on the Mountain reunion. The club looks like it will be very well represented at this event. Stay tuned for updates.

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 club.

Regards

Alan Bajada

Club President

0407302200

# Editorial

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

This issue is another bumper issue. There is another report dug up from an edition of Wheels from 1972. 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 Busselton Motorfest and the Phil Leroy memorial run to Collie. A big thanks goes to Val Jennaway for her summer munchies article and to Warren Hope for the update on his 1973 LJ GTR XU1. A full calendar of events has been included in this issue with contact details should you require further information on the particular event. So please 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

## February

### March

**Mar 18** Australian Grand Prix, Albert Park, Melbourne

**Mar 24** Brookton Old Time Motor Show - Brookton

## April

**Apr 1** Round the Bridges car & motorbike run - Rotary Club of Northbridge - 0417 938 146

**Apr 14-15** Classic Rally 20th Anniversary Retrospective Rally - [www.classicrally.com.au](http://www.classicrally.com.au)

**Apr 16** Council of Motoring Clubs general meeting - 8pm, Bassendean Community Hall

**Apr 22** Classic Car Show - Whiteman Park - [www.councilofmotoringclubs.asn.au](http://www.councilofmotoringclubs.asn.au)

## May

**May 20** National Motoring Heritage Day - various club events

**May 20** British Car Day - Gingin

## June

**Jun2-4** Albany Classic Round the Houses - VSCC

**Jun 18** 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)

## **Club Run**

### **SUMMER MUNCHIES CRUISE**

After a sticky humid day we had 12 cars turn up for the evening cruise. Once again we had a variety of cars including torries, corvette, monaro, ford ute and a one tonner.

Stuart turned up in his newly restored chateau mauve LJ. It is a great looking car and gives one some hope that sometime in the future, and I am not saying the near future, one may have hers back together. As they say, good things come to those that wait! Lovely car Stu.

We headed off just after 7.30pm and it didn't take long at all to start losing the cruisers. Blair, why the hell did you turn right at Kewdale road? You even had a co-pilot, but with a name like Oscar what could one expect. Isn't he meant to be "pointer"? As for you others that followed the "sheep" (sorry Blair) I've only got two things to say:

#### **Stooid and read your bloody sheet!**

Anyway, poor Adrian had to make a detour to the BP in Kewdale for a "pitstop"! We carried on along Abernethy Road and picked up Steve Gunns mate in his one tonner. Further on we picked up Kim and his lovely wife Sharon in Guildford.

We had a pleasant cruise through to the BP in Karrinyup where most people once again had a feed from Hungry Jacks as by now it was around 9pm and most of us were famished. Once these cruisers were fed and watered we hit the road again and cruised down the coast into Fremantle and stopped at Captain Munchies.

The meals that we had here were once again delicious. Plentiful and very tasty. We stayed for about an hour then we all went our own way.

For those that didn't go through the heart of Freo we were entertained by a young lady that was absolutely maggoted and had to be held up by a young bloke who was obviously very dedicated to this young lady as he was holding her hair back whilst she was throwing up in the bin. I thought chivalry was dead! When we doubled back she was flat on her back on the footpath. Oh to be young again.

Once again we had a great turn out and everyone enjoyed the cruise. No speeding fines, no cop harassment and no yobbo's .

We look forward to you joining us again on the next cruise.

***Article By Val Jennaway***

## Phil Leroy Memorial Run to Collie

I usually have no problems writing articles for the GTX Magazine but this one had me stumped. Where to start? I decided I would start by giving my true sentiment and see where it goes from there.

What can be said? As a club we lost a valued club member and friend. Someone who was passionate about Torana's and seeing club members have a good time. Someone who would stand back and carefully assess the situation at hand. As a tribute to Phil Trevor along with some helpers organised a Phil Leroy memorial run to Collie.

It was an enjoyable drive to Collie. I went with our President Big Al. It was an excellent opportunity as a passenger to get some great pictures whilst we were driving. It's usually me driving and getting my picture taken by a speed camera so being a passenger taking pictures made a refreshing change.

