

GTR

T O R A N A

XU-1

CAR CLUB OF WA Inc

Quarterly Newsletter

Volume 32 Autumn 2015



Two Rocks

Northam Swapmeet

Jarrahdale Christmas Cruise

GTR Torana XU1 Car Club of WA Inc.

Executive Committee

President: Natalie Kais
Secretary: Marleen Naylor
Treasurer: Ken Parker

Committee Members

Liaison Officer: Alan Bajada

Club Merchandise Officer:
Jo-Anne Allchin

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: Stuart Cairns

Club Registrar (Concessional
Licensing): Ken Parker

Scrutineers: Russell Rouse

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

Is it just me or has this Autumn issue come around way too quickly?

Christmas has come and gone and here we are almost a quarter into the new year already. So what's been going on?

The Christmas run to Jarrahdale Hotel was a fantastic drive as always (thanks Bill) and the service and venue were ideal. Our Christmas gathering was made extra special by catching up with some members we don't get to see too often. And Cat, what can I say. You excelled yourself again with the array of raffle prizes on offer.

Congratulations to our newly joined members (Chas, Jackie and Chris) who swept up the top 3. But true to form with their generosity, this lovely family re-donated the prizes which Cat has squirreled away for another club fund-raising event during the year.

Chas and Jackie further extended their hospitality for several of us to descend upon their house after lunch, and enjoy a relaxing afternoon admiring the beautiful surrounds and checking the progress of Chas' toy. Thank you to all who put this day together and who attended.

January we tend to leave the members to their own devices to get over the hectic-ness of Christmas and New Year. Fortunately this lull doesn't last too long with a choice of car events and swapmeets that start early Feb and continue on a steady roll almost right through to June. Keep an eye out for Trevor's calendar of events in our meeting minutes and this Mag.

Speaking of this Magazine, we are amazed every quarter, the quality that Martin produces and the interesting information he finds that keeps us all reading to the end. I'm thinking of a club event/run to Martin and Sally's house so Marty can take us through the process he undertakes (and I'm sure what Sally has to endure!) In the weeks prior, to get the Magazine out on time and to the standard we are so used to enjoying. I'm hoping this will increase our appreciation of the time and dedication to the club that Martin volunteers and that we'll make sure our articles are submitted on time.

It's also a good excuse to see exactly just where that stunning car was re-born. For those who missed it,



it was debuted at the Two Rocks run this month. What a head-turner! And that book - what a great idea.

Speaking of volunteers, one last word if I can, before you read on. This whole Club existence is based on volunteers. It makes no difference whether you actively participate in delivering a service throughout the year or whether you are a member who attends the events, adds to car numbers, butters buns for lunch or sells raffle tickets. It's all voluntary and anything anyone does with the Club involves time, money and effort. And usually done in the midst of attending work to make a living, pay the bills and run a household. This goes for our Partners as well. We have a great combination of knowledgeable, enthusiastic and interesting members. Every one of us offers something that each of us can take away. It's up to you to find that something and embrace it. And in return the only expectation is something we can all give for free – courtesy, respect and genuineness.

Happy reading

Natalie Kais

Editorial

Greetings to a new year, and welcome to our newest members Chas, Jackie and Chris. We all look forward to seeing your Torana on the road soon.

There's a new section starting this issue. It's for all the tricks and tips that improve the workings of your Torana with-out losing its original look. Check out how I got my pedal bushes sorted on pg18. If you have any little tips or tricks please share them so we can all benefit.

Hallelujah! My car is finished. It's been two years of hard work but all worth it. To be driving it feels a bit unreal and the restoration seems ages ago. With costs and time now forgotten it's time to enjoy the drive.

Our club Christmas run had a huge turn-out from members. Along with great food and service from the Jarrahdale pub we had some great raffle prizes on offer including a \$500 tyre voucher.

Bill ran another great cruise up to Two Rocks for lunch. I always remember this place because it was my first club trip where I got to meet most of the members. Now it's my first club cruise in my Torana.

Mike has kindly sent in an interesting document from when the GMH foundry was officially opened in 1967. It takes you back to the exciting times of Australian manufacture. Maybe a time we will never see again? Also shows Harold Holt had a good sense of humour.

I have also included a excerpt from the GMH Torana Forum which has a thread relating to the Victorian Police investigation on re-birthing old classics including the GTRs and XU-1s. Good to see a pro-active approach from the boys in blue.

