

HOLDEN TORQUE



Magazine of the Holden Sporting Car Club of Victoria

December 2022

Photograph below – Guest speaker Paul Beranger with Bruce on HSCCV 50th Anniversary



What's new in this edition?

Magazine Editors Report

Prez Sez (Bruce)

Vice Presidents Report

Photos from HSCCV 50th Anniversary 3rd September 2022

Blocky for Brocky – Torana XU1 round Australia Tribute Tour

Holden Gemini – A Retrospective

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Maroondah Printing

Next Club Event

Werribee Motorkhana – Feb
2023 date TBA
HSCCV AGM Feb 2023 date TBA

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 months 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.

Correspondence

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Disclaimer

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Magazine Editors Report

Hello all, I know it's been a while since the last magazine earlier this year in July, once again the busyness of work and personal life and now Christmas preparations playing a part.

The clear highlight of this year has been our 50th Anniversary as a car club back on Saturday the 3rd of September which was a great day for all with new, long term and prior members mingling and reminiscing about yesteryear along with a couple of special guests adding to the wonderful atmosphere of the day.

Remember this magazine is not just my magazine but "yours". If you want something of interest covered then please don't hesitate to contact me on 0414 953 481 or email me thomas-clayton@hotmail.com

Hope you enjoy this months magazine. Also best wishes for a Safe and Happy Christmas spent with family and loved ones.

Cheers!



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Prez Sez May - December 2022

Below – HSCCV Member Tony Alberto doing us proud at Bathurst International TCR Championship

Hi fellow HSCCV members,

Wow December and Christmas is only a week away, where has the year gone.

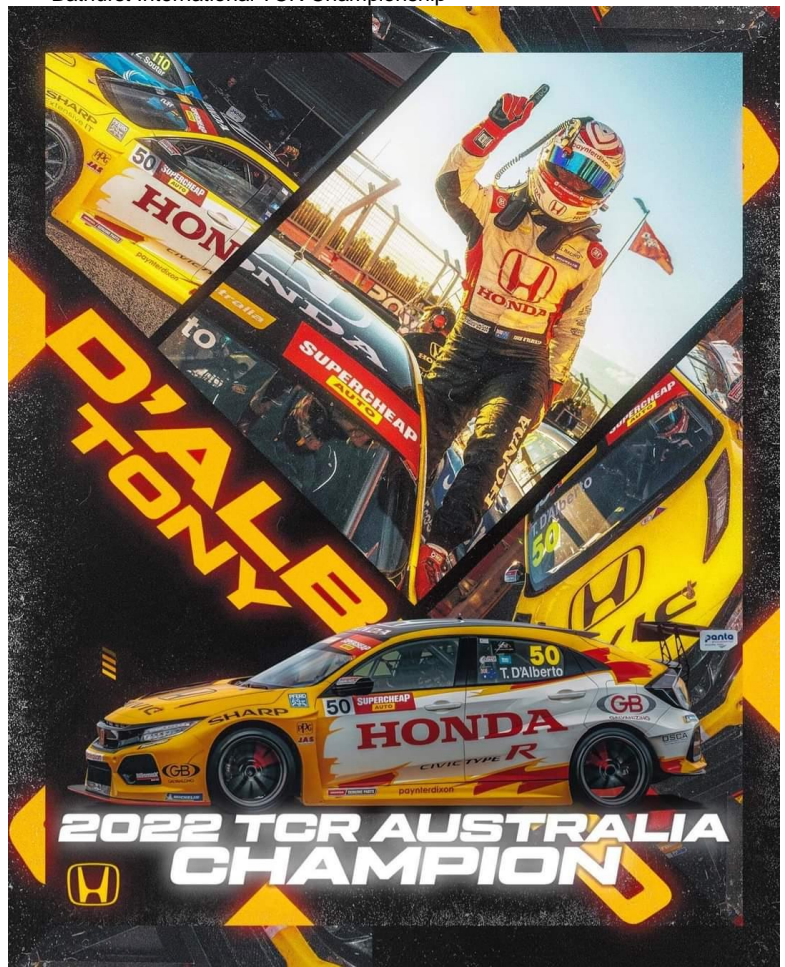
Since our last newsletter we had our 50th celebration at the Sandown Park hotel. It was great to see past members I haven't seen for many years. Old friendships were rekindled, and some old members rejoined!! How's that.

