

GTR

T O R A N A

XU-1

QUARTERLY
NEWSLETTER

Volume 12
Autumn Ed. 2008



Classic Car Day Whiteman Park 2008

GTR TORANA XU1 Car Club Inc.

Committee 2007/2008

Executive Committee

President: Christopher Day
Treasurer: Carlo Barone
Secretary: Natalie Kais

Committee Members

Liaison Officer: Alan Bajada
Club Merchandise Officer: Jo-anne Allchin
Show Organisers: Trevor Peters
Phil Leroy
Newsletter Editor: Ken Parker
Property Officer: Trevor Peters
Website/Librarian: Christopher Day

Scrutineers: Mike Parker
Andrew Lansley
John Eade
Jack Saban
Ken parker

P.O. Box 3038 Bassendean / Morley DC WA 6942
Contact: 9447 1582 or 0400 024 161
E-mail: greenday@bigpond.net.au

(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.*

THE PRESIDENTS REPORT

Greetings Members...

"You will never get twenty Cars at Whiteman Park!!" well we proved the critics wrong and ended up with twenty one. The turnout this year at Auto One Classic Car Show at Whiteman Park to say the least was fantastic. To the event organizers, I would like to extend my thanks to you all for a job well done and thanks to all the members who brought their cars along.

On the 24th of February this year, the club committee met for a Strategic Planning day over Breakfast at Walters Point Café. We looked at where we would like to see the club in five years time. Options were discussed for the next twelve months to plan out runs, events calendar, attendance at shows, access to knowledge in the restoration/preservation of cars for club members, revamp of club magazine, updating of the club website and purchase of more manuals and parts catalogues for the Club Library. The biggest issue for me was getting back to a grass roots level and getting the committee looking in at the club from a members perspective and saying, "What do I get for my \$50 per annum". A list of new initiatives were generated and members will be seeing these implemented over the next 18 months.

Sixty plus was the order for the 10th Anniversary club T shirts. These were finally made available to club members at the May Meeting with many a happy member going home grinning from ear to ear and the club made a tidy profit from this venture. Thanks to Jo-anne for all your hard work.

The club has welcomed a number of new members over the last 6 months and we



look forward to those members sharing their experiences and cars with us and joining us in participating in club events and shows.

Also to advise the club now has a new email address gtxcarclub@bigpond.com so please update your contact lists.

Finally, I would like to emphasize that club participation in runs and shows over the last few months has steadily increased and it is great to see. Members are bringing their family along to participate and enjoy the day. This club is not just about the cars but getting to know each other and sharing lots of fun times over good food. Although your President was a bit naive on the Mundajong run and was pulled over by the constabulary. I was asked if I had a permit for the triple carbies on my XU-1. I said they were factory issued, the officer didn't believe me!!! He said that couldn't be as they were to new and shiny. I took this as quite a compliment considering it had rained all morning and I had gotten up quite early and spent a good hour polishing under the hood. Anyhow after 20 minutes of lecturing on the history of LC/LJ GTRs and XU-1s and how they were manufactured (Harry Firth would have been proud), the car was not defected!!! Long term I am sure he appreciated the quality of John Eade's handiwork and now knows a lot more about Toranas and I learned that double demerits is $2 \times 3 = 6$.

