

HOLDEN TORQUE



Magazine of the Holden Sporting Car Club of Victoria

November 2018

Photograph below – Thomas’s Trip to Elizabeth South Australia



Our valued sponsors



Next Club Event

AGM moved to Sunday 17th
February 2019 at Ron’s Place
(more details to come at a later
date)

What’s new in this edition?

Present’s Report Bruce

Editors Report – Trip to Elizabeth South Australia.

Holden Torana, Australia’s sporting car icon of the 1970’s

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Magazine

Articles and advertisements to be published in the magazine can be submitted via e-mail to the Editor at editor@holdenclub.com. Microsoft Word format is preferred for text, pictures as jpg (no larger than 1200x900).

Each month's items must be received before print night (refer Calendar). Quarter page ads are free to members.

Advertising is otherwise charged at \$10 - quarter page, \$20 - half page, \$35 - full page per edition

Website

Why not visit our website? Find us at: www.holdenclub.com for more information on the club or up to date information on our various events.

Club Meetings

Refer to Calendar for next club meeting. All members, friends and new visitors are very welcome.

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Event Calendar

November to December

Important Notice:

Due to unforeseen circumstances our AGM that would normally be held in November has now passed and will now be held at Ron's place in Balnarring on Sunday 17th February 2019.

Further event updates to come through email alerts and through HSCCV Facebook page.

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Editors Report – Trip to Elizabeth South Australia

It's been a while since last Magazine (September) with a lot going on in my life on a career front which has been a contributing factor here... In brief in I finished one job in September and took up an exciting new job in the digital media space. (Val Morgan Outdoor)

As a result, before starting the new job on 10th October I took an opportunity to visit Elizabeth South Australia one last time before Holden's factory was fully closed for good since it's manufacturing closure on October 20th 2017 that heralded the end of Australian Automotive manufacturing for Good.

As many of you would recall, as a fitting tribute Holden saw to it the final car to roll down Elizabeth's production line was a bright Red Holden Commodore SSV Redline Sedan.

On the way up to Elizabeth I stopped to visit the old Birkenhead (Port Adelaide) GMH vehicle



assembly plant that was opened in 1949 and was closed in 1962 making way for Elizabeth that opened in 1965.

This assembly plant also assembled imported CKD (complete knockdown) kits for Oldsmobile, Pontiac, Bedford and Vauxhall branded vehicles. It's hard to find a lot of information online about this piece of GMH history, however the remaining

GMH Mosaic is impressive, It's sad to see it laying there subject to the elements and weeds growing around it.

Please note the building illustrated in the photo above no longer exists just a vast plot of vacant land.

Nearly 12 months on since the October 20th 2017 closure, looking from the outside of the Elizabeth factory from a distance it would be difficult for the casual observer to notice that the factory had actually closed except for hints such as a lack of cars in the staff car park and a vast empty car holding yard that was once full of cars destined for various dealerships around Australia or some going to New Zealand.



My hope was to get one final look inside the factory or at least drive around the compound as I did last year, however despite trying to persuade the Wilson security guard at the gate, he was kind enough to spend a few minutes talking about his experiences at Elizabeth and what the future plan was for the site.

Staff Car park, almost empty



The security guard despite being employed by Wilson security and contracted out, still shared the same passion for the Holden brand and what the Elizabeth factory stood for. This was demonstrated when he spoke very highly of Holdens VE and VF series of Commodore cars and how far they had come (you could sense emotion in his face).

Whilst there is no certainty what will be done with the main office block, he was able to confirm that the factory itself would virtually be emptied of all stock, tooling, equipment, etc. by end of October.

An assortment of late model employee Holdens, VE / VF Commodore, even Holden Cruze!



Notice how nicely kept the grounds are?



Phillip Hwy side of factory to left of security gate entrance



Holden's Manufacturing Operations sign on the Phillip Highway



Reception foyer now vacant



"Grace" my HSV Grange Posing in front of Holden Elizabeth



What was confirmed the imminent restructuring of the plant facility that would be turned into a technology park, one of their main tenants a solar panel manufacturing facility and a range of other high tech businesses.

