

GTR

T O R A N A

XU-1

Car Club of WA Inc

QUARTERLY
NEWSLETTER

Volume 40
Autumn 2016



Camping or Glamping? at the Brookton Old Time Motor
Show



GTR TORANA XU1 Car Club Inc.

Committee 2015/2016

Executive Committee

President: Natalie Kais
Secretary: Marlene 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: David Scuderi
Property Officer: Trevor Peters
Website: Jo-Anne Allchin
Librarian: Stuart Cairns
Club Registrar (Concessional: Licensing): Ken Parker
Scrutineers: Russel Rouse
Social and Runs Officer: Bill Jenaway
Special Projects Officer: Mark Pitt

Honorary Member

Trevor Peters

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

Contact: 0433 729 818 E-mail: gtxcarclub@gmail.com

Website: www.gtrtoranaxu1carclubinc.com

(Club meetings are usually held on the first Wednesday of the month at 7.30pm at

East Victoria Park and Vietnam Veterans RSL Hall, 1 Fred Bell Parade, East Victoria Park WA 6101)

Disclaimer: The GTR Torana XU1 Car Club 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 XU1 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.

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 concessional licensing paperwork is available along with a supporting club letter for those wishing to apply.

Annual Inspection

We offer an extensive annual inspection on club members vehicles where members vehicles are inspected for roadworthiness.

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

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.gtrtoranaxu1carclubinc.com



**TWO HAPPY CLUB MEMBERS AFTER
RECEIVING THEIR FREE POLO SHIRTS?**



Hi and welcome to this Autumn edition. I trust that everyone had a fantastic festive season (yeah, Christmas – remember that?) and have come out the other end, well rested and back into normality for 2016.

So, did you hear the news? We have a new editor – yay! I am sure there will be a piece in the Editors section in this issue. I am convinced it was the thought that I was actually gathering up articles to put something together that was supposed to have resembled a club mag, that got our new editor motivated into action! Why doesn ' t that work the same for the threat of me being Prez?

Over the break, I had the pleasure of contacting our country members and having a bit of a chat to them. It was a pleasure also, to arrange polo shirts for them, thanks to Jo-Anne ' s great idea. I am hoping you get to see a photo of two very happy country members when they received theirs in the mail, in this edition. We have also had the enormously generous offer



from Mike in Bridgetown to all take a trip down there. He will open up his house to the members and I think we can make a great overnight stay of it, catching up with those we do not get to see too often. Consider leaving a couple of weekends in May free ' til we set a date. Watch this space

Mike ' s also been working on one of our newest member' s car. I believe it ' s not too far away when we may get to see this showcased. I ' m so looking forward to this and Paul, I hope you have got the before and after pics going (something I regret not doing many years ago). Send ' em in to our new Ed with a bit of a blurb 😊

Speaking of which, we are keen to continue to receive any photos, small articles of interest either written by our members or something they have found published elsewhere (must be referenced) to include in our quarterly magazine. It can be anything at all. I ' m sure we ' ll find a spot in the mag somewhere to get it featured.

Presidents report continued next page

So, as you read this, I 'm anticipating some of us are finalising our attendance at the Brookton Old Time Motor Show whilst the rest of our usual club displayers are off to the Torana Nationals on the Sunshine Coast. Back at home, the Brookton Show this year is of particular relevance as the theme chosen is " All Things Aussie " and celebrating the upcoming 50 years of the Holden Torana. Even though we are missing a good chunk of our display team, those of us who are here, will try to do the club proud. Just as we know, those heading East will definitely do the same. Wishing everyone a safe trip and good luck to those defending their trophies from 2 years prior.

Speaking of Torana Nationals, just putting it out there. WA Nationals 2018 ?? Planting the seed Have a think about it. If you think you have the skills, experience or even just the drive to participate in a sub-Committee to get this off the ground, please come forward. Tell us about it and give us your ideas.

Enjoy this edition everyone. We have got a very busy few months coming up. Check out Trevor 's Calendar of Events in this Mag and make sure you have got the dates of our Club runs in your diaries.

See you soon

Natalie Kais



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

As always any articles or pictures are welcomed. You can forward them through on the clubs email address or directly to me at torana71xu1@gmail.com

Front cover photo courtesy of Lisa and Warren





CALENDAR OF EVENTS

EVENT

Sunday 3'd April Murray Auto Xtravaganza, Sir Ross Mclarty Park, Pinjarra.

