

GTR

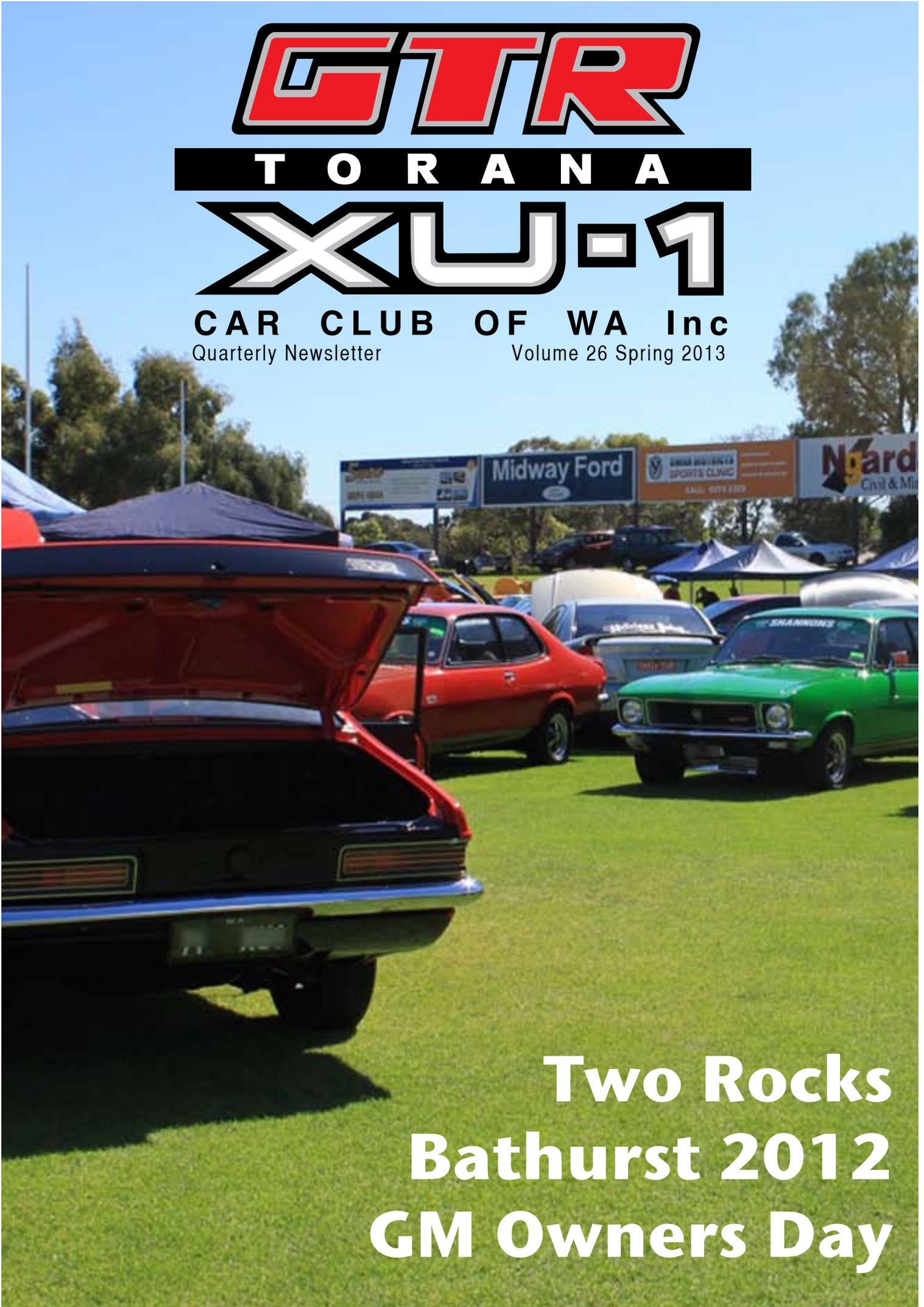
T O R A N A

XU-1

CAR CLUB OF WA Inc

Quarterly Newsletter

Volume 26 Spring 2013



**Two Rocks
Bathurst 2012
GM Owners Day**

GTR Torana XU1 Car Club of WA Inc.