Keep an eye out for seven, or six of our members lurking around Phillip Island between the 5th -8th March. They are there enjoying the Muscle Car Masters, another great trip put together by Mark Pitt. To make them easy to spot they are wearing

these hats. They are known as the 'Magnificent Seven' in their flying hats? 'Very nice touch Mark'.



In two months time I'll be competing in the "Shitbox Rally" driving from Canberra to Townsville to raise money for The Cancer Council. This will give me less time to assemble the next newsletter so if you can, get your info in early please. Email to sibhs@iinet.net.au

Remember we have all these sections to fill;

- Cruise stories
- Restoration projects
- Old cars you've owned
- Torana Tricks (Mods)
- For Sale/Swap/Wanted
- Puzzles/Games
- XU-1 GTR specific info
- Bits & Pieces
- The Wreaking Yard (pics of bent GTR XU-1s)
- Upcoming Events
- Under the Scope

Martin Sibley

Muscle Car Re-birthing

Article from GMH-Torana-Forum.

The Victoria Police Vehicle Crime Squad (VCS) has been investigating the alleged organised theft, re-birthing and cloning of 1970's muscle cars for some time. As a result, many owners of these types of vehicles have asked if this matter is still being investigated. As we believe this is the foremost forum for Holden Torana enthusiasts, we are taking this opportunity to contact you.

As a result of our investigations, we currently have a list of motor vehicles which could have; a re-shelled body, a re-stamped chassis number or a re-stamped engine block. In other cases both new and original ID Tags have been purchased and sold and they are now attached to vehicles which they never originally belonged to.

If you are concerned that your vehicle may be in this position, or you know of a vehicle which may be of interest please contact us. This can be done either directly to our email address or via Crime Stoppers ([link](#)) or number.

The purpose of this post is not to publicly name or shame a person or vehicle or to diminish the value of anyone's investment. Therefore we are requesting that no person posts a name or vehicle on this thread. If that occurs, we have requested the forum administrators to remove the information immediately.

Thank you for your assistance.

To view the entire thread go to this address-

www.gmh-torana.com.au/forums/topic/74594-victoria-police-vehicle-crime-squad-cloned-muscle-cars/



Jarrahdale Christmas Run

On the 14th December we enjoyed a beautiful Christmas lunch at the Jarrahdale Hotel.

Some members met at the Vic Park Centre for a club run to the venue. The weather was beautiful and I thoroughly enjoyed being a passenger, taking in the scenery and enjoying a great chat on the way.

There is something special about watching a line of Toranas taking off up the road. I love checking out all the colours as we weave in and out of the traffic, and seeing the faces of people as we passed or they passed us. Always a big smile or great gestures of acknowledgment for our cars. Even young kids waving and pointing. This always sets the tone for a great day.

Other members had taken off earlier and were already waiting when we got there. Cars parked up and polished, ready for the rest of us to join them.

We all enjoyed the food and drink as well as a short informal meeting. The club also welcomed three new members, Chas and Jackie and Chas's son Chris.

Cat then set about organising the raffles and with the help of Jo they managed to keep everyone under control while drawing the tickets and distributing the prizes.

The main draw card was a set of tyres worth around \$500 and our new member Chas managed to draw the winning ticket. He then surprised us all by handing the prize back so the club could re-affle them at a later date. Everyone ended up with a prize (as is usual with Cat's organisation) and there was much laughter.







At the end of the Christmas lunch a few of us went back to Chas and Jackie's where we enjoyed their wonderful hospitality.

Marleen

Chas also showed us his latest project; a LoneO'Ranger XU-1 replica. It was started up and sure sounded tough with the triples-fed 202 pumping through a 3' exhaust.

Their outdoor patio or country pub as I call it, had so much character and was a real talking point.

Ed

Nunzio struggled to hold up the bar.





Trevor spotted the home-brew and dived in for a taste.

One of the original security cameras from the 1940s



Northam Swapmeet

If you're looking for old car parts, this is where you'll find them. As long as it's not an XU-1 Torana! Those bits are still thin on the ground.

My wife and I did our third swap-meet in a row. This is fast becoming a must do event for us, getting up early and enjoying a coffee on arrival about 7am.

It was good to see a few members and familiar faces at the grounds. Trevor was again selling a horse float full of car parts. I think he sold more than he bought?

The ground is set-up to have all the parts sellers positioned around the edges of the oval with the centre set aside for cars on display or for sale. It's a real smorgasbord for the car lover and the

local Lions club has the BBQ's cranked and are working furiously on the bacon and egg burgers.

