

GTR

TORANA

XU-1

CAR CLUB OF WA Inc

Quarterly Newsletter

Volume 31 Summer 2014



**GM Day
Dwellingup
Torana Rama**

GTR Torana XU1 Car Club of WA Inc.

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Secretary: Marleen Naylor
Treasurer: Ken Parker

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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

Welcome to the Summer 2014 edition of our ever-anticipated club newsletter. It feels like only a few weeks ago I sat down to pen the Spring edition of this report. But looking back, there's so much that's happened since September.

Sadly the football season finished (probably lucky it did or Melbourne could have slipped back even more). The good news is, with footy over, it can only mean one thing – warmer days, getting off the couch and great driving weather. And what a packed couple of months we've had already.

Starting it off with a bang and very early in the peace, some of us braved the cold and enjoyed an extremely social night (as always) at Lisa and Warren's whilst Warren oversaw a very controlled burn-off on their property. What a spectacular sight and don't bush fires and sticks for skewers just make those marshmallows taste even better.

A big thank you to our social and runs officers and our show organiser for kicking off this year with some fantastic and very successful events. We've had Jennacubine, Boddington, Southern Cross, the Phil leroy memorial run and of course, GM Owners' Day at Bassendean. Congrats to the winners and the trophy magnets in some of these shows – yes, that would be you Nunzio! Read on to get the coverage of each of these events. Great work everyone.

And who could forget that awesome Bathurst race. Yeah, well we may have lost it but didn't it keep us on the edge of our seats all the way to the end. We were all very well catered for this year, whether it be those who attended the RSL Hall display or those who took up Mark's invitation with him very generously opening up his business unit and supplying food and drinks for the day. Out of this year's event, it seems the consensus is to keep this day as a dedicated club



get together. I'll put it out there for next year's host to plan a little more ahead than we did this year.

So, we're on the downhill slide to Christmas with one foot on a banana skin and oil on our bum (hmmmm, that also sounds like me heading to 50 – OMGosh!). By pushing December's meeting out to Sunday 14th, I hope we get to see a whole lot of members that have difficulty making the mid-week meetings each month. One of our founding members may even make it all the way from Kentucky US!

And if you can't make it, we wish you all a very safe and happy festive season, some great partying over the New Year and we'll come back together in Feb 2015.

MERRY CHRISTMAS

Natalie Kais

Editorial

G'day all, I've been sick!
Suffering from Torana fever!

Getting motivated to put this issue together has been a real struggle. My GTR build is so close to being finished, I want to spend all my time on the car.

Anyway, I've managed to drag myself from the shed to the computer to put this edition together. This Summer issue is jam packed with stories, so well done to all who have sent in this info. It's not that hard, is it!

My trip to QLD for ToranaRama has been and gone. This was a great chance to see old and new friends as well as a heap of Toranas. I've put together a few words and pictures on pg 16.

Russell has sent in his story on the Collie track day. Looks like a great day on the track where you can push the car to 'your' limits. See pg 10.

A big thankyou must go to Mark for opening up his work place for the Bathurst Race. Club members got to enjoy a breakfast and lunch BBQ while watching the action on the big screen. Mark put alot of work into setting this up and it was great to have the members support it.

Nunzio has sent in an article from the Hotham Show and Shine. Hats off to Trevor and Nunzio for sticking it out and committing to this event even through some tough weather conditions.

Late October I was lucky enough to get a ride in Marks' Lone ORanger XU-1, down to Dwellingup

for the Phil leroy Memorial Run. This was a great turnout from club members on a beautiful day. Find all the details on pg 14

Mark Pitt our special events organiser is putting together a trip to Phillip Island to watch the Classic Festival of Motorsport. Numbers are limited so if you're keen on classic car motor racing get in touch with Mark now.

Nick sent through some pictures of his XU-1 restoration project. Looks to be coming along beautifully. Having Dave prep the body, it's sure to be a quality build.

As promised, I have my engine in and started. Check out all the latest on page 24. Next issue the car will be licensed and back on the streets after 12 years in hybernation.

We welcome home Carlo for his first club meeting in two years. One of our founding members is home for Christmas from the USA, I think he misses his GTR..... and family.

On the subject of meetings, can we all try and read the minutes before we get there. Marleen spends alot of time putting them together and it's an important part of being in a club.

With the silly season in full swing I remind all members to take care, have fun and enjoy the festivities.