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Presidents Report

Hi Guys,

It's been a while since my last report and a bit has been happening.

We have run our annual sprint event at Sandown which ran well thanks to all the helpers on the day. With low entry numbers, the entrants had plenty of track time.

Ron enjoyed taking the Come & Try entrants under his arms and helping them with their introduction to motorsport. The BBQ did big business and was well organised by Darren McGrath and his lovely wife. From the feedback I got, a good time was had by all.

These events take a bit of organizing and take up a fair bit of my time, organising helpers, medical, etc: and with the low entry numbers it was decided by the committee not run another sprint, but we have been approached by Ford Four Car Club to pool our resources and run events together, sharing the cost, profit or loss and member pool. This way we can reach more people through advertising to a larger group. The committee will be finalising all the details with FFCC soon and we will be running a couple of successful sprint events next year.

Well what a great fairy tale farewell for Craig Lowndes at Bathurst. I was so pleased to see Craig win and I hope he can win two more to match his mentor, Peter Brock's record of nine Bathurst wins and I hope he can do one more.

We have a multi championship winner in our ranks. HSCCV member Tony D'Alberto has taken out two Australian motorsport championships this year. Firstly with co driver Max Twigg, Tony won the Australian GT Endurance series and with

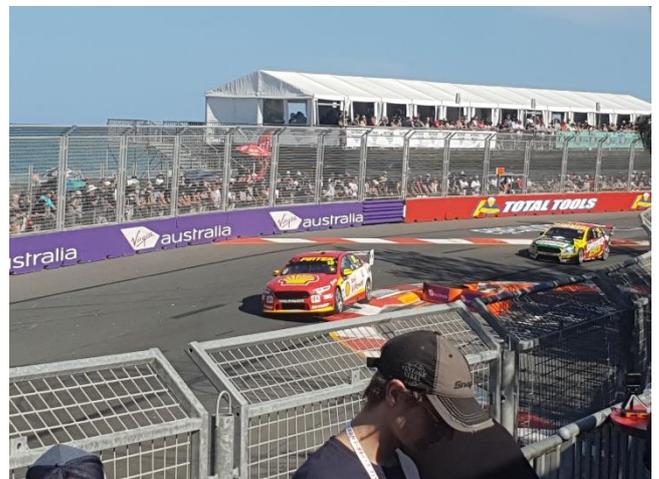
Grant Denyer, won the Australian Production Car championship. Well done Tony.

I had a taste of the good life recently. I was able to enjoy the Gold Coast 600 in corporate comfort

courtesy of a Kia Motors Australia workshop incentive. Everything was included, being able to sit down and watch the racing with plenty to eat and drink was fantastic.



We had a couple of visits to Garry Rogers Motorsport's garage with Barry Rogers giving us the ins and outs of running a supercar team. We had a great spot on the beach side at the chicane that



gave us a closeup view of the cars negotiating those four chicanes, and when the tropical storm came through, we were nice and dry. I don't think I can watch racing any other way now haha. I hope we can win the Kia incentive next year as the trip is to the Singapore GP.



My VP Commodore Interceptor has a new friend join it, I have just purchased a rare VN Commodore, one of only 200 built out of the total production of 215180 VNs. What is it you say, it is a 1990 series 2 executive wagon.....Nothing special you say. Normally you would be right, but this car is fitted with the 5



litre injected V8 and a 5 speed manual gearbox. It is a project car that will take a little while to get back on the road. It will be subject to a full restoration. I have been doing some research and found there are quite a few new parts available for these cars right down to dealer stickers, so I hope it will be a relatively smooth resto. With the prices of Holdens increasing, I think it is worth saving this car.



Our AGM is normally held in November and this has past so the AGM will be held at our presentation at Ron's place next year on February 17.

Cheers for now

Bruce

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Vice Presidents Report

Some of us just can't help ourselves....

Recently, while doing my usual and regular scan of the websites selling cars, I stumbled across something I've been looking for a very long time.



Good Mercedes W123 280CE's are just about impossible to find. They represent a car from an era when car companies were run by engineers and not accountants (apologies to

all those accountants out there but you just don't build em like the engineers do!!)