We had a couple of guests being past member Paul Berenger and current member Tony D'Alberto. Tony gave us a great rundown of his racing this year and stories of cars he has owned over the years. His first car was a GTR XU-1, not bad for your first car.

Paul is a past member of the club and was a designer at GM-H back in the late 60s and early 70s, and told us a few stories from back in the day that were interesting to say the least. Paul has written a book called Crayon to Cad all about car design and his career which is quite extensive. He bought a few copies with him and sold out in no time and had to take orders.

Many members brought along their classic and special cars along for a mini car show in the carpark. We had door prizes that were kindly donated for the day with some very special books and other memorabilia and there were many happy faces from the winners of these items. One highlight for me, was nine of the past and present Presidents up on stage for a photo.

Our motorkhana was to be run back in November, but due to the copious amounts of rain we have had, the event was cancelled due to the Werribee ground being under water. We



will be running the opening round of the 2023 G5 motorkhana series on February 17 at Werribee. Maybe it'll have dried out by then haha.

Bathurst has been run and won very fittingly by a Holden badged car and then topped that off with winning the race at Adelaide for the final race ever of the Holden brand. Well done 888 racing and Shane Van Gisbergen.

Next year sees the debut of the new Gen 3 cars. Camaro under Chevrolet racing and the 2023 Mustang representing Ford. It will be interesting to see how the diehard Holden supporters will take to the Camaro. Will they reject it or will they embrace it.....Only time will tell.

HSCCV have a national champion member. Tony D'Alberto at the Bathurst international meeting secured the TCR championship in a battle where his car was a bit handicapped due to BOP. The Honda Civic has not performed to well at the mountain, but he persevered and managed to accrue enough points to bring home the silverware.

Congratulations Tony from all the members of HSCCV.

Our AGM will be held in February next year at a location yet to be determined. So check your emails and the club facebook page for further updates.

On a personal note, this is my last article as president of HSCCV. I was the president at the 40th anniversary and the 50th and I have been president for, I think, at least five more terms. So I have decided it's time and not renominate for president for 2023, step aside and let someone else take over the reigns and take the club into the next 50 years.

Thanks to all the members who have helped me through the years, I couldn't have done it without you. I will be still hanging around, so you can't get rid of me that easy.

Cheers for now
Bruce

Vice President Report

Well were do I start , a BIG thank you to all those past and present members of the Torana club and Holden sporting car club of Victoria who attended the 50th anniversary celebration at the Sandown Park Hotel.

May I say it was amazing to see so many familiar faces from days gone by and meet others that were so influential in creating an entity that would endure for 50 years and beyond. I bet they've seen some changes in the motoring industry and also motorsport that no-one could have foreseen.



It was wonderful to have the number 2 membership holder Frank Grant along and what a lovely man to chat with and hear stories from, looking forward to seeing him at future events if possible.

Paul Beranger was also an amazing special guest on the day, his 45 years experience in the automotive design industry and his book Crayon to Cad about the evolution of the design industry were a huge hit. Lovely bloke and an integral part of the success of the Torana club in the beginning.



Lots of stories about people and times in the club were being told around the room as we enjoyed food provided by the venue and a few sippers from our very own bar. It was fantastic to have our own TCR Champion 2022 the extremely talented Mr Tony D'Alberto and his father Al also as special guests.

Above: Guest Speaker Paul Beranger



Congratulations to Tony on an amazing year in 2022. Always a great young man to catch up with. It's events like these that highlight to me how many long lasting friendships can be formed in these types of clubs and even though you don't see each other for a while the bonds and laughs are still priceless. The movies, photos and slide show were truly a time warp and took us back to a far simpler time. I would like to thank our late number 4 member Ivan Okey for his magpie like saving of most of the club magazines throughout the years it's a sensational time capsule and I hope most people had a look and searched for magazines they would have appeared in. We are blessed to have a long history in this club.

It was awesome to be amongst so many former Presidents and the photo opportunity was not to be missed.



Thank you to Bruce and all the committee for helping with getting it together and the Sandown Park Hotel has become the venue of choice for committee meetings lately. Thank you to everyone who attended and made it what I regard as a great day. So many people travelled from quite a distance but we are car nuts and that's not such a bad thing sometimes.