Once at Collie we invaded the local McDonalds restaurant car park. From there it was off to the pub for lunch. Michael Leroy was there he said a few words as did Trevor. Trevor then distributed a commemorative key ring dedicated to the memory of our mate Phil with an inscription on the back Phil Leroy Big Man Big Heart. Mine went straight to the pool room when I arrived home.

After lunch we all headed to the Collie Motorplex to see some racing. I was a little surprised when we arrived at the track. I did not expect it to be so well done. It would definitely be worth going down to Collie and making a weekend of the Motorplex. Perhaps camping somewhere?

As they say pictures speak louder than words please enjoy the following Photos.

***Article and pics by Dave Scuderi***



Trevor Peters with the commemorative key ring



Michael Leroy saying a few words



# Phil Leroy Memorial Run to Collie



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

**The quickest little tin-top around goes even harder with its revised suspension and bigger engine, according to David Varley. He has driven over 1000 miles in the XU-1's hot seat.**



Facelifts are synonymous with tacked-on body changes, purely to revive interest and extend a model's life. The addition of a chrome strip, a badge moved from front to rear, an ashtray taken from dash to door and a pleated seat add up to what some designers call an all-new car. This is what has happened with the LJ Holden Torana series. But, mechanical changes have ensured it is a genuinely improved car.

In the 18 months the General's engineers and designers have been working on the LJ they have softened the front suspension, added new shockers, fitted wider discs and redesigned the seats for the modified interior.

The most important change is in the suspension. After being informed the front suspension rates had been lowered, we assumed the old XU-1's fantastic handling and roadholding capabilities would be diminished.

They're not. We were convinced of this during several fast runs around the Surfers Paradise race track with past master and Holden Dealer Team manager Harry Firth at the helm.

The suspension set-up remains the same – independent with differing length arms on the front and four radius link arms with coil springs on the rear. The front coils, however, have been softened and the shock absorbers all round have had their rebound rates strengthened to prevent bounce.

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



Now, after more than 1000 miles behind the wheel of the XU-1, over rough gravel as well as open highways, we've proved the ride is greatly improved.

Much of the previous XU-1's choppiness has gone. But it's still not in the class of European machines with all independent suspension. Six footers, however, spend far less time with their heads buried in the roof lining.

The LC model XU-1 was hampered at high cruising speeds by road irregularities, It's driver had to avoid bumps constantly, especially on corners where the front wheels could easily be provoked into hopping out of line. The new model still gives driver and passengers a slightly jolting ride over rough surfaces but you can forgive this because of the XU-1's superb road-holding capability.

Much of the poor ride of the LC models was attributed to its seats. The car and seats were designed separately and not tried together until it was too late to change. The seat springs were too soft – bouncing their occupants into the roof when the car hit a bump.

The General's chief engineer, George Roberts, claims the seats were the old car's main problem. He likens them to a miniature trampoline and admits they were not tuned to the car.

It's terrific to be able to sit well back from a small steering wheel and drive a tight, precise car that just goes through corners like a guided missile.

An extremely controllable car, it has in-built understeering qualities for safety. This understeer turns into easy oversteer if you don't keep your foot hard on the accelerator all the way through the corner. But with flat-out cornering the handling is neutral – the car just sweeping through in a gentle drift.

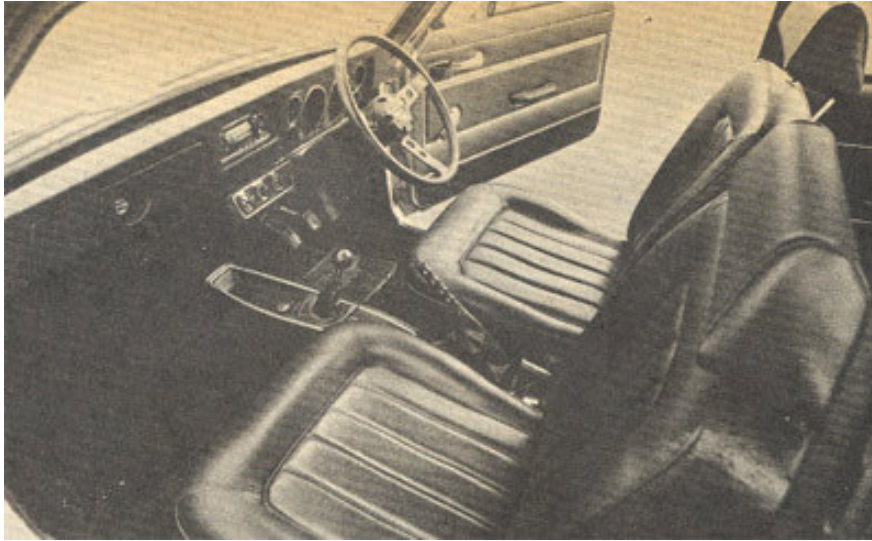
Lifting off the pedal in a corner sends the tail out until a slight flick of the wheel brings it back into line.