Website: www.maxpiniarfa.com.au Email: info@maxpiniarra.com.au

Sunday 3'd April Combined Torana Car Club, Olds School Car Cruise, Tomato Lake, Kewdale.

Website : www.torrietorque.com

Saturday 9'n April Saturday Night Fever Car and Hot Rod Meet, BP Southbound, Kwinana Freeway.

Sunday 17th April Classic Car Show, Whiteman Park.

Website: www.counilofmotorinqclubs.asn.au

Saturday 23rd April Saturday Night Fever Car and Hot Rod Meet, BP Southbound, Kwinana Freeway.

Saturday 14'h May Saturday Night Fever Gar and Hot Rod Meet, BP Southbound, Kwinana Freeway.

Sunday 1Sth May South West Mega Motoring Extravaganza, South West Vintage

Car Club. Email: swccinc@gmail.com

Sundav 15'n Mav National Motoring Heritaoe Dav.

Saturday 28'h May Saturday Night Fever Car and Hot Rod Meet, BP Southbound, Kwinana Freeway.

Towbar and vehicle ratings both need to be considered

■ David Kellock

Many vehicle manufacturers have increased their towing rate and ball weights to get a bigger slice of the caravanning market — but have the weights really increased?

It's a bit of a brain-bender but what's in the handbook has quite a few other factors coming into play to actually be legal. Note, I said handbook, as what is on the towbar only applies to the capacity of the towbar, not the vehicle — the towbar could read 3000kg but the vehicle be rated at 2500kg.

I won't go into axle loads but for now we will look at vehicle tare, gross vehicle mass and gross combined mass. The weight difference between the

(15kg), tool box (20kg), generator (21kg) and 100 litres of fuel (100kg).

I have now added about 700kg to the payload.

Sounds reasonable — now this is where it gets really interesting. We have to add the ball weight — a lot of these are up around 350kg — plus 20kg for the weight distribution bars and head.

Adding up now we have 696kg + 370kg = 1066kg. So you now require a vehicle with a 1066kg payload and there aren't many of them around. Most dual-cab utes are about 1000kg for payload, while your four-wheel drive wagons are usually only about a 700kg payload.

Now we go back to the GCM, which we will say is 6000kg. The vehicle's tare, let's say, is 2200kg, plus 1066kg payload, plus a 3500kg caravan which equals 6766kg. If the GCM is 6000kg, you are now 766kg overloaded. That's about the same weight you added with your accessories and passengers.

Now, if your caravan weighed in at 2734kg fully loaded, you're not going to have a problem with the GCM and the reduced ball weight is going to reduce the payload by possibly 80kg.

Keep in mind this is the vehicle's legal limit, so I would go for something weighing 2500kg so I could buy that extra carton. And keep in mind when a vehicle manufacturer is promoting their vehicle can tow 3500kg, there is a lot of other factors that come into play. Do your homework and travel safe.

The payload is where it becomes most interesting.

tare and GVM is the payload the vehicle can carry. The GCM is the vehicle and caravan's combined weight.

The payload, or what you put on to and into a vehicle, is where it becomes most interesting, especially with a dual-cab ute.

Let's say I have a dual cab and am fitting a bull bar and winch (40kg), Class 4 towbar with 50mm box receiver (25kg), fibreglass canopy (90kg), car-top boat (52kg), 8hp outboard (44kg), 80-litre Engel fridge (39kg), a jerry can (20kg), two people (150kg), cupboards with draws (80kg), recovery gear