Held mid February it has the weather on its side, but being inland it can warm-up, so my tip is get in early so if it gets too hot you can go.

We looked around for a couple of hours before leaving and getting home by 10.30am

I had managed to buy a few things but even if I leave empty handed I still enjoy the experience.

Ed





Plenty of cars for sale in all stages of restoration.



Box of springs anyone?



OPENING OF THE NODULAR IRON FOUNDRY
AT GENERAL MOTORS-HOLDEN'S FACTORY
FISHERMEN'S BEND VICTORIA

Speech by the Prime Minister, Mr. Harold Holt

10th February, 1967.

Mr. Wilson, Mr. President of the Senate, my colleague the Minister for Labour and National Service, and many other distinguished guests that I see in front of me here this afternoon, and my greetings to the employees of GMH who are also here with us.

It's a personal pleasure for me, Mr. Wilson, to have this opportunity of saying welcome to another important addition to Australia's range of manufacturing capacity. You have pointed out that there are few such foundries as this to be found outside of North America itself and I gather from the information you've been good enough to supply to me, that not only will this new and valuable equipment be able to supply your needs here in Australia, but that you have a market for its products already with your Vauxhall plants in the United Kingdom, and that the crankshafts manufactured here will go to supplement the other automotive parts which already are being sent to the United Kingdom from Australia. A quite remarkable achievement in itself.

It is, of course, well known to all Australians that the manufacturing industries of this country have been playing a growing part in our prosperous development. There are just on 60,000 factories in Australia; more than double the number we had at the beginning of World War II and the employment in those factories represents an increase of 125% on the number engaged in manufacturing in 1939. It now absorbs through the range of manufactures around Australia, just on 28% of our work force and when we look at the number of migrants whom we must place in employment if they are to build a satisfactory new life in this country, the percentage would be even higher and, certainly in this automotive industry, it would rank among the highest proportions of any section of Australian industry.

The automotive industry has become the biggest single employer in Australia today. It absorbs, whether in production or in repair, just on one in ten of all those employed in manufacturing industries, and, thanks largely to this domestic manufacturing capacity of automotive parts and assembled cars, we rank now amongst the third or fourth motorized nation per capita in the world. I like to think we rank third. I'm told there is a bit of an argument whether we or New Zealand rank third, but if you talk about modern up-to-date cars, I've no doubt that we compare more than favourably with our sister Commonwealth country which I have visited so pleasurably so recently. And so I'm here to claim that we rank third in the world, falling behind only the United States and Canada. A pretty remarkable circumstance in a country whose manufacturing history is of such comparatively recent origin, certainly so far as this phase of it is concerned. There is at the present time, as we are all made rather uncomfortably aware as we go about our daily occasions or our weekend excursions, a car for just on every four men, women and children in this country and the proportion of cars to people is tending all the time to increase.

One of the encouraging features of the growing and diversified manufacturing capacity of the country is the expanding success we have achieved in placing our manufactured exports abroad and just on 12% now in value of our total exports is made up of the products of our manufacturing industries and that percentage is tending all the time to increase. We not only make the goods but we are increasingly capable of placing them competitively with other parts

.../2

-2-

of the world and some products which formerly we imported, we are now exporting to the countries from which they came. For example, we are exporting now, as Sir Ian McLennan would be happy to confirm, steel to the United States and to the United Kingdom. And I have already mentioned one of the basic components of the motor car, the crankshaft, is to go from this country to one of the great automotive centres of the world, the United Kingdom, as an illustration of how competitive we have become.

Now, undoubtedly, one of the leading contributors to Australia's success in the automotive field has been the General Motors-Holden's organisation. They not only helped and indeed were largely responsible in the pioneering stage for establishing in Australia the techniques and the knowhow of the equipment and the large scale production necessary for successful manufacturing, but they have gone on rapidly and steadily with this process of innovation with the kind of research and development which is carried out in the technical area which I had the pleasure of opening less than three years ago.

Every now and then, somebody takes a poke at General Motors, feeling that there could be room for some Australian equity participation and I subscribe of course in principle to this concept, but it would be quite a mistaken belief to imagine that there is not a very substantial Australian equity in substance in the profitable conduct of this mighty and vast organisation here in Australia.