## Continued The quickest little tin-top

### *WHEELS, April 1972*

At high cruising speeds it is only habit that makes you slow for bends – in the XU-1 you don't need to.

But with 12 months' work on them, the new seats are a great deal better. Quite hard, they provide far better lateral support to hold the driver in place around the tightest corner.



In stitched plastic – to look like leather and match the steering wheel – they proved to be just as comfortable after 10 hours' driving as they were on first impression. And they have been relocated to improve the driving position so the offset pedals and steering wheel are far less obvious. Now the relationship between seat, wheel and pedals is good.

Hounds tooth inserts are extras on the XU-1's seats, but headrests which adjust only up and down are standard as on all cars produced in Australia from Jan 1. Fully adjustable squabs are not fitted simply because there is a lack of room in the rear compartment.

Styling changes to the LJ series cars are designed to give them a closer relationship with big-brother HQ models. A cross-hatch grille combined with separate headlights are almost identical to the Kingswood. At the rear are three separate taillights – not set into the bumper as on the HQ but similar in design. The smaller LJ cars gets a chrome strip along the waist line but the GTR and XU-1 models with models remain thankfully unadorned.

Both the GTR and XU-1 run to the 202 (3310 cc) engine of the HQ range. The GTR runs the engine in standard form but the XU-1 retains all the "hot" bits of the old 186 engine. After driving several 202 HQ Holdens we half expected the XU-1 to be a little breathless at the top end. But with far improved breathing it will streak to 6000 rpm (500 over its redline) with no worries. And so it should.

## **Continued The quickest little tin-top**

***WHEELS, April 1972***

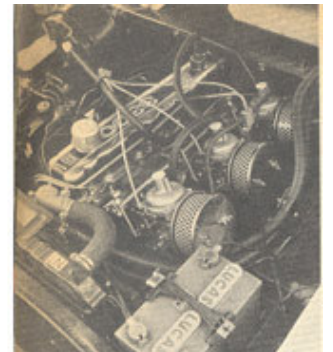
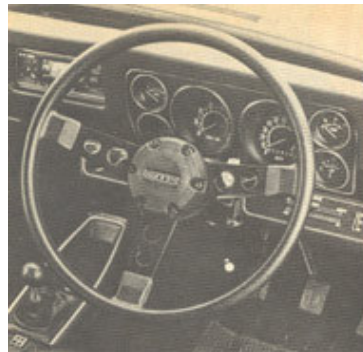
Oversquare in design the engine is running three Stromberg side-draft carburettors, twin exhaust manifolds, a high performance camshaft with bigger valves and stronger valve springs, as well as a steel crankshaft.

With all this it runs to 190 bhp at 5600 rpm and 190 ft/lb torque at 3600 rpm. The new car has far more torque low down in its rev range than its 186 predecessor. But it is still necessary to run up to between 3500 and 4000 rpm before it gets on cam to hurl you back into the seat.

Even so it is happy to idle along in city traffic at 2000 rpm in top gear and will still pull away without snatch or fuss with a heavy right foot. The XU-1 will still run easily to 6000 rpm in top gear with the standard 3.36 final drive ratio.

The LJ XU-1 has the new close ratio gearbox released just in time for last year's Bahurst 500. It's the new locally built box and replaces the Opel model fitted to the old Toranas. Its ratios are 2.54 first (3.43 on the old box) 1.83 (2.16) 1.25 (1.37) and direct.