This particular example has had the hard work done and was hunting for a new home and an owner willing to put the time and effort into completing her resto.

My home and I were just what she was looking for.

As I write this article, the car is on a truck making her way down from Warrnambool to me and I can't wait to get her home and sink my teeth into her completion.

That said, I hope she isn't going to sink her teeth too deeply into my wallet!

I haven't actually sighted her in the flesh yet. It's the first car I've bought where the inspection was done on a FB Messenger video call. Aahhhh, technology.

There's lots to do but a good reward awaits at the end. I will keep you posted in developments.

Happy motoring.

Ron - Vice President.

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The Holden Torana, Australia's motor sport icon of the 70's...

The Holden Torana's name came from the Aboriginal word meaning to "fly", and it certainly lived up to its name especially at Bathurst over its 10 year racing career there (1972-1982)

The first generation known as the HB Torana debuted in May 1967 propelled by 4 cylinder power (1159 cc and 56 bhp or 42kw) was introduced to replace the Vauxhall Viva which the first HB Torana was based on as was only available in a two door body style.

HB Holden Torana



HA Vauxhall Viva



In early 1968 an engine upgrade known as the "series 70" engine option (equivalent to option '90' for the Vauxhall Viva) that offered a higher compression ratio, revised camshaft with a single CD Zenith Stromberg Carburettor lifting output to 69bhp (51 kw). Owing to the increased performance of the new engine the Automatic transmission was only available on the series 70 engine from that point forward.

HB Jack Brabham Torana



HB Series 2 Interior



October 1967 saw the introduction of a "Brabham" Torana as a tribute to the well respected Australian race car driver Sir Jack Brabham. The same series 70 engine was used however with an upgraded twin CD Zenith Stromberg carburettors and sports air cleaners and better breathing exhaust system, resulting in increased performance to 79 bhp (59kw). Wider wheels, power assisted front disc brakes were standouts on this model.

The '69' model year Torana introduced in September 1968 was referred to as the HB Series II, which for the first time featured locally made body panels no longer sourced from it's UK based Vauxhall sibling. Also a four door sedan shape was available for the first time.

This revision also included revised a revised interior design using more local content such as Holden designed steering wheel, lighting, dipper switches (floor mounted) instead of the stalk in the first version.

A total of 16,318 HB Toranas were built.

The second generation LC Torana was introduced in October 1969 available with a six cylinder engine for the first time, starting with the 138cu '2250' or a 161cu '2600'. The six cylinder models had a longer wheelbase of 100 inches instead of the 95.8 inch retained for the four cylinder model. This resulted in more aggressive styling due to a slightly longer nose to accommodate the larger engine. Gear box choices where three or four speed manual or three speed Trimatic automatic transmission.

This model was awarded Wheels magazine car of the year for 1969.

The entry level four cylinder engine of 1159cc was unchanged from the first model, however a new overhead cam 1.6 litre engine with 80hp (60kw) on offer was added to the range that replace the Jack Brabham model. This engine was sourced from Vauxhall in the UK along with a stronger gearbox to cope with the extra power.

Holden LC Torana Deluxe 1200 4 door



LC Torana 2600 4 Door



Body styles on offer were revised with two and four door versions offered in base (four cylinder only) S or SL trims. A two door sports model, the GTR with a 2600cc six cylinder two barrel Stromberg carburettor with front disc brakes as standard (optional on all other models). Bucket seats were standard across the range, with the bench seat optional on four door S and SL six cylinder models.

August 1970 saw the introduction of the first iconic performance GTR XU-1 that put Torana's name on the map at Bathurst owing to it's strong power to weight ratio. It sported a 160 bhp, 186cu (3 litre) six cylinder engine, with three Stromberg CD150 carburettors, performance cylinder head and camshaft and four speed manual gearbox.

Figure 1 LC Torana XU1



Figure 2 LC Torana 186cu Triple Carburettor Engine



Holden built a total of 74,627 LC Toranas

February 1972 saw Holden introduce a facelifted LJ with six cylinder models borrowing styling from their larger HQ Holden siblings. Many mechanical components carried over from the LC such as retaining the 1200 and 1600 four cylinder engines, however a new 1300 cc unit was available for the Deluxe model available in four doors with automatic transmission. This left the 1200 to power the 2 door base model only. The 2250 and 2850 six cylinder engines carried over and the introduction of a 3300 (202cu) borrowed from the HQ featured in the LJ Torana GTR sedan.