Executive Committee

President: Steve Gunn
Secretary: Val Jenaway
Treasurer: Ken Parker

Committee Members

Liaison Officer: Alan Bajada

Club Merchandise Officer:
Nick Phillips

Show Organiser: Trevor Peters

Spare Parts Officer: Kim Jeffery

Newsletter Editor: Martin Sibley
sibhs@iinet.net.au

Property Officer: Trevor Peters

Website: Jo-Anne Allchin

Librarian: Val Jenaway

Club Registrar (Concessional
Licensing): Jo-Anne Allchin

Scrutineers: Ken Parker

Special Projects Officer:
Mark Pitt

Social and Runs Officer:
Bill Jenaway

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

Contact: 0433 729 818

Email: gtxcarclub@gmail.com

PO Box 3038

Bassendean / Morley DC

Western Australia 6942

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.

Why become a member of the GTR Torana XU1 Car Club of WA Inc?

WHAT WE HAVE TO OFFER MEMBERS

A club is only as strong as its members. The GTR Torana Car Club of WA Inc. is no exception to the rule. Its 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 barbecues 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 XU-1 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.gtrtoranaxulcarclubinc.com

President's Report

Hi everyone and welcome to season 2013/14. Firstly I would like to thank the members on the committee last year for their tireless efforts, and welcome in the new crew for this term.

We had a great year last year with the Bathurst, Toranas on the mountain, Cat and Russell's quiz night fund raiser, Bill's excellent adventures on club runs, as well as the many shows (Trevor organized) we attended as a club (with everyone pitching in).

We have also now purchased a new BBQ, R&D done by Cat and Jo. The big Stainless Steel model "it's a Statesman not a Kingswood" is fully optioned; great job ladies. It was commissioned at the AGM with some nice sausages cooked by Bill and Mark. First class BBQ - we will get a heap of use out of it. Big thanks to all.

Now time for the New Year and we have some good events to come; Doug and Pat's Mid-West Show and Shine in late September in Geraldton, and the Torana nationals in April just to name a few.

I am looking forward to the year ahead. We have some great cars in the West but our biggest asset is our members, the custodians of these cars (stole that from Bathurst sorry). Let's have a good year ahead and keep the flag flying.

Cheers

Steve Gunn



Editorial

Welcome to the Spring edition of the newsletter which coincides with the start of a new year, having just chosen our new committee. Thanks to all that put their hands up. We have such a great club so let's all pitch-in and enjoy it.

Being relatively new to the club, and this being my first newsletter, I'll be feeling my way for a bit, but I'm sure with all your input we can make this an enjoyable read. Being published every quarter I expect all issues to have plenty of club info and pictures; we all love pics.

I'm looking forward to my position as Editor and will endeavour to keep you up-to-date with all the goings on of the club, as well as entertain and inform with tech files and stories from members.

I have introduced a couple of sections that I hope you jump on board and support. Firstly, a look back in time at members' cars from the 70s -90s. This could be any car of interest. To get the ball rolling I've started with my old LJ and HK Monaro. This is really a look at how I caught the Torana bug.

Secondly, to test your knowledge on some of the parts that aren't seen too often, 'Under the Scope' is a bit of fun and a test on how well you know some of the unseen parts. Have a look and see if you recognise them - the answers are in the newsletter somewhere. So get in close and send me some pics.

There will be a write-up from most club outings published in the newsletter. A nominated person will be required to send me a few words and we can throw in some pics to create an article. Thanks to Steve Gunn for his story on last year's Bathurst trip. This was a huge road-trip to the pinnacle of aussie muscle car history. No other race track has defined our beloved cars like Bathurst. This was the 40th anniversary of the '72 XU-1 win

and WA's chance to show the eastern states our quality cars and friendly easy going nature.

I have also included an excerpt from the original LC workshop manual. This is a handy piece to keep because all torque wrench settings are on these pages. This is part one, so keep an eye out for part two in the next edition. Thanks to my friend Dave who owns this precious bible.

With spring here, let's get the cars out of the garage and prepped for another year of cruises, shows and fun. These Toranas were built to drive, and put a smile on your face at the same time.

In a couple of weeks there are a few members heading to Newcastle for ToranaFest. This is the 20th Anniversary of this show and it's looking like a record breaker with over 300 Toranas entered. I'll be one of the lucky ones and will be sure to take plenty of photos to share.

As this issue goes to print we also have a group attending the Muscle Car Masters in Sydney, so stay tuned for some special pics from these events.