It now has ten plants, taking on something over 20,000 employees. Through the sub contracting and supply that it receives from other Australian owned and operated factories, there is employment given probably to another 30,000 people, and I was aware when I was Treasurer of the country how much this company contributed by way of our revenue receipts to the well being of the Australian nation. I've been doing a little research on that subject not, I hasten to assure you, with the connivance of the Commissioner of Taxes who, of course, is bound to secrecy on these matters, but I have it direct from the stable itself that since 1948 the company has paid either in company tax or customs duties or matters of that sort, a total of \$357,000,000 to the revenue of the Commonwealth, and sales tax on its products has brought us in another \$700,000,000. Now that is, I think you'll agree, a very substantial equity contributing to the funds available for defence, social welfare or the manifold circumstances that modern Governments have to take to themselves. And so I speak in appreciative vein here today for the contribution which this great company has made to the prosperous growth of Australia, to the well-being of our people and to the strengthening of the nation's industrial face.

We are these days producing a widely expanding and diversified range of products. I had to record quite recently a little talk for the 1967 Canadian Exposition. Somebody thought out the bright idea that unfortunate people visiting the Australian pavilion who are looking for a little rest and relaxation, would sit in some of the "talking chairs" we will provide. They will immediately be addressed by some notable public figure or an expert in his particular field. They asked me if I would talk about our manufactures. And this is how I happen to be so well equipped with all the statistics I have been rattling off to you. But I myself was interested to learn that included now in the range of more sophisticated products are radio telephone equipment, transistorized airways beacons, the pilotless jet aircraft we call Jindiviks, the anti-submarine guided missile Ikara, and the anti-tank guided weapon Malkara, and all of these items have found markets abroad including the United Kingdom and the United States. It's good, I repeat, to feel that not only can we do the job but we can do it on the basis that is sufficiently competitive and attractive for these products to find their way into

.../3

markets even in industrialised countries, with highly sophisticated manufactures themselves.

Now this nodular foundry is, as you've said, a comparatively rare being in the areas of the world outside of North America and it speaks volumes for the confidence your company has in the future of Australia and for its capacity to export a growing proportion of its manufactures to other parts of the world that you should have established the foundry here, that you should have been capable of doing this with Australian designers, Australian technicians and workmen and to have produced such an impressive result as we see around us here today. I am certain that you look forward to a successful life for the foundry.

I understand that one of my more hazardous tasks is to press a green button. I've never been mechanically minded, nor mechanically efficient, and if anything goes wrong following the pressing of the button it will be a case of human error, not through any fault in the equipment itself. And so, formally declaring open, as I now do, this nodular iron foundry, wishing you and your company continued success, hoping that you in your turn will one of these days become a successful ambassador abroad for Australia, joining that select company which includes Earl Daum, Harlow Page and David Hegland, I now have pleasure in pressing the button and hoping to hell that the thing works.

1970s Colour Names?

If you thought it was only GMH that had those crazy names for their Duco range, you're mistaken.

I was reading a British car magazine when I came across a list of the Mini colours available. In 1973/4 their range of colours closely resembles GMHs.

So the questions are asked. Who thought of them first? And what drugs were they taking?

Am Eye Blue, Antarctica White, Aspen Green (Met), Bitter Apricot, Black (special order), Blaze, Bold as Brass, Corinthian Blue, Country Cream, Crystal White, Dry Red, Hairy Lime, Home On th'Orange, N.V. Green, Nutmeg (Met), Oceanea Green (Met), Oh Fudge, Omega Navy (Met), Peel Me a Grape (Met), Plum Loco, Scarlet O'Hara, Spanish Olive, Strato Blue and Yellow Devil.

As with the Torana, the rarest of colours looks a lot like pink to me.

Plum Loco, as on this Mini.



Two Rocks revisited

I joined the run on Wanneroo Road meeting up with Rob (Cyan Metallic GTR) and Mark (LoneO'Ranger XU-1). We weaved our way through the trees of Eglinton as we cruised to the Yanchep turn-off. Then another 10kms to Two Rocks Pub getting our first glimpse of the ocean.

In the carpark already were ten Toranas and an old classic Ford. We joined the line then climbed the stairs to the pub which over-looks the marina, giving us a clear view of the cars.

This was my first club cruise in my Torana, a fitting destination because this was also my first club outing spot.

The 311 (as I like to call it) drove beautifully without incident. With any newly restored car you tend to listen for noises and wait for bits to fall off. :-)



The weather was kind, being only 29 degrees it was a perfect summer's day cruise. The sea breeze was in early and we all ordered lunch and sat down for a well deserved drink. The food was out in quick time and tasted mighty good.