To spend the day with current and past members who have so many stories and memories, fellowship and the lovely messages that we have received from people makes the 50th anniversary of the Torana club of Victoria as my highlight of 2022 thank you. One thing that stays with me is the story of the two gentlemen from the 70s who met each other at the bar who obviously had some time pass since the last meeting and the warmth between them.

That's what being in a club is all about. Thanks to Kate and Lachlan for your help. Anyone wants an earlybird ticket for the 60TH They go on sale in 2031 around September. Being part of this club off and on since the late 70s I personally have made some amazing lifelong friends who's friendship I cherish.



The display of cars in the hotel car park was awesome with lots of different models and to have members who's effort to attend from vast distances was most appreciated.



We were lucky enough to have two of the entries in the "Lap of the block for Brock" XU1s in the display and if you didn't catch the adventure on social media look it up it was a great trip as I dare say Bruce has written a report on.

It's also been a great year for the Holden namesakes last foray in the supercar world. Winning both Bathurst and the championship not to mention Gizzys record season and the

rise of the future with the likes of young Brock Feeny having a ripper first full time season in the big game.

I reckon most of us die hard Holden supporters won't be too fussed by the Chevrolet changeover. Could never possibly turn team blue. Perish the thought.

It's also a shame that our Motorkhanas that we had planned didn't get to go ahead this year as planned due to things outside the control of the club. Bugga , I like these events and it gives us a chance to catchup with other clubs.

Lets hope things pan out in 2023 on the group 5 Khana front and we can host a few.

One thing that would be great to see in 2023 would be more input from our membership in general. If you want to get together for a cruise or see a car show or display or event that you think may appeal to others please use any of the social media or drop those on the committee a shout out.

Talking about the committee if you feel you may have something to offer the club in the form of being on the committee please let us know. Come along to the AGM planned for early 2023 and play a part.

Anyway enough of my rantings and once again thanks to all involved in 50th year of the club that was started one evening in a hall in Oakleigh by a group of crazy Holden enthusiasts.

Thanks for listening all the best for 2023.

Regards Darren McGrath HSCCV

Blocky for Brocky or driving around Australia in a 50 year old Torana you crazy bugger



Unless you live under a rock, you would know that 2022 was the 50th anniversary of Peter G Brock winning his first of nine Bathurst 500/1000 races. So a gentleman by the name of Todd Martin from Muscle Car Events back in 2020 came up with this great idea of driving 50+ year old GTR and XU-1

Toranas on a 22 day 12190km journey around the country to celebrate this anniversary.....ARE YOU MAD.

It seems there were a few people who are bloody mad and crazy enough to do this. One such couple were HSCCV members Kim and Chantelle McConchie. These guys are gluttons for punishment. They did the Repco round Australia retrial in 2019 in a HQ 4 door Monaro with fellow member Peter Stewart, so when this event was proposed, they were in boots and all driving not one, but two LJ GTR XU-1s. Co drivers were needed and I was asked to accompany Kim, naturally I sad yes then thought bloody hell what have I done!!!!

So budgets were made including fuel, accommodation and food/alcohol and a plan was put together to prepare both cars for this enormous event. After me travelling to Yackandandah a couple of times to help with preparations, Covid hit and lockdown, so I couldn't help Kim for a while.

Some of the preparations were, changing diff ratio to 2.79 to reduce the engine revs, a normal M21 gearbox, suspension modified ie: softened and raised, thermo fans and larger alloy radiator, rear seats removed for more stowage space and a fridge fitted, some electrical connectors for phones and CB radio which was required for communication between the cars and organisers and finally, a pair of seats from a Camry for comfort.

The time went fast and next thing, the event was upon us. The event started for us a day earlier by driving to Bathurst with four other entrants from Victoria and Tasmania.



Twelve Toranas started at the top of the mountain early in the morning of September 14th and headed west to Mildura then Port Augusta, Ceduna, Cocklebidy, Kalgoorlie to Perth where we had our first rest day to rest and do some clothes washing, repairs etc: On the run into Perth, we were greeted by the

local Torana club at the memorial for Peter Brock just out of Perth where we had a beer for Brocky.