A race bred 3300 engine was fitted to the LJ Torana GTR XU-1 that now produced over 200 bhp (149kw) making it quite a rocket for it's day! An upgraded CD-175 Zenith Stromberg triple carburettor setup and Australian made M20 four speed close ratio manual transmission was fitted.

This model of GTR XU-1 Torana driven by Peter Brock for the first time pulled off a David vs Goliath victory against Fords legendary heavyweight GTHO falcon.

HDT (Holden Dealer Team) also developed a potent 300 bhp (224 kw) 308ci V8 version of XU1 Torana raced by Peter Brock and Colin Bond. This model never went into production due to controversy caused by the Super Car care of 1972 with political pressure put on Holden and others such as Ford and Chrysler not to release their "bullets on wheels".

A total of 81,813 LJ Toranas were built with some being exported to New Zealand, however only the six cylinder model possibly due to New Zealand still selling the four cylinder Vauxhall version.

Figure 3 LJ Torana based Chevrolet 1700 Station Wagon (South Korea)



The LJ Torana was also exported to South Korea badged as the Chevrolet 1700 marketed by GM Korea between September 1972 and 1976. Interestingly this model spawned a five door station wagon variant never available in the Torana range. This car did not sell well in South Korea due to its reputation for being thirsty on fuel (remember this was the oil crisis era)

In February 1974 a facelifted LJ Torana known as the TA based on the short wheelbase four cylinder models were facelifted using body colour plastic moulded front grilles and revised rear tail lights. This model had a short life of only 11 months and as introduced as a stop gap model before the introduction of the GM World platform T Car badged the Holden Gemini (Opel Kadett) introduced March 1975 and completely new LH Torana released in March 1974.

TA Torana and colour matched radiator grille



Figure 4TA Torana rear



The LH Torana released in March 1974 was the first complete redesign of the sheet metal since the HB and was produced in four door sedan body style only. The same wheelbase was used for all available engine variants such as the 1.9 litre four cylinder, 2.85 or 3.3 litre Holden “red” sixes and the 4.2 and 5.0 Holden V8s.

The LH was also exported to the Phillipines as the Holden 1900.

Another interesting option that came out with the LH Torana was the hutch back, essentially an extension to turn the lifted hatch area of your Torana into a tent!

LH SL/R 5000 Torana:



LH Torana Hatchback with the Hatch Hutch:



The SL/R 5000 sedan was the only model to use the 5.0 litre V8. There was also an L34 version introduced in 1975 with only 263 ever built that featured a higher compression engine with stronger components for increased power and durability for competition use. The LH L34 Torana won the 1975 Bathurst 1000 touring car race with Peter Brock and Brian Sampson.

In 1976 the A9X model (an improved L34) that used the same L34 motor won the Bathurst race again.

Prototype wagon and hatchback versions of the LH Torana were built, however never reached production.

A total of 70,184 LH Toranas were built. This may have been more if the New Zealand government's post oil crisis 60% import sales tax on cars with greater than 2 litre capacity was not there. For a time the LH was withdrawn from the New Zealand market and reintroduced later with the Opel 1.9 litre 4 with four speed manual floor shift or automatic transmission available.

The LX introduced in February 1976 was a mild facelift of the LJ with rectangular headlights replacing the LH's round ones, and side window surrounds being black only instead of body colour and a larger front mounted Holden badge.



For the first time a hatch back (although no wagon) model became available for the LX however only in 6 cylinder and 8 cylinder power.

In July 1976 stricter emission regulations known as ADR27A saw a decrease in engine performance from approximately 10 to 20 KW (13 to 26 hp approx.), the latter being for the higher spec engines.

In November 1976 the LX Sunbird was introduced powered by an Opel sourced 1.9 litre engine with a paltry 72 kw of power (down from 76 thanks to ADR27A). There was no Six or V8 engine in the Sunbird range. The Sunbird had the option of a four speed manual or three speed automatic transmission.