After lunch we all headed down to the cars to look them over. Some of these cars only get out a few times a year so it's always interesting to view them and chat to the owners. Everyone has a story.

I decided to take the coast road home (Marmion Ave) and was amazed at how many housing developments are wiping out bush land along this stretch, causing sandstorms in the area. The traffic lights were also against me. After doing both routes I prefer the Wanneroo Rd.

Til the next cruise.

Ed





Torana Tricks

Clutch Pedal Modification

For those that have owned a Torana for many years, you will know all about the clutch pedal bush limitations. The bushes wear very quickly and the pedal gets some side to side slop in it. This is because the pressure points of the pedal are not spread over the whole bush and shaft.

The bush wears through and then the shaft proceeds to groove out, often going unnoticed for years.

However, the bushes on the brake pedal run in a tube and are fully supported. Therefore these rarely fail and cause problems.

This is where I got the idea to fit a full tube inside the clutch pedal to spread the load over the whole bush.

It's a little tricky making the tube, machined to accept bushes and newly drilled holes on pedal. I did mine on my lathe but not knowing how to use it meant it took a bit of trial and error. Best to work out the measurements and pay for the piece to be machined professionally.

The beauty of this mod' is that it's very hard to detect and standard bushes are still used.

Ed

If you have any Torana Tricks you can share please send them in to the Editor.



The flogged out hole on the clutch pedal. This is the small area that runs on the bush and wears through to the main shaft.



A tube is machined to fit newly drilled hole in pedal and internally machined to accept bush.



Testing the tube on the bushes and shaft. Note the shaft has a groove worn in it from where the pedal metal touches. This is welded and filed smooth.



Tube welded in and finished flush.



Assembly with plenty of white lithium grease.



The final product, repainted with new bushes and rubbers.

Back to the Future

Holden has gone back to the future, restoring its very first concept car - the 1969 Holden Hurricane Concept.

The futuristic research vehicle described as an experiment “to study design trend, propulsion systems and other long range developments” has been restored to its former glory as a labour of love by a dedicated group of Holden designers and engineers.

Code named RD 001; the Holden Hurricane is a mid-engined, rear-wheel drive, two-seater sports car which incorporates a remarkable array of innovative features and technology, much of it way ahead of its time.

Features such as electronic digital instrument displays, station-seeking radio, automatic temperature control air conditioning, rear vision camera and an automated route finder were all showcased in this ground-breaking vehicle 46 years ago. Many of these technologies have only recently made their way into mass production, demonstrating Holden’s remarkable foresight into both design and engineering technology.

The Holden Hurricane stole headlines and dropped jaws nationwide when it debuted at the 1969 Melbourne Motor Show.

Michael Simcoe, Executive Director GMIO Design, said it was fantastic to see such a significant

vehicle restored.

“At Holden we have always prided ourselves on our ability to look into the future through our concept cars,” Mr Simcoe said.

“It’s amazing to think that the features we take for granted today were born out of creative minds over 40 years ago.”

As its code name suggests, the RD 001 was the first product of the GMH Research and Development organisation, staffed by a small squad of engineers working in conjunction with the Advance Styling Group at the Fishermans Bend Technical Centre in the 1960s.

The team that designed and built the original Holden Hurricane employed some advanced technologies and techniques when it came to the powertrain. Powered by an experimental 4.2-litre (253 cubic inch) V8, this engine was a precursor to the Holden V8 engine program which entered production in late 1969.

The Holden Hurricane’s V8 engine featured many advanced design components such as the four-barrel carburettor - a feature which wouldn’t be seen on a production 253ci Holden V8 until the late 1970s. The end result was approximately 262hp (193kW), a towering power output in 1969 and one that ensured the Holden Hurricane had the go to match its show.





But perhaps the two most innovative features were the “Pathfinder” route guidance system and the rear-view camera.

The “Pathfinder”, essentially a pre-GPS navigation system, relied on a system of magnets embedded at intersections along the road network to guide the driver along the desired route. A dash-mounted panel informed the driver of which turn to take by illuminating different arrows, as well as sounding a warning buzzer.

The rear-view camera was also a ground-breaking innovation.

Engineers using a Closed Circuit Television (CCTV) system with a camera mounted in the rear bumper feeding vision to a small black-and-white TV mounted in the centre console.