From Perth we travelled to Carnarvon, Karratha and Broome where we left at 5.30 the next morning for Kununurra 1065kms away in 38+ temps, then Katherine for a well-earned two-day break. I took the opportunity to visit the Katherine Gorge which was awesome.

After our rest, we had a short run to Daly Waters. A privately owned pub and town complex in the middle of nowhere in the Northern Territory that is well worth a visit. It's a very quirky place, and the museum is a car and bike lovers paradise.



Daly Waters to Barkly homestead, again out in the middle of nowhere. The next morning it was a LeMans start and I was the runner. Well, silly old bugger me couldn't help myself and ran to the car only to go arse over tit and hurt myself bigly. So, for next few days I was a bit sad and sorry. After the botched LeMans start, we drove to the town of Richmond, home to the Kronosaurus dinosaur. Then on to Magnetic Island for the last rest day before we headed down the coast to Bathurst.

At Bathurst, we were joined by a further sixty Toranas for a four day Toranafest including a parade lap of the track on the Saturday. A dinner in the evening where some really great Torana memorabilia was auctioned off.

As you would expect, there were some breakdowns and repairs needed along the way. Chantelle's car had an exhaust leak from the manifold that was fixed, another car had a faulty rotor button (remember those), at Norseman the Tasmania car suffered at least one burnt valve, so they drove the car to Perth and had the head repaired only to have a rocker stud break a couple of days later. This was also repaired, and the inlet rockers (roller rockers) were modified slightly to prevent another stud breaking. This was a big repair, but not as big as one of the other cars.



A recently restored LC XU-1 with a rally history, was fitted with A/C for some comfort, short circuited the alternator internally and fried the wiring loom around 300kms from Katherine. The two rest days in Katherine were taken up with building a new wiring loom.





The guys had original workshop manuals and were able to make a loom and get the car back on the road.

Later on some carby diaphragms gave up the ghost and I'm sure there were a few other minor breakdowns that I can't remember, but on the whole these cars were pretty reliable.

Fuel was expensive for sure. Our fuel bill for the trip for one car was approx. \$3000. The cars ran on 95 or 98 octane fuel. The highest paid for 95 was \$2.60 p/litre on the Nullarbor. The highest for 98 was \$2.50 p/litre at Katherine. In some places only 95 was available.

So 12190kms in 22 days. Would I do it again.....Yes, but at a much more leisurely pace. Would I do it again in a fifty year old car with no A/C.....Absolutely NO. But it was a great adventure that I enjoyed and I will be going back to some of the places we stopped at overnight for a much better look. Thanks to Kim and Chantelle for inviting me.

Cheers Bruce

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Memberships coming up for renewal in December 2022 / January 2023

Member Name	Subscription Expiry Date	Member #
Kristian Klein	2/12/2022	1664
Daniel McLennan	5/12/2022	1711
Neville Emond	10/12/2022	1712
Thomas Clayton	22/12/2022	1515
David Slater	5/1/2023	1450
Peter Stewart	6/1/2023	904
Peter Scott	8/1/2023	1211
Lesley and Brian Robinson	8/1/2023	583 / 582
Darren McGrath	21/1/2023	381
Gordon Haley	22/1/2023	1080
Tony Chantzos	27/1/2023	1548
Marcello Pittau	29/1/2023	1478
Tim Newman	29/1/2023	1419



Holden Sporting Car Club of Victoria

Membership Application / Renewal Form

Holden Sporting Car Club of Victoria Inc. PO Box 2, Dromana, Victoria 3936

Name: _____
Additional members: _____
Address: _____
Postcode: _____
Phone: Mobile _____ A.H _____ B.H _____
Email : _____
Date of birth : _____
Additional members : _____
Main Vehicle : _____ Registration : _____
Membership No.(s) _____ New member introduced by : _____

I am interested in Motorkhana Race Rally Sprints Hillclimb Social Events

I hereby certify that I will abide by the rules and regulations of the Holden Sporting Car Club of Victoria Inc. and also the National Competition Rules of Motorsport Australia with which this car club is affiliated.

Signed : _____ Date : _____

Membership fees	Single	\$60.00 full year
	Family	\$80.00 full year (must be living in the same household)
	Under 18	\$30.00 full year
	Associate	\$30.00 full year (Bona fide members of non CAMS affiliated car clubs only. Proof of membership required.)