Until next issue safe and happy motoring. Chris Day

Calendar of Events

June

Jun 4th - Club Meeting

TBA - Club Run

July

Jul - Racing Car Driver training at Wanneroo Raceway

TBA - Club Annual General Meeting

July—Bowling Night details to come later

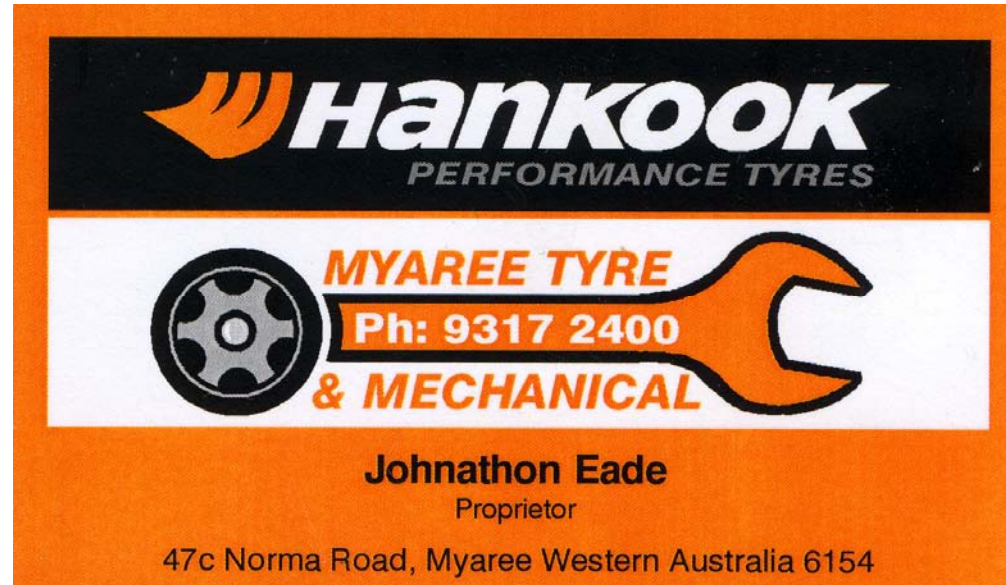
For Sale

Book— Holden Torana GTR XU1 by Fiv Antoniou Condition nearly as new

\$40 ono

(Dave) 0419 197 968





Bathurst Race Day 2008

John Eade from Myaree Tyre and Mechanical has invited Club members to display their cars and watch the race at his premises at 47 Norma Road Myaree

Hankook Tyres will be giving prizes and John will supply the Television

More details to come later

Ed.

WEST COAST CRUISE FEB 2008

After an early start and an enjoyable breakfast, attended by Chris Day & Karen, Carlo, Ken & Alison, Val & Bill, Trevor and Natalie, we were met by Craig & Corinne and the family in the car park outside the Café.

After a brief chat a few of us decided to head off on the West Coast Cruise. It was fantastic weather for a cruise along the coast. I was amazed at the changes that had taken place around Port beach but cruising through Cottesloe beach really brought back many a memory from many a year gone by.

We were driving along the first stretch of West Coast Highway when we spotted, parked down a side street, Mick and Belinda. We slowed so they could catch up and join us for the rest of the cruise.

Scarborough through to Trigg was truly buzzing with all ages walking, jogging, roller-blading and cycling. They all seemed to stop and stare as we rolled by. Due to the low speed limits we seemed to be stuck in third gear and the number of roundabouts was annoying. We decided that this is not really a good place to cruise.

We arrived at Hilary's around 12.30. It was jam packed with families and tourists so we decided to have a bit of a chat and then we headed off.

It was really nice to meet Craig, Corrine and the family - welcome to the club. Also to catch up with Mick and especially Belinda after her operation.

Looking forward to the next run and seeing you all there. Happy and safe cruising.

Val & Bill.





Thanks to the club for sending me one of the stubby holders it was a nice surprise. I have actually put it along side my 1:18 Biante model of my LC XU1.

I have recently rejoined the club and hope the south west side of things can get off the ground.

A couple of shots of my torries .

Regards

Mick Clark Bunbury.



Mike Bell's Toranas

My first car was a LC Torana but my driving experience actually started much earlier than that.

Being the son of a dairy farmer I started to drive at an early age probably about 8 yrs. The first vehicles I recall driving were our old late 30's Chev ute, and my grandfather's Ford V8 truck and later our 1959 Fordson tractor. I remember the hardest thing about driving in those days apart from seeing over the dash was to let the clutch out slowly as my legs were not yet strong enough!

The first car that I drove on the road was my parent's 1969 HK Holden Station wagon, which, by 1977 when I got my license, had been used for everything from taking kids to school, to chasing cows to the dairy and for spotlighting across the paddock.

In the same year I started a Fitting and Machining apprenticeship in Perth and rode a bike from Dalkeith Road, just around the corner from Jutland Parade

(I was to find out later in life that Dalkeith was once the farm of my Armstrongancestors). I rode the Bike to my work at Shenton Park, then later moved closer.

In 1978 I started to look for a car to buy and I saw a Torana advertised in the paper so my Father and his friend and I went to see the car. The Torana was a LC 2250 4 door with no heater and only drum brakes, but it had a reconditioned 186 in it, new rear wheel bearings and GTR instruments. My Father said it looked ok for a first car so I made arrangements to buy it.

At that stage my knowledge of Toranas was through my father taking us to the Bunbury speedway and cheering for the local driver Alan Blake, in those days nearly the whole field of cars were Toranas.

I left the Torana at home near Bunbury for the first few weeks, then decided to take the plunge and drive it to Perth. This was a nervous time for me as I had only briefly driven in Bunbury.

So I really learned to drive in Perth and traveled home to the farm near Bunbury every weekend. My mechanical knowledge started then as a result of preferring to do my own repairs instead of others doing them, I soon started to modify things like adding a heater and later a Yella Terra head.