Former Holden Chief Studio Engineer Rick Martin led the modern-day Hurricane team in researching the vehicle’s components, systems and history in order to restore it.

“There are some genuinely remarkable ideas and technology in the Hurricane,” said Mr Martin.

“From the automatic air-conditioning and magnet-based guidance system, to the inertia-reel seat belts and metallic paint, this was a car that was genuinely ahead of its time.

“The hand-picked team of engineers and designers who built the original Holden Hurricane worked in strict secrecy and began Holden’s now proud tradition of ground-breaking concept cars.”

RD 001 stands just 990mm high and has no doors in the conventional sense. A hydraulically-powered canopy opens upwards and forward over the front wheels, combined with twin “astronaut type” power-elevating seats which rise up and pivot forward, along with the steering column for ease of access. Occupants are then lowered to a semi-reclining position before the roof closes over them.

The wind tunnel-tested fibreglass body consists of three segments; the canopy, the engine hood and body shell and was finished in an experimental aluminium flake-based metallic orange paint.

Safety innovations included a foam-lined fuel tank, integrated roll-over bar, digital instrument readouts, ignition safety locks, interior padding and a fire warning system.

The project to restore RD 001 began in 2006 and has been a genuine labour of love for some very dedicated Holden employees. The entire restoration process has been driven primarily by volunteer labour from Holden designers and engineers in their spare time.



But the Hurricane first entered Holden Design in less than immaculate condition. RD 001 had a residency in a trade school where apprentices practised their welding on the priceless concept.

After being returned to Holden in 2006, the Hurricane restoration project has taken many thousands of painstaking man hours to lovingly restore RD 001 to concourse condition.

Holden's Manager for Creative Hard Modelling, Paul Clarke, has been largely responsible for managing the restoration of RD 001. He ensured as many of the original parts as possible have been used or remade using modern techniques to 1969 specification, in order to preserve the authenticity of this hugely important Holden.

"The entire team has done a fantastic job in bringing this beautiful concept back to life," Mr Clarke said.

"The talent we have within the Holden organisation is simply outstanding. Every time we take on a project I'm constantly amazed by the passion and talent in this company, making it a genuine pleasure to work on these projects.

"The Hurricane plays a crucial role in Holden's story and the company has such a great sense of history and heritage that it was very important to bring RD 001 back to life. It's been a challenging but incredibly rewarding process."

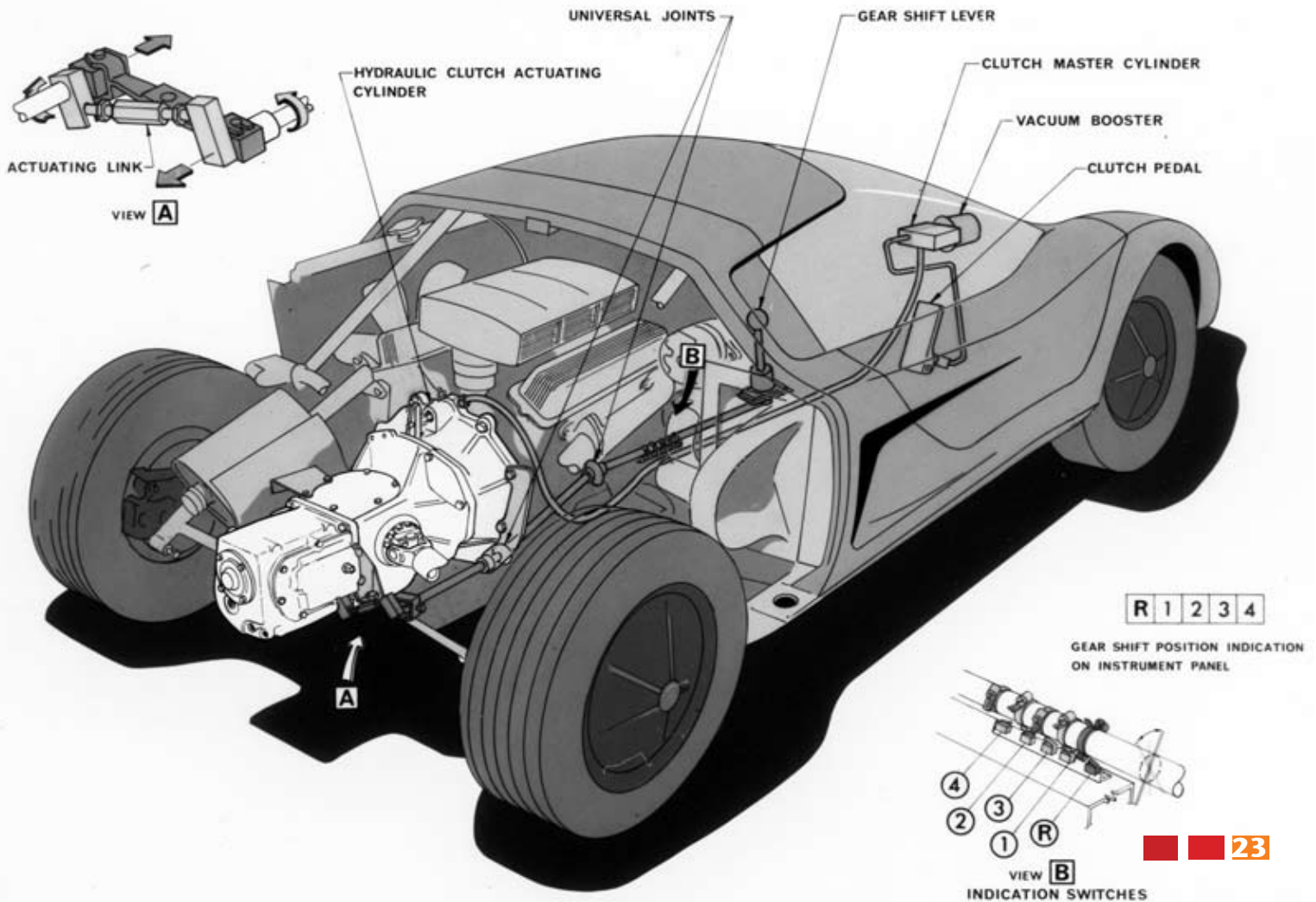
Since the debut of the Holden Hurricane Concept in 1969, Holden has continued to build a global