Martin Sibley

Please send any content, articles and photos for the Newsletter to sibhs@inet.net.au



Bridgestone Service Centre Geraldton

MID WEST
Show & Shine
2013

MISS SHOW & SHINE ★ TRADE STALLS
SIDESHOW ALLEY ★ RAFFLES ★ FOOD & DRINK
ADULTS \$5 TEENS (U18) \$2 - UNDER 12 FREE

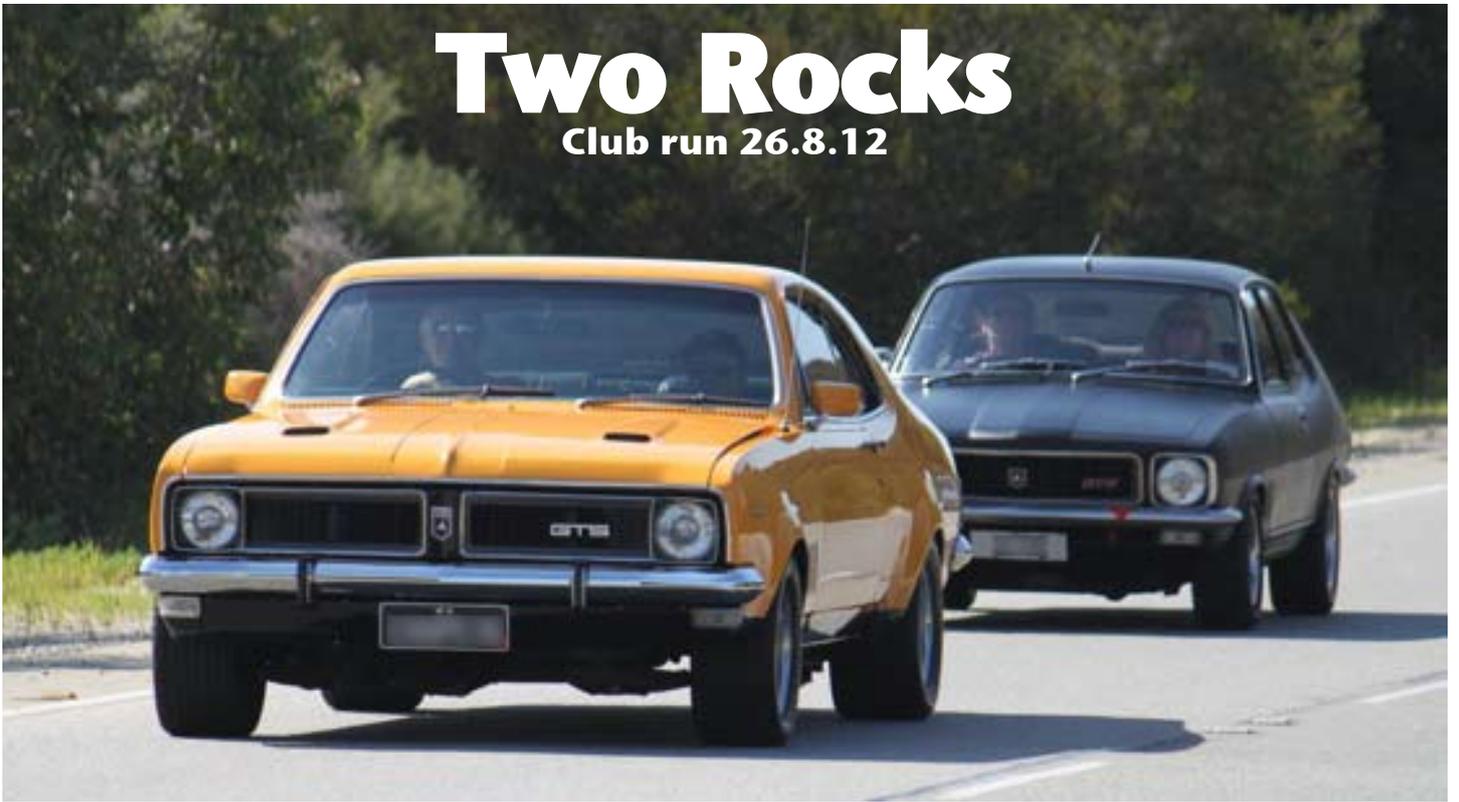
Sun 29th September 2013 - Geraldton
RAILWAYS FOOTY CLUB OVAL 10am - 4pm

Go too www.mwshowandshine.com for details



Two Rocks

Club run 26.8.12



Time to blow the cobwebs out after a short hibernation through winter. What better way than a run up to Two Rocks with members and visitors. We're lucky enough to have F1's Daniel Ricciardo's uncle, Leo Ricciardo in his white LX join us.

We gathered at Morley Galleria on a warming winters day and once the meet-and-greet was over, we headed up the Reid Hwy and onto the Mitchell Fwy working our way north to Yanchep.

Pulling into the Marina carpark were a dozen 'old school' Holdens....what a sight for sore eyes! This

was my first run with the club and unfortunately I wasn't in a Torana; my car is a few years off but this is just what I needed to spur me on.