The most noticeable change in the boxes is the closeness of third and top ratios. Third gear will now run out to 98 mph while top runs only to 121 mph at the same 6000 rpm.



We found, when starting the car on a cold morning, it took some time before the gearbox oil warmed up sufficiently to enable selection of first gear. This was not only a fault in our car but occurred in another XU-1 we drove.

We also struck problems with the adjustment on the selector rods on the side of the gearbox coming loose – jamming the gearbox in second gear. However, a little manipulation with a spanner and some guesswork with adjustment repaired the trouble.

**Stay tuned for the next edition of the GTX Magazine for the final instalment of  
The Quickest Little Tin Top Around.**

## Busselton Motor fest

Indianna and I loaded the car up on the Saturday prior the show. We then headed of to meet up with Trevor at his place. He was ready to go with Phil Leroy's 28c all loaded up on the car trailer. Trevor's Rally Red XU1 had already left with Mark Pitt at the helm and Stuart Cairns as passenger.

I led the way in my Rally Red XU1 checking for Trevor every now and then. It was an uneventful drive . We had the new hidden radio (don't want to spoil the dash) cranked up with 70s , 80s and a little bit of 90s music blaring. My baby ran like a dream and I thought I got pretty good economy out of her. We used a tad over half a tank.

When we arrived at Busselton we made a quick phone call to Ken Parker who had arranged accommodation for us at and engineering workshop where we had secure undercover parking. Ken met us there along with his brother. Its a blessing when you travel with your Torana and you can have secure parking for it. Thanks to Phil Ashton for generously letting us store our cars and sleep at his premises and to Ken for organising it.

Sleeping arrangements were interesting but before that we did the usual and hit the town. We all jumped into Steve's party bus and found ourselves a spot to sit, my daughter Indianna thought it was pretty cool sitting in a bus on a fold up chair. We then cruised around looking for a spot to eat. Dinner over we headed back to the workshop and were entertained by Steve and Marlene's funny videos they had seen on Utube. If you haven't seen Akhmal the dead terrorist do yourself a favour and have a look, funny stuff. I cant really remember much of the other videos. That said and done we worked out our sleeping arrangements.

Oh my I think I had about three hours sleep. I decided that the sofa in the front office waiting room looked quite comfy so that was me sorted. Gary's better half Annette and Steve sorted out my daughters sleeping arrangements. My solution for Indianna was find a spot somewhere. Apparently I'm harsh. PFFT toughen up princess.

In realty I don't think anyone had much sleep. According to Indianna we all snored some more than others. Funny thing is that I never heard myself snore. Indianna also claims that none of the women snored. My bet is that there just covering for each other.

To the show up at 5.30am not my choice the rising sun. Who doesn't put curtains on a waiting room in an industrial workshop? We all cleaned our cars and off to the show about 2kms away.

## Busselton Motor fest

Once at the show everyone chipped in to set up the club display which looked pretty good. Unfortunately not good enough to take out best display. You can't win them all. I dobed the club in for the tug of war I thought it was an easy \$1000. We didn't win that one either. I think all we managed to get was rope burn. Two for two, things weren't looking good for the mighty GTR and Torana XU1 lovers.

Trophy presentation came around with trophies quite like I have never seen before, really different. Cut with a CNC plasma cutter. My baby did me proud again and took out best panel and paint. I was pretty chuffed as was Indianna. I thought it was going to be a three for three loss. Thanks again to Phil Ashton for his generosity and to Ken for his organisation.

Ps next year Phil can you get some curtains and were do you keep the ear plugs.

Please enjoy the photos

**Article and Pics by Dave Scuderi**



## **Update on Warrens Cyan Blue Metallic LJ GTR XU1**

Here we are with our April 1973 Adelaide LJ GTR XU-1 that is having a special time, thanks to her proud owners....

After 2.5 years away in the wilds of the panel shop and then the painters, she's now almost back home and ready for re-assembly.

Time to line up all the parts and check all the dates to see they are the right ones for this Torana, as they are mixed into assorted boxes.

She originally left Dealer 848, at Webster Motors in Midland, WA, and will soon arrive at her foster home.

A further progress report will be upcoming in the future.