One of my mates also bought a Torana a nice LJ 4 door, I later moved to Como near this mate, and we took it in turns to take our Toranas to work. One Friday when I won the beer raffle, while on the way home I remember my passenger passing a bottle to my mate in his Torana as we drove side by side down Kings Park Road.

About 1979 I bought a LJ 4 door, I still had the LC and was having trouble selling it. The LJ was a much nicer car it being silver with red trim and lino, it also had disc brakes, which were much better as I used to push the Toranas along a bit! In the LC I had actually blistered the paint on the rims from excess heat!

Before long I decided to fit a 4 speed, and built a 186 which was balanced, mild cam, two barrel carburetor, extractors, starfire rods, the Yella Terra head from the LC and a 18" hot dog. It performed quite well, with the HQ 1 toner box it was quick off the lights but second was very low, I often missed a gear to even things out.

In 1980 my brother Greg was looking for a car and I found a Torana in an auction yard somewhere around Bayswater. It was a LC GTR, Rally Red, with a black stripe down the bonnet and through to the rear quarter.

After checking with my brother I arranged to buy it and took it home at the weekend.

My brother drove it for a while and later I rebuilt a 186 similar to mine for it. He eventually traded it in for a rusty UC.

In 1981 I returned to live in the South West and at this time decided to have some rust taken out of the Torana. I had the rocker panels on both sides replaced, new GTR guards fitted, and a total re-spray.

My sister drove my LC for a short while until she bought a new Japanese car.

Now my youngest brother wanted to buy a Torana, we found a LJ SL 4 door and bought it, but on the way home the diff decided to break up and we limped home with an awful noise coming from the rear end.

When I went to replace it the only way I could remove the centre was to make up a tool to slide into the axle tube and screw the side adjuster back in.

Only a matter of days after this the brother decided to give the Torana a try out and unfortunately lost control and hit a stump with the rear wheel, which demolished it, bent the rear axle housing, rearranged the rear quarter, swung the front into some sapling trees and after completing a full circle landed back on the road rupturing the fuel tank, which was full, but that didn't end the story, as I fitted the rear axle from my LC which I had decided to wreck as I couldn't sell it.

I made the Torana driveable and drove it to town where the experts opinion was, that if it was insured, it would be repaired, but as it wasn't and I was better to scrap it. So we looked for another body.

At May 1982 I found work in the wheat belt at Newdigate, I was a bit late leaving so on the way there I put my foot down and managed to do one stretch of 100 miles in an hour with the fuel consumption of 20 mpg.

As I had phoned just before I left, when I arrived the comment was "we didn't expect you for about 1½ hours yet you must have been speeding a bit!"

I moved back home after the cropping was finished and eventually found a LC Torana body in Bayswater, to rebuild my brother's car. I completely rebuilt the whole car, re-ringed the engine, rebuilt his second diff & refitted all the trim. It was a bit tricky when trying to fit a LJ column into a LC body but it all worked out well, and I

arranged to have it painted so my youngest brother then had a Torana again.

In 1984 I bought a Torana 2 door, as I had for a while wanted to own a XU-1 but wasn't able to afford one, so I thought I would make one and collected all the XU-1 bits I needed right down to the heater hose bracket.

I married in September 1985 and as we then had two children and the Torana was put on the back burner. After Divorcing in 1988, I later remarried and moved, to start all over again! At this time I was a member of the Combined Torana Club but then decided that it wasn't really representative of my type of Torana, so I resigned. In 1989 I converted everything back to standard, in my 4 door Torana and sold it with 189900 miles on the clock. Unfortunately the person who bought it wrote it off about three weeks later!

I had sold it because it needed yet another paint job, (I never wish to own another metallic painted car again). To save painting it I purchased a LJ SL, a nice looking car but it soon developed rust and I sold it, so I only had the Torana in the shed then, and none on the road.

I have managed to cut out a lot of the rust out of that 1974 2 door Torana but as usual the further I looked the more I saw, so I decided to have the remaining panel work done by a restorer. Apart from this Torana that I am rebuilding, over time I have wrecked Five, partially wrecked two- 2 doors, and more recent I have had two- 2 door GTR shells.

Most of the bodies went to the speedway and the last is being built up for the drags.

I have joined this club and I am impressed by the running of the club and the cars and members in it.

Unfortunately I may not be able to come to events as often as I would like because of the distance, fuel prices and other commitments.

I have four vintage cars from 1924-1930 to rebuild, also I am a member of the Buick Car Club, Holden Club, SWVCC Model A Ford Restorers Club and the V.C.C. of W.A.