Martin Sibley

*To the beautiful ladies on the committee, I thank you for your tireless efforts this year.
Marleen, Natalie and Kenetha*



VHRR Presents
Phillip Island
CLASSIC

Festival of Motorsport
5th - 8th March 2015



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Hotham Show & Shine

The Hotham Show & Shine weekend was very successful with the amount of cars that turned up, but unfortunately the weather was not too kind on Sunday.

Saturday we drove to the Quindanning pub for lunch. The publican's choice prize went to a Hot rod. Sunday it rained nearly all day and the entrants started to leave. There were over 100 entries and a lot of beautiful cars.

Carlo's car had plenty of comments asking questions about the gold plating. Carlo's car won a trophy for 'Best Street Machine Runner Up'.

Unfortunately the public was kept away because of the bad weather. Speaking to some of the officials about the feed back and was told they

had two pages full, they intend to make it bigger and better with a possible date change for 2015.

All in all a very enjoyable weekend. Many thanks must go to Trevor Peters for his generosity in taking my car down to Boddington. There was one sad moment where a lady took her car on a trailer and it caught on fire a few days before the show and is burnt out - maybe she forgot to sadly disconnect the battery.

Cheers

Nunzio Barone.

P.S. Saturday night was a great night with a great band and plenty of booze.





Nick's XU-1 Resto



The story to date of my XU-1 Torana. This desire started from my childhood being a Brock/ Holden fan from an early age, progressing to owning my first car being a 161 3 speed HR Holden then a 253 HT Kingswood.

Being a diesel Fitter by trade the thrill and excitement of fast cars was always appealing. Then, owning a V8 was exciting but my career was the highest priority as I realized that without the career I could not afford fast cars.

The aspirations to own a muscle car were diminished and one always hoped the dream would come alive at some stage in the future, not realizing it would be post 40 years old.

In 2005 whilst working in the middle of the Northern Territory I mentioned in conversation to a few colleagues that I was looking for a genuine XU-1 to restore.

I thought nothing more of the discussion as I had been spending months researching and talking to many people looking for such a prize to appear, with no joy.

One morning, in May 2006 one of the gents from the NT venture called to ask if I was still looking for an XU-1. Of course I was! He thought he may have located one in Victoria, if the guy wants to sell it. I had heard this line many times prior, but quietly excited, I asked him to pass on my details and waited.

He got back to me and said that it was for sale but with one very important condition. A mate of a mate has it and is willing to sell only if it is restored. Well, of course, that wasn't a problem so the dealing began.

I made contact with the owner and flew to Victoria and inspected the unit with another car-buff colleague, all on an arranged work trip to Tasmania.

Reviewing all of the data verified it was a rigi didge XU-1, and we agreed on a price.

The retrieval of the unit was an experience as well. I towed a tandem trailer to Victoria as I could not arrange a one-way trailer deal; taking one out of state is a no no. We loaded up the car, paid the money and I was on my way.

My car-buff colleague had just picked up a tear drop caravan in Queensland and agreed to come back thru Victoria and tow the XU-1 home to Perth if I towed the caravan home to Perth for him. That all went to plan and everyone's objectives were met.

July 2006 to NOW - Just joined the XU-1 club as I now officially owned a car and was looking for knowledge, parts and know-how.



The plan from the outset is to keep this Torana as original as possible, contrary to all the dialogue from those who do not appreciate the value of originality.

I had the opportunity to meet Mr Dave Scuderi who by all accounts was the best to restore the body shell. Not fully understanding what lay beneath the external paint, the surprises were to begin. Dave agreed to do the work but I had to wait.

Mid Feb 2011 - off to sandblasting we go, Everything was arranged, drop off, come back in a week, all will be done and primed ready to pick up. How exciting. The restoration was now officially under way.

When I returned to pick up the shell I was excited and hoped the comments would be "you have a good one here". Never further from the truth! He told me "mate you will be surprised, lots of rust, previous repairs that were somewhat very amateurish to say the least."

Still full of excitement, the first look soon changed that to "Oh S—t; what a mystery parcel".

Then the fun begins as most areas all needed extensive rework and after, extensive hours and \$ to match, the shell went to the spray painter in June 2014. It arrived back home to its resting place for the completion of the restoration on the 14/09/2014. Over this time I have been doing the EBay purchasing; buying bits here and there, even a day trip to Kalgoorlie for a trailer load of parts.

The journey thus far has been fun and an adventure to say the least. Apart from the expense of such a project, it's a great distraction to work and having something meaningful to fill any spare time I thought I may have.