It's mid-day and our bellies needed filling so we did a quick climb up the steps to the pub for lunch and a chat whilst overlooking the Marina, and the cars in the foreground.

Before the convoy could leave, a carpark repair was in order. There was a cooling issue which was soon sorted so we could all get home without any dramas.

Ed





Photography - © Martin Sibley



Bathurst

October 2012

Our road show kicked off on the Friday 28th at 6.00am. We were to meet at Cunderdin at 7.00am, Ray Fogarty and team collected me and we drove the first night to Baxter's Rest 65kms this side of Caiguna.

Around 10.30pm Brian and Cath Taylor rolled up in the Hino with the two LCs on board, both looking a little worse for wear; the trusty Hino had failed a water pump and they had been topping up the coolant for a few hours.

In the morning Cath and I returned to Kalgoorlie (passing Trevor and team at Balladonia refuelling) to collect a water pump we had airfreighted from Perth to Kalgoorlie airport. Returning to Baxter's Rest at 11.00pm, Brian and I fitted the new W/P in the morning and we left at 8.00am.

Brian watched the temp gauge for the first 200kms

but all was good, and we soldiered on to Wirrulla that night 140kms east of Ceduna. Cath called Trevor to update him on our progress and found out he was behind us just before Ceduna.

In the morning at the van park, we were talking with a grey nomad (whose track pants sat just below his ears) and Brian was discussing socks and said "you can't buy good socks anymore". "Yes you can" came the reply. Turned out the old mate was a travelling road show selling socks. Brian and Cath bought 18 pairs, I bought 6 pairs and the rest of the van park also bought some.

Left on day 4 to make Mildura. There was a festival on there, so we stayed at the Bushman's caravan park 60kms short (on Ray's recommendation; he stayed there the night before. It was a mint place with friendly locals).

Day 5. A long day but we made Bathurst that night. Not being sure where the show ground was we called - everyone at the camp was well underway with a big session - luckily Ray Fogarty gave us the directions and we rolled in.

The next day we all washed the cars, resisted with Todd and Lucile and stuck on the Shannons decals.

Some of the campsites were amazing. Doug and Pats had the Palace, whilst Ken Parker's tent was more modest. Speaking of





Brian and Cathy Taylor with Bev Brock at the book signing, Bev is very friendly.

Ken there was a magpie nest above his tent and the magpie loved to swoop him, even with Cath's calming magpie whispering it would still attack. I saw Ken once impersonating a helicopter with a garden hose as defence and it still attacked him.

Thursday night dinner they displayed all the West Australian cars in the Hall for dinner, and they did look awesome. Colin Bond did the rounds and some cars were signed and lots of pics taken. Todd thanked all WA members for the distance they had travelled.

Friday saw the tarmac rally around the local surrounds. Todd set out a hard route that lost a few cars along the way. I had some guy in a Dublin Green XU1 trying to stay with us around the tight stuff, he got small real quick in the rear view mirror on the straights (love those Webbers). Stage one ended at a Dam, cars were seen coming in from both directions, and a nice lunch was enjoyed from a local bakery mobile guy. Some stories were swapped then

stage two begun; a more sedate drive and nice country side.

Friday Night my wife Sally flew in and joined us. Dinner again, more cars (other states) and a few more speakers and a decision was made to split the group into two for the proposed laps. Saturday saw the first of the cars go to the Track and The Motor Museum. Dave Scuderi displayed his LC, and drew more crowds than the race. Unfortunately there were no laps to be had on the Saturday (or Sunday for that matter)

Saturday night saw the main night with all speakers present Colin Bond, Ian Tate and Bev Brock signing books. Todd interviewed them and asked

some curly questions. I believe there was some competition for Bev Brock's attention from some of the WA guys...dreamin.

Presentation time, and a few awards were won by our members, Dave Scuderi Best LC Torana overall (we all knew he has the best LC in Aus this just confirms it) Cathy Taylor won an award for their GTR LC and its hounds tooth trim. Trevor Peters for his two car effort, (rally red being driven there and back) and Alan Bajada for their tireless



Harry Firth signing autographs

effort to the club and liaison with Todd. Also Dan Harker from Two Rocks won the longest travelled driving, and Adam from Broome had the longest tow, dragging his car across the top of Australia.

Then Todd's charity auction was on. Our members did alright in this - Steve Harvey bought a nice 28C Print and paid a little more than he had too thanks to one of our members bidding against him (sorry Steve). Brian Taylor bought a pull up LC poster stand, I bought a when your hot your hot flag, and nearly had a HDT light (a guy from Victoria wanted it more). There was the original set of XU2 drawing for sale, I was told these when for over \$5000.00 WOW.