Yours Mike Bell

Mark Pitt's Story

My addiction started back in 74 with my first xu-1, an ex police chase car from Northam, 2 years old and strike me pink in colour. They knocked the price down to \$2,400.00 and still had to fit of two other xu-1 mad people trying to stop me.

Rebuilt the car from bumper to bumper and naturally changer the colour to a more manly colour "red".

Sold the xu-1 after nearly 10 years she was sold for princely sum of \$5,500.00 (1982 a lot of money) to settle down and do the family thing ,, wife, three kids etc,,

Needed a car to go to work so picked up a 72 orange xu-1 rust bucket as my daily drive but no money and practicality of a family car (holden wagon) won the day and sold it for \$1,000.00 after heated discussions about blocking it in my parents garage,, I still thing I should blocked the bloody thing ,, my way..

Now 28 years later the whole thing has been started again with he purchase of this xu-1 via a friend in melbourne and you know "only selling it for a friend line" was used followed by surprise phone call from the real owner offering the id TAGS as a separate item. After checking with GMH and the parts ID BIBLE realized I had another bloody STRIKE ME PINK car to contend with !!!!!!!!!!!!!!! we picked up the whole package inc engine block for \$6,000.00.

Well the car has been to two panel shops with the second blaming the first etc you know the story and now almost ready to be painted before the end of june (I HOPE)

All other parts are ready, seats, gear box, motor etc and in need of a home.

Relying only on memory and some good books and friends the saga starts again !!! HELP !!!

There is a lot of special people in the club that I won't name but have been a great help to keep the flame alight

Hopefully the car will be ready for GMH day in November so I NEED HELP,,,,,,,,,



Mundijong Sunday Run

It was the 27th April 2008 and the weather was forecasted as rainy and grey but still Trevor, Chris and the Jeffery family made it to the Park Centre of Victoria Park at 10am.

A change of plans made us head to Bill and Val's in Oakford.



We spent about an hour in Bill's shed whilst he showed us all his treasures before we headed off to the Mundijong Tavern.

We arrived at our destination to meet a few others. From there we headed into the pub and a few drinks later, lunch was served. With not complaints the food was great.

After lunch was finished we had a few photos and headed outside to a light shower of rain.. And more photos. Shortly after, Pat, with her SS wagon took Val for a run down the main drag of Mundijong followed by Chris in his Torana with passenger Doug.

Chris, our club president showed us the way not to drive by getting caught by the police on the double demerits weekend.

"Do you have a permit for these carbies" the Policeman said, clearly he didn't know or was not familiar with this model Torana.

An expensive day out for Chris.



Note to oneself "drop 5 and Save demerit points"

But all in all a little bit of excitement to end the day.

Chris will take a while to live this one down.

Lisa Jeffery

All Australian Car Day #5 April 13th 2008

By all accounts, the All Australia Car Day No. 5 held at Waroona oval on Sunday 13th April was a record breaking event. Over 600 Classic and Custom cars plus other support vehicles were on display. Crowd numbers were over 12.000 and God Looked after us with the weather this year. One of the only negatives to the whole event was the cancellations of the RAAF fly past due to "Government Cost Cutting".

The day started for me at about 6am with one more car to wash and get ready for the event. (I did the other two Saturday afternoon). With that done and the sun up a bit more it was 7 o'clock—time to start them moving. When I arrived at the oval there was already a few cards and people in attendance so it was safe enough to leave the "Green one" and walk home



(approx 1km) to get the "Yellow one" - then the "Black one" - then the club trailer—then the "New one" on the car trailer (I drove home for the last two). With almost everything down there I made a few calls to see where everyone was. David "Mustard XU1) was mobile at about Pinjarra but having overheating problems due to the amount and slow speed of road traffic. Entry onto the town oval was also a problem with the use of only one gate and the "nice oldies" who want to chat with everyone.

Once inside though everyone found a spot and things quickly cooled down. There was plenty to do with cars to see, bargains to be picked up at the many stalls and local produce to be sampled. As time moved on people started to think about lunch, so we bought buns and butter and I barbequed a few "sea cockroaches" (Cray fish) in their shells.

During the day some old friends turned up, and new ones were made, old cars were repaired and new old ones were discovered. In all the overall opinion was that everyone had a lovely day and thoroughly enjoyed themselves.

At about 3 o'clock the once packed oval slowly began to empty and by 4 o'clock all but a handful of cars were left.

Thanks to everyone for turning up, thanks to Trevor for everything as usual and thanks to Kathryn for coping all the as usual.