Now comes the pleasurable task of re-assembling and finding what else is missing, as this has been a challenge thus far. It was quite a fairytale to begin with, then transformed to a money pit, that is all soon forgotten once the results start to show.

Research with a lot of help from Mike Bell has revealed this car was built on 16/08/1973, was possibly one of that years' Bathurst numbers, (still to be confirmed). History has been difficult but I believe I may be the 5th owner. It has never had a major accident - only very minor ones, but has had someone somewhere who thought they would do some great work in keeping this baby on the road with diminished panel and paint skills.

With all that behind us now pressing on to complete the project. No completion date set as yet as there are a few more hurdles to jump yet as we discover what other poor attempts to repair items exist.

Nick



Collie

Charger Club Doug Chivas Memorial Track Day

On Saturday 16th August we got up nice and early for a 5.30am depart for Collie, having already loaded everything up the night before. It was an uneventful trip, apart from the thick fog we ran into as we got close to Collie.

Once we arrived at the track, we unloaded, secured a pit bay and got the car scrutineered. We caught up with a bunch of mates from Albany (the Great Southern Street Machine Association were helping out on the day). Some bought their own cars while others shared a club car (EL Falcon).

It had been a while since I had seen my mate Glen (Orange GT Falcon). I'd forgotten how bloody tall he is (see pic below), and this guy used to squeeze himself into Escorts.



The Charger Club had a good turn out of cars (not just Chargers). There were some late model cars, including a bloody fast Jeep, a couple of Hyundai Excels????, and another Torrie (an LC 4



door set up as a race car that turned up in a very unusual trailer).

After all the cars were scrutineered and fees paid, John from the charger club held a drivers' briefing and then a tour of the track for those who hadn't been there before. I tagged along as it had been 6 or 7 years since I was last there, and the track had since been resurfaced. With the formalities out of the way, it was time for the fun to start.

Five cars were sent out at a time, with about a 5 second gap between them. Overtaking was meant to be done on the back straight, but this proved to be a little frustrating when you were caught behind a car that is fast in a straight line, but brakes early and slows through the corners.

The day ran pretty much incident free, with just a few high speed spins resulting in wounded pride for some, and a short break to retrieve some large bolts from the track and then try to find out who had lost them. The GSSMA club car took an unscheduled excursion and pulled it's exhaust off.





I managed to get 5 sessions in and had no offs. Although there was no official timing done (for non-Charger Club members) a chap who had taken an interest in my car (coz it's got SU's) timed me in the second session and said I had gotten down to 60 seconds a lap and I am sure I improved on that in the later sessions. The new sway bar made a big difference to the handling (thanks Trev) and the new braided stainless flex hoses kept the brake pedal hard all day.

At the end of the day there was a presentation for the Charger Club members. We then packed up, grabbed a feed in Collie and headed home with a grin from ear to ear. There is some video footage on You Tube that you can access through the Charger Club of WA website, or try Collie Motorplex 16th August 2014. Not sure if I show up in any of it though.

Russell



The "150 List" deficiencies identified at GM Day

John Dapila's XU-1 seems to have been the first of the Adelaide-produced final batch on the misleading 150 engine list to be sold in WA. His car highlights the flaw in relying on that misinformation list. (I choose not to disclose John's engine number)

XU-1s and Holdens in general did not roll off the production line in perfect engine number order, and not even in VIN order, but in fact in the order that they were finished! It is my understanding that the VIN order is the order they commenced production. (There were many production and storage methods that changed the engine number order).

To understand this situation more, an example of the production order and the failure of the 150 list is the fact that my XU-1 (project) was the same performance specification as John's (last batch) with an engine number 400 higher but was sold two weeks before the date John's was sold, and was produced and sent to WA before the requirement from CAMS for the engine number list was made. One thing that seems to have been revealed from Norm Darwin's Torana Tough was that my XU-1 may have been one of the actual cars close

to completion just before the 15th of August Homologation date, having been plated the 16th of August.

Holden's Official spare parts lists states that all engines after JP 386598 were the same. My build sheet shows it is the same specification, and engineering bulletins show the same again. Of course having an engine number change over is a direct match to performance changes and this is the only way to get the parts supply correct; it can not be arranged around a certain date, as specification overlaps by production dates regularly occur in final production. Similarly spare parts at that time were not normally matched to VIN numbers as not all spare parts outlets were set up for this.

There are also issues regarding the 250 minimum numbers required for racing by CAMS, and not all having the engine upgrades, which will be of interest to a couple of club members. But that is a different subject which will have to wait till another time.