The LX Sunbird was also the first Torana to feature RTS (Radial Tuned Suspension) that was touted by GM to greatly improve a cars road handling.

LX Sunbird Sedan



In 1977 Holden introduced the A9X option to the LX series that was available in limited numbers and was primarily targeted at keeping it's place in Australian Touring Car racing, especially the annual Bathurst 1000 races. The A9X factory code was available on 5.0 litre V8 powered SL/R 5000 sedan and SS hatchback models. The A9X bore a resemblance to the L34 LH, however was differentiated with a rear facing bonnet scoop to increase air flow into the engine bay to improve endurance and

power in racing applications. The A9X did not change anything engine wise from the L34 recipe, however rear disc brakes, heavy duty axles, and a heavy duty 10 bolt differential were new.

The A9X claimed victory in the 1977 Hang Ten 400 at Sandown with Peter Brock at the wheel. However the A9X unfortunately did not conquer at Bathurst in 1977 being outrun by their rival Ford Falcons driven by Allan Moffat and Colin Bond. However this did not stop Holden from further refining the A9X package and taking out victory again in 1978 and 1979.

A total of 65,977 LX Toranas were produced.

The UC Torana was the final model in this name plate released in March 1978, however saw the demise of a V8 engine and no more SL/R variant. This narrowed the choice of engines down to just the 2.85 and 3.3 litre six cylinder. A Deluxe pack was produced to fend off competition from Ford's TE Cortina Ghia. This comprised a laminated windscreen, tinted side and rear windows, intermittent wipers, radio / cassette player, cloth trim, sports dashboard and bumper overrides. A very small number of UC Toranas (33) were sold with an aftermarket turbo through Holden dealerships.

The Sunbird lived on with the 1.9 litre Opel four cylinder engine, sharing it's body shell with the UC Torana sedan and hatchback. There were three trim levels, base, SL and SL/E. This model sold well in New Zealand being popular with fleet buyers.

New Square headlamps and long rectangular tail lenses identified the UC Sunbird.

Later models used Holdens 1892cc Starfire (dubbed the misfire) four cylinder engine which was effectively a six cylinder engine with two cylinders lopped off the block. This crude engine received a reputation for mediocre performance and below average fuel economy.

The last Torana Sunbird was produced in September 1980 with the Starfire four based VC Commodore filling its void until the arrival of the front wheel drive Opel J Car based Camira in 1982.

Talk of a facelifted UD model beyond 1980 was considered however Holden decided to let the VC / VK Commodore and the Camira fill that void due to increasing competition from the likes of Chrysler Sigma, Datsun Bluebird and Mazda 626.

Torana Concept Cars

Torana GTR-X

The Torana GTR-X was designed during the LC series era and was seriously considered for production sporting Torana XU1 mechanical components.



The GTR-X bore a striking resemblance to some exotic iconic sports cars of the 1970's such as Maserati, Ferrari, Lotus Espirit, Mazda RX7 to name a few. It weighed a mere 1043 kg with an impressive top speed of 210 km/h and would have been the first Holden car standard with 4 wheel disc brakes from the factory! Unfortunately the high cost of production forced this car to be a still born model.

The only existing complete prototype GTR-X to exist is on public display at Holden's head office in

Melbourne Victoria.



Torana Mystere

This concept car built in 1977 based on an Torana LX SS Hatchback employing a 308 cu in V8 and a four speed M21 manual transmission. Unfortunately the vehicle never made it to production as the designer Arcadipane Automative (Peter Arcadipane) could not meet GM's mandate of keeping the cost of the vehicle below \$15,000 further hampered by the custom leather interior.

Only one model was produced and lives in the

garage of an enthusiast in Melbourne

Torana TT36

In 2004 Holden unveiled a prototype Torana based on a scaled down rear wheel drive VE Commodore platform that was powered by a Twin Turbo 3.6 litre V6 borrowed from the Alloytec 190 that delivered an impressive 280 KW and 480 NM of torque with 90% on tap from only 1600 RPM! Only one was ever built and is housed at the National Motor Museum at Birdwood in the Adelaide Hills.