Sunday's display, we had front row with most of ours cars. The race was the fitting finish with a very close ending, Holden just beating Ford. Sunday night most headed to a local tavern for dinner and early night.

Monday morning most left, the Motor homers Mark, Kim and Stuart and also Alan and Jo. Ray

and his team Rob and his Mrs were leaving the same way they arrived around 200kms per day, sounds good.

Monday mid-morning was the big surprise. Greg Smales had spoken with a local Govt guy who looks after the mountain, and had organized all the remaining Toranas a lap around the track



behind his pace car. He also had the local paper there to write a feel-good story.





This saw the end of Bathurst. That afternoon we head off home, stopping at a little town called Rankin Springs. Ken had some car trouble with his battery, his brother Rod gave him a push start along with a few locals, Rod crashed forward when the car started and split his chin open, 3 stitches. It got better from there with a nice stopover in Renmark, then Ceduna, before a quick pit stop for Ken to fix the fuel system on Brian's truck. Baxter's Rest was the final night, where we toasted (with Trevor Dave and team) Phil and anyone who mattered. Finally home on the Friday night, job done.

Around 17 cars lined up, and did the lap of the track. Funny, we were all suddenly 17 again. Some ripple strip running tyre warming could be seen as we sailed down skyline at 60kph, and the last corner coming onto conrod is that tight. Just as we thought it had ended, he went through for a second lap, this time stopping at skyline for photos. We cannot thank the Bathurst locals enough for this experience.

Thanks to all our members who attended and those who helped out behind the scenes. We certainly showed the western front has some killer cars and friendly members.

Steve Gunn



GM Owners Day

25.11.12



Steve Harvey's V8 LJ was a real crowd pleaser.

Photography - © Martin Sibley





This excited mechanic was kept busy fixing the 24C car.

The club's display was a real winner taking out the *Best Club Display*



Dave Scuderi's LC is a stunning example of a restored XU-1.



Carlo's GTR.

Its first appearance at a show. After a 15 year build and Carlo missing its debut due to work commitments. It also won some silverware. Thanks to Nunzio for his efforts in getting the car to the show. Absolute over-attention to detail...Fantastic

TORQUE WRENCH SPECIFICATIONS

Proper tightening of bolts and nuts is frequently the difference between a permanently satisfactory operating vehicle and an unsatisfactory one. Bolts and nuts can be tightened too much as well as too little.

The correct tightening torque can be obtained by using a reliable torque wrench. The cross section of readings given below provides a guide for the correct use of this essential tool.

In using these specifications, it must be remembered that thread tightness, dirty thread holes and dry threads will each affect the final tightness of a bolt or nut.

If a cap screw or nut is lubricated when specifications indicate it should be dry, the friction will be reduced, the work performed by it will be greater, and it may be stretched beyond its elastic range or limit.

The reverse condition would be present if the nut or cap screw was not cleaned of foreign materials and it would be looser than specified. Generally, nuts and bolts operating in oil should be oiled before torquing, and those operating dry should be cleaned before torquing.

Grease and foreign material should be removed from the mating surfaces of all parts, and particularly those subjected to torque loads.

If this is not done, although the initial torquing of the supporting cap screws or nuts may be as specified, dissipation of grease and foreign material and movement between the parts due to reduced friction may result in loosening of the cap screws or nuts after a period of operation.

A detailed list of torque wrench specifications applicable to the various components of the vehicle is given below:

	Size	Torque Wrench lb.-ft.
BODY		
Rear door hinge to Centre Pillar	$\frac{5}{8}$ in.	15-20
Door Lock to Door inner Panel	$\frac{1}{4}$ in.	5-7
Door Lock Striker to Pillar	$\frac{5}{8}$ in.	9-11
Hinge assembly to Rear Compartment Lid	$\frac{5}{8}$ in.	14-17
Seat assembly to Body	$\frac{5}{8}$ in.	10-15
Seat adjuster to Seat Frame	$\frac{5}{8}$ in.	10-15
Seat Belt mounting	$\frac{5}{8}$ in.	18-25
Seat Back arm to cushion	$\frac{5}{8}$ in.	20-27
Hood Lock Plunger to hood	$\frac{1}{2}$ in.	20-30
FRONT SUSPENSION L4		
Front Crossmember Upper Mounting to Crossmember	$\frac{5}{8}$ in.	30-35
Front Crossmember Mounting to Frame	$\frac{3}{8}$ in.	18-21
Front Crossmember Rear Brace to Frame	$\frac{5}{8}$ in.	30-35
Upper Control Arm Inner Pivots	$\frac{1}{2}$ in.	65-75
Lower Control Arm Inner Pivots	$\frac{5}{8}$ in.	40-45
Upper Control Arm to Ball Joint (Service Replacement only)	$\frac{5}{8}$ in.	20-24
Upper and Lower Ball Joints to Steering Knuckle	$\frac{5}{8}$ in.	A31-45
Control Rod to Lower Control Arm	$\frac{5}{8}$ in.	36-41
Control Rod to Rear Brace	$\frac{5}{8}$ in.	34-36
Steering Arm to Tie Rod	$\frac{5}{8}$ in.	23-27
Shock absorber upper mounting to crossmember	$\frac{5}{8}$ in.	30-35
Shock absorber lower mounting to control arm bracket	$\frac{5}{8}$ in.	30-35
Shock absorber mounting bracket to lower control arm—inner	$\frac{3}{8}$ in.	23-27