Mike Bell



Bathurst - Race Day

Well another race has been run with this being the most unusual Bathurst I can remember.

This year the ProSec office was made available for us by the car club and as this was set in the Wangara industrial area we could spread out and really enjoy ourselves. With some people opting to spend time in the carpark or across at the Steel Bumpers Car Cruise workshops (same car park) where they are rebuilding some wicked EH cars and a one ton ute.

We ended up with 18 people and three dogs on the day with the weather staying fine and the 50" TV and surround sound ment you were almost never out of ear shot of the BIG race.

Bacon and eggs in rolls was the order for breakfast and the lunch time menu consisted of Sicilian, Italian and BBQ sausages, special sauce on the onions, followed by a cool drink. Went off a treat.

So until next year lets try to get back to this style of "CLUB" activities rather than club members going in a number of different directions.

Thanks for sharing my office warehouse area (and the BROCK WALL) and for the people that came along and enjoyed each others company !!

"GO HOLDEN"

Mark Pitt

Special projects



Phil Leroy Memorial Run

It was Sunday the 26th of October, a beautiful day for a cruise down to Dwellingup. We met at Vic Park Shopping centre and headed down the highway. After joining-up with more members along the way we stopped for a comfort stop in North Dandalup. We then did a few running repairs on a Bills' brother's Capri. It may be a Ford, but still a beautiful classic.

Then back on the road. This was a great turn-out of eye-catching classic cars winding through the south-west countryside.

We arrived for a mid-day lunch and had a great parking spot set aside for us by the Dwellingup Pub, all in view from the dining tables. The service was quick and the food great. This is a very popular place to visit and they realise if you look after the car and bike enthusiasts you can still sustain a country pub.

For lunch we also had the company of Phil's brother Mike, his wife Linda and their son Andrew. The offer for the club to have next years' run to the Leroy's family farm was warmly welcomed.

After lunch there was the traditional raffle and words of respect for Phil. I never got to meet Phil, but judging by the support from family and friends he was a much loved person.

Ed





Natalie and Trevor say a few words and draw the raffle winners.

A rainbow of GTRs



ToranaRama 2014

After catching up with club member Blair (who has moved to QLD) at a BBQ, and staying at another XU-1 enthusiast's farm, it was a leisurely morning drive through Peak's Crossing to a sleepy town called Marburg.

The centre oval was awash with bright colours, Toranas in all shapes and sizes. At least 200 cars had made it to the inaugural ToranaRama.

Having a fetish for the LJ GTR it didn't take long for me to spot my car of the show. Ted's '73 Silver Dollar.

Ted has owned this car from new and only finished the restoration this year. An absolute credit to him.

The car next to his was also a one owner GTR, this time an unrestored LC. A very desirable pair.

I found Blair's 'Lil J' hiding up the back. There he had a young friend who is a budding artist who loves drawing cars. Doing a great deal of drawing your car for \$15.

After 5 hours of catching-up with friends, meeting new ones and checking out all the cars it was time to head back to the Gold Coast. Thanks to Sally, my wife for her patience.

Next years' show is back in NSW at a new venue, so bring on ToranaFest 2015.

Ed







The Silver Dollar had the unusual Herring Bone pattern fitted horizontally; Ted assures me that's how it was from factory. I have since heard of another this way.



I tend to spend a lot of time crawling around these cars.

This survivor got plenty of attention.



Bootylicious, lids from ToranaRama.



GTR - Word Search

S N M E G C B O T F N R H C U Z Q K B R
 K Z J N S N D A F R K A E B Y I B R Q A
 J W I I Q I I B T P K G P P B Q O M X D
 W L D L U Z O T S H R Z T T I C W P U I
 B Z H P Y E E M A E U K W D K W V W K A
 C P X S G R P V B C Y R L B N E I X P T
 F O K E A P Q M S R O Y S O J N A B T O
 D K D N I S O E D R W L F T I L Z E T R
 I T O I M R G S J U X O F P V O H G D U
 Q K M F T N I N Z A F O M L T O E F S W
 S R C S U B K U I L A U D B E O K K E N
 I Q D E J A T A S R P K M O K S O X S A
 X A V A C U U M R L P E E A N J H S H K
 L M Z X G P C H I E S S N O A V C D E L
 F O P N N I M O Q C T I C S M E G E A B
 C L D U A L C A S T B T I P R Z W R T L
 V H U O Q U E U L L R E L I O P S E E W
 U V W T K Y D X E R B H K P L Z W W R V
 C F T I E H Y S Y V T S J W C R Z O V D
 Y Z J A D S S I B B X I G G H A X L E Q

AXLE
 BANJO
 BATHURST
 BROCK
 CHOKE
 DISC
 DUALCAST
 FINESPLINE
 FLUTES
 HEATER
 LOWERED
 NIBLESS
 OILPUMP
 RADIATOR
 SELFLOCATING
 SPOILER
 SPRINGS
 STROMBERG
 VACUUM
 WIPER

For Sale/Wanted

Wanted

Help me finish my LJ GTR puzzle.