***Article By Warren and pictures by Warren and Dave***





# Update on Warrens Cyan Blue Metallic LJ GTR XU1



## Club Member Feature

**Natalies 73 Lonoranger  
GTR XU-1**

**Name:** Natalie

**Vehicle:** LJ GTR XU1.

**Colour:** Lonoranger

**How long have you been a Club member?** 11years.

**What got you interested in Toranas?** My ex husband had a 4dr and a GTR XU1 he then bought a GT Falcon so I bought a GTR XU1 Torana

**What aspect do you like best about your Torana?** The engine bay.

**Have you added any upgrades or personal touches to your Torana?** Engine bay detailing and the block is colour coordinated to the exterior colour of the car.

**Something interesting about your Torana?** I assembled the engine myself all except the tensioning of the cylinder head bolts

**What is the best thing about owning a Torana?** The shock people get when they find out a female owns the car.

**What is your favourite memory involving a Torana?** Drag racing my Torana at Ravenswood Raceway.

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

# Club Member Feature



## 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



## Website Review

<http://www.redbubble.com/explore/torana>

I didn't stumble onto the Red Bubble site. I went looking for something interesting. All I can say is wow. The site is all about merchandise. T-shirts, hoodies, stickers, I phone covers, greeting cards etc.. Not an overly easy site to navigate around but once familiar not too bad. The website address listed above will take you to the Torana portion. From there all that needs to be done is to navigate using the menus on the left hand side. You can choose type of merchandise, colours etc. Once you choose what type of merchandise you want it then limits you to what is available. For example some designs may only be available in poster form and other in t-shirt form.

The really cool feature about this website is it shows you a picture and when you hover the mouse over the picture it puts the picture on the t-shirt so you can see what it's going to look like.

The I phone cover is uber cool I almost want and I phone so I can put a of Torana cover on it.

Greeting card

I phone cover  
available in differ-  
ent colours



## Club preferred businesses

These are businesses that support our club



- 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



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

## Automotive Funnies

- A rear wheel drive car is like a mullet. Serious business up front , party in the back.
- Front wheel drive is a comb over with a monotonous job.
- Real cars don't power the front wheels they lift them.
- Brakes are the enemy of speed
- I couldn't repair your brakes so I made your horn louder.
- How do you make a small fortune in drag racing? Simple start of with a large fortune.
- The best car safety device is a rear view mirror with a cop in it.
- Its not turbo lag it's foreplay.

***It's amazing what you find in skip bins at swap meets.***



## 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.

<b>Item</b>	<b>Price</b>	<b>Description/quantity</b>
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

<b>Item</b>	<b>Price</b>	<b>Description/quantity</b>
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	



# Decisions Decisions What Colour would You have Chosen in February 1972



Lime Green 1, 2



Nutmeg 1, 2



Balmoral Green 1, 2, 3, 4



Phantom Grey 1, 2



Dublin Green 1, 2



Royal Umber 1, 2, 3, 4



Palina Gold 1, 2

Also available—Kingswood, Monaro and Torana 6 cyl. S



Windoran Beige 1, 2, 3, 4



Salamanca Red 1, 2, 3, 4



Taormina Aqua 1, 2



Glacier White 1, 2, 3, 4



Frost Blue 1, 2, 3, 4



Baroda Silver 1, 2



Covert Beige 1, 2, 3, 4



The Lone O'Ranger 1, 4



Chateau Mauve 1, 2



Purple 1, 2, 3, 4



Strike Me Pink 1, 4

## HOLDEN EXTERIOR COLOURS

Refer to chart at right  
for colour/model  
application.

### COLOUR and MODEL AVAILABILITY CHART

CODE	MODEL AVAILABILITY
1	Monaro GTS, Torana GTR, Torana 6 cyl. SL and Torana 4 cyl. Deluxe
2	Premier and Monaro LS
3	Kingswood and Belmont
4	Monaro, Torana 6 cyl. S and Torana 4 cyl. Sedan.



COLOUR by Malvern Gels/Malvern Pty Ltd  
A MAJOR PART OF HOLDEN'S COMMITMENT

ISSUED FEB. 1972

## 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*