A. Tighten nut to above 31 lb.ft. to first alignment of slot with cotter pin hole. Tolerance may exceed this to 45 lb.ft. to align next slot in nut. On no account must the nut be slackened off to align nut and pin hole.

FRONT SUSPENSION L6

Front crossmember mounting to frame	$\frac{3}{8}$ in.	18-21
Front crossmember rear brace to frame	$\frac{3}{8}$ in.	30-35
Upper control arm shaft to crossmember	$\frac{5}{8}$ in.	40-45
Upper and lower control arm inner pivots	$\frac{1}{2}$ in.	40-45
Upper control arm to ball joint (service replacement only)	$\frac{1}{4}$ in.	8

TORQUE WRENCH SPECIFICATIONS (continued)

	Size	Torque Wrench lb.-ft.
FRONT SUSPENSION L6 (Continued)		
Upper ball joint to steering knuckle	½ in.	860-70
Lower ball joint to steering knuckle	¾ in.	860-70
Control rod to lower control arm	¾ in.	18-21
Control rod to rear brace	¾ in.	34-36
Steering arm to tie rod	¾ in.	23-27
Steering knuckle to steering arm	¾ in.	40-50
Shock absorber upper mounting to crossmember	¾ in.	18-21
Shock absorber lower mounting to control arm bracket	¼ in.	7-9
Shock absorber mounting bracket to lower control arm	¾ in.	18-21
Stabilizer bar to control rod—'U' bolts	¼ in.	8-10

B. Tighten nut to above 60 lb.ft. to first alignment of slot with cotter pin hole. Tolerance may exceed this to 70 lb.ft. to align next slot in nut. On no account must the nut be slackened off to align nut and pin hole.

REAR AXLE L4

Ring gear to differential case	¾ in.	35-40
Differential carrier cap to axle housing	¾ in.	22-25
Axle housing to brake backing plate	¾ in.	11-13
Pinion flange to pinion shaft	¾ in.	70-80
Differential housing filler plug	¾ in.	25-30

REAR AXLE L6

Ring gear to differential case	¾ in.	45-50
Differential carrier cap to carrier	¾ in.	40-45
Axle housing to brake backing plate	¾ in.	25-30
Differential housing filler plug	¾ in.	25-30
Differential housing drain bolt—3-08/2-78 ratio axles	¾ in.	25-30
—3-36/3-55 ratio axles	¾ in.	30-35
Differential carrier to axle housing—3-36/3-55 ratio axles	¾ in.	30-35
—3-08/2-78 ratio axles	¾ in.	(6) 30-35 *(1) 25-30
Differential side bearing adjuster lock plate bolts	¾ in.	12-15

PROPELLER SHAFT L4

Universal joint to pinion flange	¾ in.	17-19
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PROPELLER SHAFT L6

Universal joint 'U' bolts	¼ in.	12-15
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REAR SUSPENSION L4

Rear spring to control arm mount	¾ in.	18-21
Upper and lower control arms to rear axle housing	¾ in.	30-35
Upper and lower control arms to underbody	¾ in.	30-35
Shock absorber lower mounting	¾ in.	18-21
Shock absorber upper mounting	¾ in.	Refer Section 4C