Looking for a '73 manual gearbox cross-member, would like to swap it for an earlier model version.

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



Clutch inspection cover screws as pictured. I now have the big one, just looking for the smaller version.

Thanks

Call Martin on 0422 223 555

Swap/Sell

I have an All Aussie casing, two piece reverse gear, input shaft with slinger seal and a few other bits that are dated for 73 cars, I think?

This would be wasted on my car so happy to pass on to the right person. Martin 0422 223 555



Bits & Pieces

Retro plates

Department of Transport have re-released the plate style from the 70s. The plates will give your car the period-correct look, and if you're lucky you could get a meaningful combination.

Plates must start with U or X and are available white on black or black on white. This plate combo was still available as of last week. At a cost of \$200 it's one of the cheaper ways to personalise your car.

Check out the Department website under Retro Plates.



Take one beautifully elegant body on a long 100" wheelbase. Add full coil suspension. And a high-performance 125 hp engine.

Tune the suspension. Use dual exhaust manifolds. A twin barrel carburettor. A low impedance air cleaner. Add power-boosted front disc brakes. And shoe with big, fat, sticky B70 tyres on wide rally wheels.

Take a handsome woodgrain dash. Add a tachometer, an ammeter, an oil pressure gauge, a water temperature gauge. Take a sports steering wheel. Highback deep-foam bucket seats. Cover the floor with deep pile carpet. Add a heater/demister. All standard.

Then go motoring. All the way. And then some. Torana GTR.



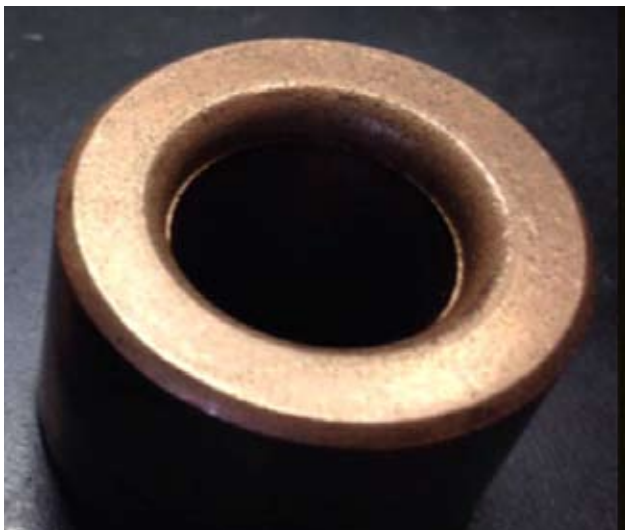
See all the great new Torana models at your Holden Dealer. Now.

17'

General Motors-Holden's 10/88 GTR1

Oil your spiggot

I made the mistake of greasing my spiggot bush rather than oiling it. So - soak it in oil then squeeze oil through the porous brass for years of squeak free clutch operation.



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.

Bill Nitschke race car

What a treat!

Our Bill displayed his recent purchase at GM Owners Day. The old Nitschke race car which raced in the Bathurst 1000 in 1973 and 74.

Purchased without knowing the race pedigree of this car, you can imagine the excitement when Bill and Mike discovered it's secret identity.

How this happened was mentioned on page 17 of the 2014 Winter edition in Mike's article.



The number panel revealed on the bonnet.

The battery box was recessed to clear the carbies.



Old photos from the glory days



S.M.B. part 5

Engine, gearbox and K-Frame go under without a hitch, but then I noticed the engine pointing to the left. I'd mixed the engine mounts up and had the left on the right and vice versa.

Next was the struggle to fit the reverse switch which arrived two weeks too late. I should of fitted this while the box was out but my impatience cost me. The box came out, switch fitted and while I could I renewed the spigot bush because I had greased it rather than oiling it. (see pg 22)

Amazingly the box slotted in easily with just me and a jack. You got to get lucky sometimes.