SANDY 'S TORANA

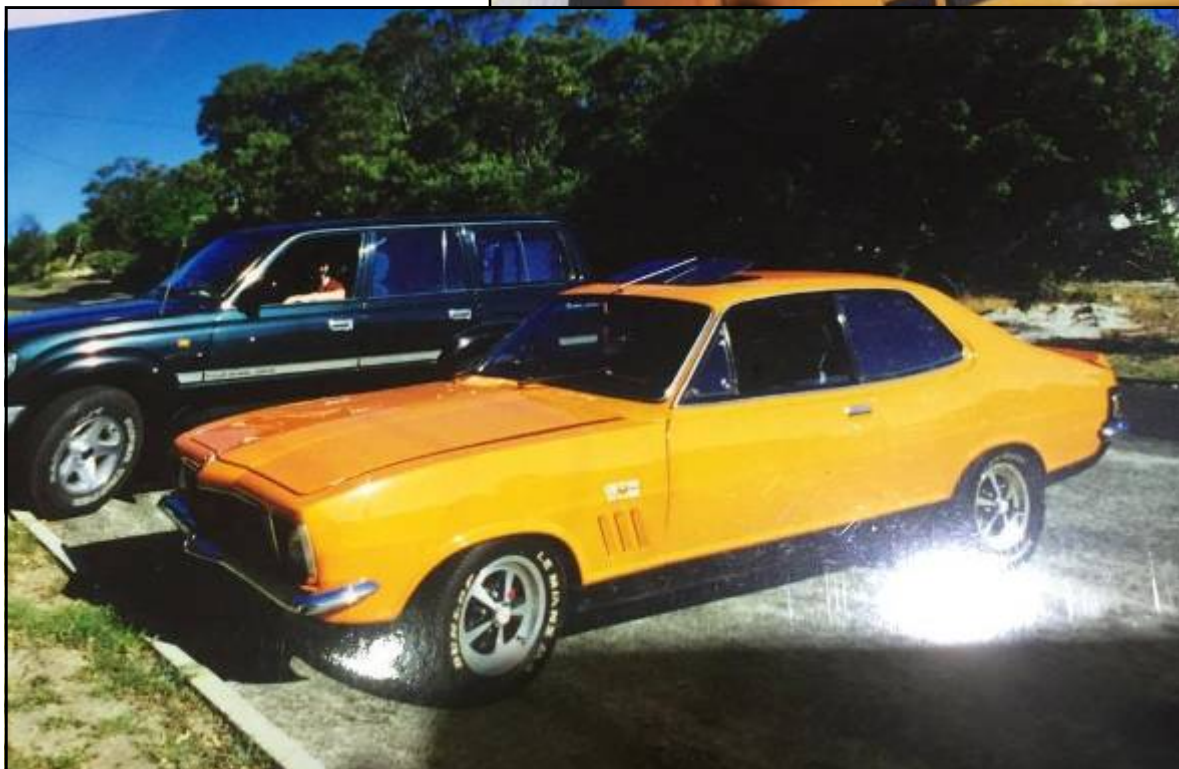
Sandys Torana was purchased by Brian in Albany and he proceeded to do a full restoration in 1994. The car was panelled and painted and a 253 v8 m21 4 speed was fitted to make this pocket rocket even better to drive. I'm not sure when this car was sold to it's next owner and somehow found it's way to Perth and was bought by John from Narambeen. He had it for about 6yrs but never drove it very much before he decided on selling it. I first heard about this car back in 2012 as we were travelling through southern cross on our way to Bathurst for xu1s on the mountain. We stopped in Southern cross for a rest and caught up with John and Freddo who are good mates with Dave Scuderi, and this is what planted the seed because I was taking my v8 GTR across and they told me it was for sale and had a lic v8 in it. unfortunately timing stopped me from chasing it up until my return trip from Bathurst October 2015 last year and stayed at Johns place overnight again my timing was out to actually look at the car as it had been driven to Perth and stored at the owners sons place. However I had a contact number for the owner and when I got back to Perth I rang him and he gave me the address. My timing was perfect this time and surprisingly, the car was no less than 500mtrs from Sandy 's place and to me this was a good sign. We went and looked at it and after taking it for a drive, Sandy purchased it.



Sandy 's Torana continued next page

SANDY 'S TORANA CONTINUED

The owner who originally built the car is friends with Russell Rouse and his input on building this car was welcomed. We went to the Armadale auto hot rod show with the Torana and by chance got to meet and talk to Brian Holden (yes his real name) about him building this car in Albany, hence that's how we got all the old photos. Sandy is loving every minute she gets driving her Torana and it cruises along just nice, thanks Steve



CHECK YOUR TYRE PRESSURE

How do you work out your tyre pressure for your caravan? As a starting point, look on your tyres and find the maximum inflation pressure. This will also have a weight next to it. Divide that pressure by weight, write the answer down. Next, get the weight of your van, divide that by the number of tyres – this will give you an approximate weight on each tyre. Times that weight by the figure you wrote down first, that is the starting pressure based on the load rating of your tyre and the weight of the van on that tyre.