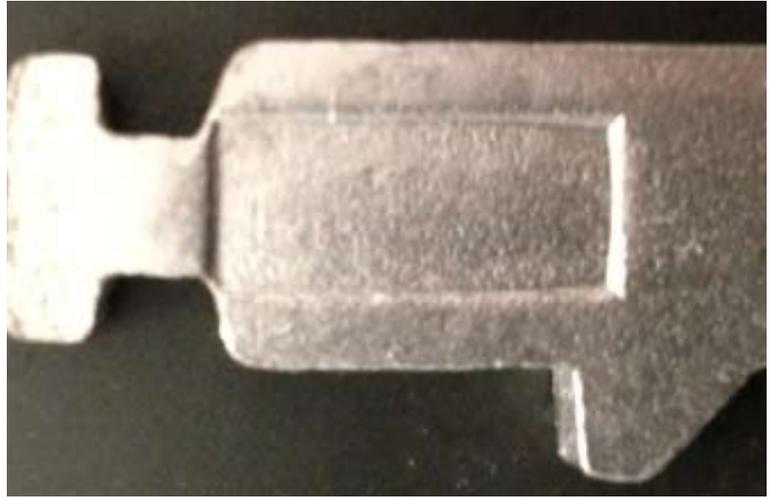
*Bolt at 7 o'clock location on 3-08/2-78 axles to be torqued to 25-30 lb.ft.

TORQUE WRENCH SPECIFICATIONS (continued)

	Size	Torque Wrench lb.-ft.
REAR SUSPENSION L6		
Rear spring to control arm mount	3/8 in.	18-21
Upper and lower control arms to rear axle housing	3/8 in.	30-35
Upper and lower control arms to underbody	3/8 in.	30-35
Shock absorber lower mounting	3/8 in.	30-35
Shock absorber upper mounting	Refer Section 4C	
BRAKES L4		
Drum backing plate to steering knuckle	3/8 in.	23-27
Drum backing plate to rear axle housing	5/16 in.	11-13
Disc brake caliper to steering knuckle	3/8 in.	30-35
Disc brake caliper to shield	1/4 in.	4-5-6
Disc brake to hub	3/8 in.	23-33
Master cylinder attachment—disc/drum	5/8 in.	16-18
Master cylinder tipping valve retainer	—	35-40
Brake pipe nuts	3/8 in.	7-9
Power brake attachment to dash panel	3/8 in.	30-35
BRAKES L6		
Drum backing plate to steering knuckle	7/16 in.	40-50
Drum backing plate to rear axle housing	3/8 in.	25-30
Drum brake anchor pin—front	5/8 in.	65-85
Disc brake caliper to steering knuckle	7/16 in.	40-50
Disc brake caliper to shield	1/4 in.	4-5-6
Disc brake to hub	3/8 in.	23-33
Wheel cylinder to drum backing plate	1/4 in.	5-7
Master cylinder attachment—disc/drum	3/8 in.	30-35
Master cylinder outlet connector	7/16 in.	25-30
Power brake attachment to dash panel	3/8 in.	30-35
ENGINE L4		
Cylinder Head Bolts	3/8 in.	39-43
Main Bearing Bolts (Oiled Threads)	7/16 in.	55-60
Connecting Rod Bolts (Oiled Threads)	7/16 in.	24-26
Flywheel to Crankshaft Attaching Bolts	5/8 in.	24-26
Timing Cover Attaching Bolts	7/16 in.	15-17
Timing Cover Attaching Bolts	1/4 in.	8-10
Oil Pan Screws	1/4 in.	4-6
Oil Pan Drain Plug	1 in.	30-40
Oil Relief Valve Plug	5/8 in.	25-30
Timing Chain Tensioner Body to Timing Case	3/4 in.	45-50
Crankshaft Pulley Attaching Bolt	3/8 in.	28-30
Camshaft Chain Wheel to Camshaft Bolt	3/8 in.	28-30
Camshaft Thrust Plate to Cylinder Block Bolts	1/4 in.	8-10
Oil Pump Assembly to Cylinder Block Bolts	5/8 in.	16-18
Oil Pump Cover Bolts	1/4 in.	10-12
Oil Pump Cover Plug	1 Taper Pipe Thread	3-5

Under the 'scope

This is where we take a much closer look at the Torana. Can you recognise these parts? If not, the answers are in the newsletter - keep a look out. If, while you're working on your car, you see something that might stump the GTR fanatic, please send it to the editor.



For Sale/Wanted

Wanted

4 speed shifter for LJ, any condition.
Call Martin on 0422 223 555



For Sale

Clean out the shed, and place your ads here for free.
Earn \$\$\$'s for your unwanted parts by emailing the editor the details.
Supply a picture for added interest.

???

Wanted

LJ GTR original Master cylinder
Two squares on lid.
Not sure if it's meant to be a big nut, or not?
Call Martin on 0422 223 555

Bits & Pieces



Checkout this funny and clever video at www.leagueofbuddies.com



NOS wiring harness part found in bottle.