After doing all the pre-start cranking and checking I connected the spark. It fired first go, idled well and blew a plume of smoke as it burnt off all the excess oil in the cylinders.

What a feeling! Hearing your engine fire and run smoothly is sheer relief and joy along with intrepidation as you run it in over the next few moments.

Oil pressure was good, temperture got too high so it was shut down, another thermostat installed, rocker gasket leak fixed and try again.

This time the temp was OK but I think the gauge and the new sender need calibrating.

My seats were finished, final black-outs applied, doors and bonnet fitted. Glass fitted.

Carpets are in and final touches going in to the interior.

Temporary carport walls are dismantled and the car is pushed into the workshop. She sure looks good in there.

I've ordered my Retro number plates and exhaust system so it won't be long before the first drive.

Ed





GM Owners Day

This is one of our major events of the year. This bi-annual car show takes a huge team effort to make it happen.

With Show organiser Trevor in charge we had plenty to do with setting up shade, BBQ, Club Merchandise, Raffle Prizes (big thanks to Atom), Displays and then positioning over 20 cars.

It was another great turn-out with two club members revealing their new XU-1 restorations on this day.

A big thanks to all involved and this shows what a great club we are part of.



Ed







Warren's XU-1 (Cyan Blue) and Val's XU-1 (Baroda Silver) make their debut at the show.





Southern Cross Show

Yilgarn Motoring Enthusiasts Car and Bike Show and Swap Meet was held at the Southern Cross footy oval – the long weekend of the footy finals.

Our Car Club each year normally drives to Geraldton for the Midwest Car Show and Shine, but the original organisers have decided that the show will be every two years, so they will hold the event next year. Off to the Southern Cross Show we went.

We had Ian Hadlow with us (Chateau Mauve XU1), Nunzi Barone in the LoneORanger XU1 and Steve Reynolds trailering the replica Colin Bond 24C car, and myself in another LoneORanger XU1 Torana.



John's mate Fredo, just down the road, had a display of oil cans, petrol bowsers and enamel signs. He has an FJ panel van and a flat tray Fiat truck with a Harley Davidson motorbike on the back. In the shed, Fred's brother Payne also has an FJ ute. Thanks to Fred and Dave for the tour.



We had a good run from Perth and arrived safely at John and Sandy's place in Southern Cross.

The footy grand final was just finished with, and Hawthorn was in front.

While at John's place, he took us into his shed to have a look see at his HR ute and his bronze HT Monaro. The shed was lined inside wall to wall with enamel oil signs and number plates – a huge collection.

We had nowhere to stay and John came to our rescue and was able to secure the miner's workshop in town for us so the cars would be secure. The dongers outside of the shed were great – they had showers and sleeping areas inside.

When we got to the oval with all our helpers, our display went up in an hour. Soon after, the townsfolk started

to come in. A small articulated miniature Mack truck (which is about 40 feet long and four feet wide) toured around the oval all day carrying kids and adults, and sometimes the family pets. They had three drivers taking turns. Talking to one of the drivers behind the wheel, he said the Mini Me truck was made in America and cost around \$120,000.



We had a great day, despite it being a bit warm. The dinner and show presentation were held in the evening and once again a great meal - \$15 for all you can eat, plus sweets. There were only two prizes and those were for Top Car and Top Motorbike. These went to a '53 Chev Pick Up and a Harley Davidson.

Huge thanks to John and Sandy Ciabbarri (and their many helpers) for helping to organise the event, being the MC on the microphone, helping us with the accommodation, looking after our cars and for working non-stop during the event to make it so successful. Special thanks for the ham and salad rolls as we left the event – lunch!

Trevor



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

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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

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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

December

14th Christmas Jarradale run and Club Meeting

January

16-18th Motorvation - Motorplex

February

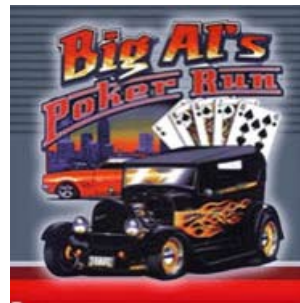
4th First club meeting for the year - Vic Park

14th Big Al's Poker Run & Valentines Day (check with your loved one first:-))

15th Northam Swapmeet

March

4th Club Meeting - Vic Park



Not all damage happens on the track!

The Colin Bond/Leo Geoghegan Torana was involved in a trailer accident en route to Bathurst in 1973. Here it is at Goulburn Valley Motors in Shepparton being repaired.



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 quote..... Lay still, Dummy!