reputation for envisioning and executing world-class concept vehicles. Holden is recognised globally within General Motors as a centre of excellence for concept vehicle and show car development and is one of only three GM design studios that is capable to design and build concept cars.

Michael Simcoe added that the Hurricane holds a particularly special place in Holden's history as it kick-started Holden's long love affair with concepts that has since seen the likes of the iconic GTR-X, Torana TT36, Coupe 60, the GMC Denali XT (which was requested specifically by GM for the North American market) and the award-winning Efjy

***Text and Photos courtesy of
Netcarshow.com***





Car Power

It's an uplifting feeling, seeing car enthusiasts getting together to bring joy to those who need cheering-up. All this happened in February when the call went out to the old school car community for a favour. "Get a couple of cars together to help celebrate young Jacksons' birthday. He has been through a pretty tough time battling medical problems and wanted to sit in a 'tough old car' for his party.

Well, what happened on that day was amazing, 60 classic cars roll up to his house just for Jackson.

The smile on his face was priceless.

This party ended up with TV coverage and a personal thank-you letter from Princess Margaret Hospital.

Well done Guys and Girls, a big pat on the back to you all.

Here's the letter sent from PMH thanking one of the car clubs involved.

Ed



Dear Mr Grierson

I am writing after speaking with Ms Field whom I met in my capacity as the families allocated social worker. I have her full support in writing to you.

I just wanted to express the difference you and your support crew have made to Jackson , Donna and Wayde. Often families tell us that many people make such a difference when they are facing a difficult journey. Donna Wayde and Jackson have managed this journey with such a positive attitude, even when they have had very difficult times.

Please pass on our joy in seeing what a difference you have truly made for this family and in return for many other families who also attended what by all accounts sounds like a most memorable birthday.

With gratitude

Iris Barten
Senior Social Worker
Princess Margaret Hospital



Wanted/For Sale

Wanted

Help me finish my LJ GTR puzzle.

Handbrake switch bracket (just the bracket,
I have the switch)

**Also after a couple of Lucas head-
lights, must have the clear rear section
for the park light.**



Call Martin on 0422 223 555

Racing Loss

It is with deep sadness and regret that we advise the passing of Leo Geoghegan on the 2nd March. Leo was engaged by Chrysler Australia to develop their racing programme during the early 1970s. He made valuable contributions to their aims given his knowledge and experience. All this was achieved on a very limited budget due to local content constraints. The result of all this was that they were able to present very impressive and competitive road cars and race cars. Some of that input and development is still being seen in cars that continue to race today.