Membership runs for 12 months from the anniversary of joining HSCCV.

Payments Cash
Cheque payable to 'Holden Sporting Car Club of Victoria'
Direct deposit to HSCCV account, ANZ BSB 013-250, Acc. No. 1016-73941
Paypal - treasurer@holdenclub.com or QR code

Please return completed form (with cheque or EFT receipt if applicable) to:
The Membership Secretary, HSCCV Inc.
PO Box 2, Dromana, Victoria 3936
or email to membership@holdenclub.com



Office use only - Date Received: _____
- New member No. _____

Holden Gemini – A retrospective

The Holden Gemini is Holden's second contribution into Australia's compact car market after introducing the HB Torana in 1967, however rather than being derived from Vauxhall this time it was derived from Japan's Isuzu Gemini based on General Motors' T Car platform which spawned many variations in different countries of the world that GM operated.

More information can be found here on Wikipedia which is the same place I have sourced much of the information for this article -

[https://en.wikipedia.org/wiki/General_Motors_T_platform_\(1973\)](https://en.wikipedia.org/wiki/General_Motors_T_platform_(1973))

The first generation rear wheel drive Holden Gemini, manufactured at Holden's Acacia Ridge Queensland plant was introduced in 1975 as the TX culminating in 1984 as the TG model before it's second generation replacement the RB in 1985 that was Front wheel drive.

The original TX series was available as a four door sedan in S or SL trim or a two door SL Coupe. There was only one engine available the trusty 1.6 four cylinder single overhead cam Isuzu G151Z engine featuring a timing chain and cross flow alloy head mated to a four speed manual gearbox or a three speed automatic.

Such was the sales success of the TX it won Wheels Australian Car of the Year award in 1975 and sold just over 43,000 units only to be bettered by the TE model released in 1979 which sold just over 70,000 units in its three year production run.



A refreshed TC model Gemini was released in March 1977 until April 1978 which included some styling changes to the grille, improved heating and ventilation system and demister added with the option of air conditioning.

Below – 1977 Holden Gemini TC SL Coupe



In April 1977 a limited edition “Sandpiper” was also available in sedan and coupe form with standout features such as a black grille, stainless steel top edge, golden pin striping and fancy chequered cloth seat inserts and door trims, even some wood grain on the dash!

Below 1977 Gemini Sandpiper



April 1978 saw another facelift as the TD series with two of the most notable changes being introduction of radial tuned suspension (RTS) that first appeared in Holdens HZ Series of large cars and the option of a five speed manual gearbox. Some improvements were made to the driveline axles and rear drum brakes borrowing from its bigger brother the Holden Commodore.

For the first time a panel van and three door wagon body style was available using bodywork pressings imported from British Vauxhall

Below Holden Gemini TD Wagon



October 1979 introduced the TE series whose exterior changes were comparable to Holden Commodores of the same era. All body styles except the coupe were available.

With the exception of a 1.8 Isuzu diesel option that offered a five speed manual gearbox only in SL/X trim, the 1.6 litre Isuzu petrol engine remained.

Holden Gemini TE SL Sedan



The facelifted TF series was released in March 1982 which received new grille styles and revised dashboards and interior to give the car a more roomy feel.

You can see from the photos below, the TF and TG models kind of resemble a “baby VH Commodore” in appearance.



The TG series released in March 1983 carried over with the same petrol and diesel engines from the TF and only slight styling changes that still resembled a VH Commodore to many.

Below – Holden Gemini TG SL Sedan:



In October 1984 the Acacia Ridge plant was closed and production for the RB moved to Holden’s Elizabeth South Australia factory.

The RB introduced in May 1985 was based on a new for Holden Gemini the front wheel drive GM R platform, however was not as well received as its rear wheel drive predecessors selling only 16,263 units.

Body styles was restricted to four door sedan only in SL/X and SL/E trim levels with a fleet focussed SL model powered by a 1.6 litre engine. Due to poor sales the RB was axed in 1987.

The RB Gemini sold alongside a rebadged N12 Nissan Pulsar known as a Holden Astra in hatchback style only first introduced in 1984 with the Astra replacing the Gemini in 1987 onwards.