Brian Taylor

CLASSIC CAR SHOW

Sunday, 16th March 2008 at Whiteman Park by Trevor Peters

This event is a great opportunity for car clubs to display their cars. In total, 78 car clubs turned up for the day and they all enjoyed the beautiful sunny day at the Mussell Pools.

On show were old cars, muscle cars, large and small trucks, old and new motorbikes, racing cars and the unusual.

What a fantastic effort from our Club members (especially our newer members) to turn up for the event and a total of 21 cars that got into the swing of the event theme, which was "St. Patrick's Day". Following directions from El Presidente (Chris Day) we had most of the Club's green cars on one side of the display, with all the other coloured cars on the other; the Club's trailer and banner to centre stage in the middle alongside Phil's 28C Brock replica.

The Club members were asked to bring along gnomes or leprechauns to add to the display around the green cars, and in keeping with the "green" theme we had the green Castrol bunting around the display area. I picked up some green face paint, a clover-shaped sponge and then proceeded to stamp people's cheeks with sponge.

The enviroshades were set up to the back of the display with the portable gas stoves and frying pans. Breakfast was the first meal and involved Pat, Brian, Phil, Ray and Karen rolling their sleeves up and getting stuck into making hundreds of pancakes which could be topped with syrup, jams, strawberries and cream as well as bottomless cups of tea and coffee.

The event attracts a lot of spectators to Whiteman Park. Some people will stop and chat to the car owners and reminisce of the times that they once owned one too. Phil's 28C Brock replica attracted a lot of attention and raised eyebrows, and Phil was asked several times "Is this the real car?" Some people couldn't help themselves and started taking heaps of photos of the car.

The same chefs fired up the barbecue for lunch and did a fantastic round of beef and chicken burgers. Thanks to you all, you did a great job!

A lot of our Club members spent some time looking at the other displays including the museum which is filled with historical cars, models and memorabilia. It's well worth a visit.

Thanks to all the people that put so much work and effort into our really good display, but once again, we didn't get the prize to the great disappointment of the members present.

We finally started packing up around 3.30pm, and a few of our members decided to stay for a bit longer and have a couple of drinks. Big thanks to Bill and Allan for bringing the Club trailer; also thanks to Brian Taylor and family, Mike and Steve Bell from the south-west for bringing their cars to the event; to Chris and Karen for organizing the catering to feed all the members. A great event, and we should make the effort to get involved with this show again next year.





NMHD 2008 The Hills are alive With the Sound Of TORANAS

Sunday 18th May 2008



WILLIAM BILL & DAVE TAKE AIM



**MEMORIES OF PETER BROCK RESPECT
JUST LIKE THE RED GUM ON O'BRIEN ROAD**



ARCHERY PRACTICE

CHECKPOINT 2 – CHECKPOINT 3

Blessed with the best day for a cruise, we all gathered at the Caltex on Toodyay Rd 7 Torana's in total (I think).

New member Rob Visser bought out his Metallic Aqua Taormina LC GTR, well presented car, as was Daniels LJ XU1 whom was out for his first club run since rejoining.

The scene was set, we headed off along Obrien road (A fantastic drive enjoyable winding road), with the next stop the Peter Brock Shrine.

Having never been there before, I was quite moved, looking around I could tell I was not alone; many minds were racing about the legend that was Peter.

A few stories were swapped about how he took the corner and hit the tree; again it was time to move on.

Heading back along Toodyay road there was a photo opportunity but I think all our members were obeying the speed limit, soon arriving at Dave's place in Giggi.



After the formalities everyone checked out Dave's Red LC work in progress, Straight bodied car should be tuff when it's finished.

Trevor's, Bond car was also there, still in the early throws of body work, I am sure this will also be a credit to the guys.

Lunch was cooked by Dave and family, BBQ sausages and fresh rolls, washed down with a beer or two, everyone was smiling.

What better way to finished the day than shooting arrows at a Ford XY GT cardboard cut out with Dave's archery set.

As archers we make good Torana Drivers, hitting the cut out was around 1 in 5 arrows.Thanks to Everyone who came along, Big thanks to Dave and his team, Bill and Val, and Jo and Alan our lead car for the day.

Cheers Steve Gunn

EXTINCTION IS NOT AN OPTION



9446 8788 Unit 3/21 Guthrie St
OSBORNE PARK

RARE SPARES

The Holden and
Ford Specialists.

- Weather Seals
- Rust Panels
- Lenses
- Badges

& Rubber Seals
for most makes
and models.

Call us to see if
we can help you.