Leo was the only race driver to have raced at Bathurst for the Big 3, again another significant achievement.

We will miss Leo and will always hold him in our hearts as an admired racing car driver and friend.

Our thoughts go out to his family and all the motor racing and Chrysler family right across Australia.

Courtesy Charger Club of WA

Bits & Pieces



Restored from \$650 a set.
Beautiful pearl chrome as original.

Marleen's Hot laps.

Our secretary roars around the track for her birthday.

Happy Birthday Marleen



Spotto a member!

Seen at Shell Kwinana.
So again you have been spotted driving the
GT and not the Torana !!!!

Shame on you sir !!!

The Committee.



Under the Scope



How well do you know your Torana parts?
If you don't recognise this bit, the answer is
later in the newsletter.

Spot the difference



S.M.B. Final!

My long awaited GTR muffler and exhaust system finally arrived. I fitted the old original exhaust system as a stop-gap to get me to the Balcatta exhaust shop. A permit was organised and I drove to the workshop for fitting.

Once this was done it was another drive to Osborne Park for a wheel alignment. At this stage I was still running old skinny tyres on the front to protect my good tyres from getting chopped out. The good wheels and rims were fitted at WA Suspensions before the wheel alignment.

Getting a car over the pits is always a bit daunting, hoping they don't find any problems. I was just about approved when the inspector couldn't get my tyres passed by the licensing centre. They were 225 rear and 205 fronts. I was only allowed a one size variation, not two.

Thankfully I had some matching wheels (225 s) at home and I could use them instead. Then up to Joondalup to pick-up my Retro plates. The plates are very close to the same ones I had 25 years ago on my LJ but they also indicate the car is an 'S' by using 311.

I have clocked up 800kms to date and am impressed at the cars torque for such a little carbie.

The car drives really well with my only criticism being the front end is a bit soft. This is just a matter of adjusting the front shocks to my satisfaction.

The project took just under two years and I guessed about 2000 hours. It was very rewarding and I really enjoyed the experience, meeting and making many new friends along the way. There are NO plans to do another.

I had many people to thank so I made a book of the entire build and their names have been mentioned in it.

Ed





Club Preferred Businesses

These are businesses that support our club

RARE PARTS
Vintage Enthusiasts and Restoration Products

TODD GARDNER
45 Welshpool Road, Welshpool 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, Myaree WA 6154
PO Box 4071, Myaree BC WA 6960
Ph: (08) 9317 1717 Fax: (08) 9317 1970
Email: psecure@harp1.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 Gnaragara Road, Landsdale WA 6065
Email: info@hamilton-sm.com.au

SUDDEN IMPACT SIGNS
signs • design • display
Michael Dear Proprietor

Ph 08 9371 0337
Fax 08 9371 2649

144 King Street, Bayswater 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

PROSEC
SECURITY AGENT LICENCE 00197
PROFESSIONAL SECURITY SERVICES

MARK W. PITT
"30 Years Experience in Security"
1300 ProSec - 776 732
24 HOUR

markpitt@prosec.com.au www.prosec.com.au
P.O. BOX 2191 WARWICK WA 6024

HELPING YOU THROUGH THE SECURITY MAZE

Hankook PERFORMANCE TYRES

MYAREE TYRE & MECHANICAL
Ph: 9317 2400

Johnathon Eade
Proprietor
47c Norma Road, Myaree Western Australia 6154

AUTOMOTIVE SERVICE SOLUTIONS

Parts Hotline: 1300 30 40 60
Tel: +618 9204 9888
Fax: +618 9204 9844

www.efi.com.au

Unit 5, 11 Collingwood Street, Osborne Park WA 6017

Andrew P. from Automotive Service Solutions informs me they carry the old school points, plugs, coils, filters etc. He also mentioned a good club price, check with members Bill Jenaway or Martin Sibley for more info.

Calendar of Events

March

- 7th-8th GazzaNats Collie
14th Ace Ford Club Cruise
29th Old's Cool Car Cruise

April

- 1st Club Meeting - Vic Park
12th All Australian Car Day - Waroona

May

- 1st-3rd V8 Supercars - Perth Super Sprint
3rd Classic Car Show - Whiteman Park
6th Club Meeting - Vic Park
17th Everything Chrysler Day - Motorplex

June

- 3rd Club Meeting - Vic Park



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 Jo-Anne Allchin.

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

Parting pic..... Steve's Flintstone moment!