Here's an example: let's say maximum tyre pressure is 80psi at a load of 1000kg. Your twin-axle van weight is 2400kg – that's 600kg on each tyre. 80 divided by 1000 is 0.08. Times that by 600 and you should be at 48psi.

BROOKTON OLD TIME MOTOR

Warren: the military vehicles & tractors, the bus tour around town by the Shire President, dashing for shelter under the marquees, and dancing till closing time once it stopped raining were all highlights, but watching Pitty pack up his tent beat them all for entertainment value.

Lisa: my favourite thing was not breaking any cars on the way over or back! Beyond that, I was very impressed with the facilities and how well everything was organised. The hospitality and cheerfulness of our Brookton hosts was excellent. Also, it was Bella's first outing at a car show!





TORANA HEADERS

I have been involved in getting some headers for someone and see how much of a headache it is to get the right ones.

In the process of sorting them out between models I researched them and thought it may be interesting for the members to know in the next newsletter.

Please bear with as this takes time to sort through.

Sorting out the models

I will refer to the front and rear header manifolds separately as they originated from different model Holden's.

Header manifolds first appeared in the HD X2 in 1965, the front was 7428493 and the rear was 7428495 this rear one carried over to early 1967 in the HR .

The front manifold had changed in early 1967 from HR engine 186K 162701, to a heat tube type 7433655, from that point there should have been two different numbers for the front header manifold for the two different carbie systems being used, but not all parts books show the earlier 7428493 manifold.

This early 7428493 manifold was later to become the XU-1 front manifold, it cannot be used after 1967 for the WW Stromberg models (such as 6cyl Monaro and LC GTR Torana) or the auto choke will not work!

This new front header manifold in question was first introduced with a heat tube in early 1967 for the use with the WW Stromberg carbie, it was 7433655, this number also appears in the HK - G parts books for the 6cyl Monaro and in 1969 on books for the GTR Torana.

Torana headers article continued next page.



TORANA HEADERS CONTINUED

Both the LC GTR and XU-1 had header manifolds and despite what is printed in parts books, they originally differed between GTR and XU-1 as the GTR had an auto choke operated through a heat tube in the front manifold and the XU-1 didn't.

The LC GTR manifolds were made up from the late HR - G 7433655 front and HK - G rear 7430583, all sharing the same WW Stromberg carburetor and front manifold and the sports Torana and HK - G Monaro sharing the same rear manifold.

The LC parts book makes no distinction between the GTR and XU-1 headers and shows the front manifold as 7433655 and rear 7430583, This is the GTR manifolds only and not normally the manifold combination fitted to any production XU-1.

Other than for volume production reasons. I cannot explain why the parts books would indicate that they had the same manifolds when in production they didn't!

The rear header manifolds also differed, the HD - HR one was number 7428495 and the HK - G and all GTR and XU-1 Toranas were number 7430583.

The LC and LJ XU-1 were fitted with the (1965) HD 7428493 front header manifold and the (1968) HK 7430583 rear manifold when produced.

The LJ XU-1 headers did also change in August and September 1973 for the XU-1 only to tubular headers for the last 250 Homologated engines. but the start point of these is a story on its own.

Mike Bell

CLUB PREFERRED BUSINESSES

These are businesses that have supported our club

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
 Email: info@hamilton-sm.com.au

326 Gningara Road,
 Landsale WA 6065

AUSWEST LINEBORING SERVICES
DOUG

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0417 182 142 . 0428 125 772
 Email: ausline@westnet.com.au

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Johnathon Eade
 Proprietor

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Vehicle Enhancement and Restoration Products

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

SUDDEN IMPACT SIGNS
 signs • design • display

Michael Dear
 Manager

Ph 08 9371 0337
 Fax 08 9371 2649

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

PETERS SECURITY SCREENS

TREVOR PETERS
 Mobile 0403 333 698

66 McCoy Street, Myaree WA 6154
 PO Box 4071, Myaree BC WA 6960
 Ph: (08) 9317 1717 Fax: (08) 9317 1370
 Email: psecure@warp1.net.au

CLEAR VISION SECURITY - STAINLESS STEEL MESH

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

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.