Funny Caption Competition

Come up with the funniest caption for this picture for your chance to win some club merchandise. Send your entries to the *Ed*.



Looking Back...



Looking back at old photos of our cars arouses mixed emotions, ranging from “I wish I never sold it” to “Those were the days”.

I also look at all the details that went unnoticed at the time, like the bodgy fibreglass rust repairs, rear over-riders, Nasco mud-flaps and the Yokohamas - all things I wish I had now, except the fibreglass repair. This was my third car and my favourite, bought because my other car (Monaro) was too

nice to use as a daily. I owned this Torana for almost 10 years, in which time it had a quick re-spray which I enjoyed for a year before selling for \$5500 in '95.

Amongst these pictures is a newspaper clipping of Toranas for sale in the late eighties. Always interesting reading, even if it does make me cry.

Marty





Photos by M.Sibley

TORANA LJ '73, 2 door 1000cc.
\$500 ono ph 419 2241.

TORANA 1973 LJ, 4 dr registered,
body's rough, needs repairs. \$350
no offers. 454 5096

TORANA LJ 72 2 dr sdn recon engine,
good tyres \$850 Riverton Ph
457 9362.

TORANA LJ GTR XUI, orig, 6 mths
reg, Alpine stereo, mags, new tyres,
must sell, \$1,800 PH 274 1960.

TORANA LJ 1973 \$900 Phone
419 4452

TORANA LX Auto '77 6 cyl \$3000 No
offers Ph 450 1019

TORANA LX Hatchback 76, 5 litre, Hol-
ly carby, Edlebrock manifold, Ford
4V inlet valves, Sigerson Cam, anti
pump up lifters, heavy duty valve
springs, extractors, 5 spd gear box,
hydraulic clutch, 14" chromies, TA
radials. \$5000. Ring 279 2895

TORANA LX hatchback SL exc cond
original. The last of the real holdsens.
Lady owner \$4100. Ph 349 1949.



Answers: A. Fuel sender B. Front seat slide locator.

Club Preferred Businesses

These are businesses that support our club

RARE PARTS
Vehicle Enhancement and Restoration Products

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

PETERS SECURITY SCREENS
TREVOR PETERS
Mobile 0-403 333 691

66 McDay Street, Myerree WA 8154
PO Box 4071, Myerree BC WA 6960
Ph: (08) 9317 1717 Fax: (08) 9317 1970
Email: pssecure@hwarp1.net.au

CLEAR VISION SECURITY - STAINLESS STEEL MESH

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
326 Gningara Road, Landsdale WA 6065
Email: info@hamilton-sm.com.au

SUDDEN IMPACT SIGNS
signs • design • display
Michael Dear Managing Director

Ph 08 9371 0337
Fax 08 9371 2649

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

AUSWEST LINEBORING SERVICES
DOUG

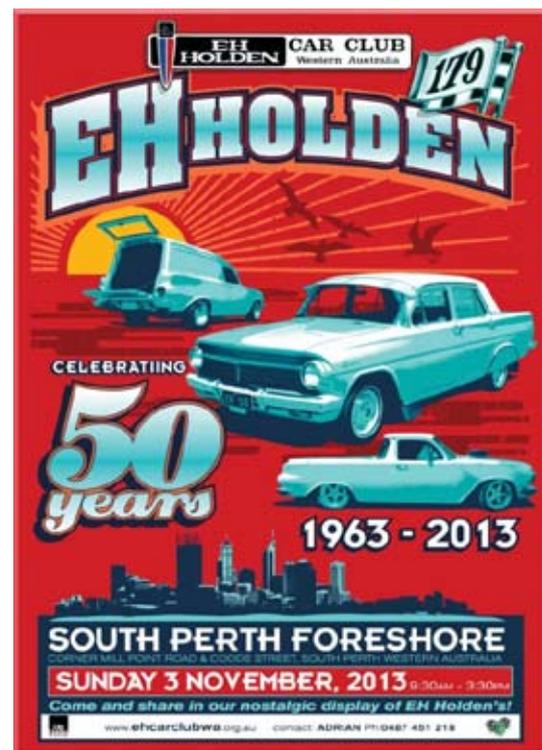
Fax: 9964 6268 . A/H 9964 6267
0417 182 142 . 0428 125 772
Email: ausline@westnet.com.au
Mobile Service We Come to You Over 10 Years Experience

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

Torana



Calendar of Events



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 Nick Phillips.



Note: club merchandise is generally available at each club meeting and events attended.

Parting Shot.....

