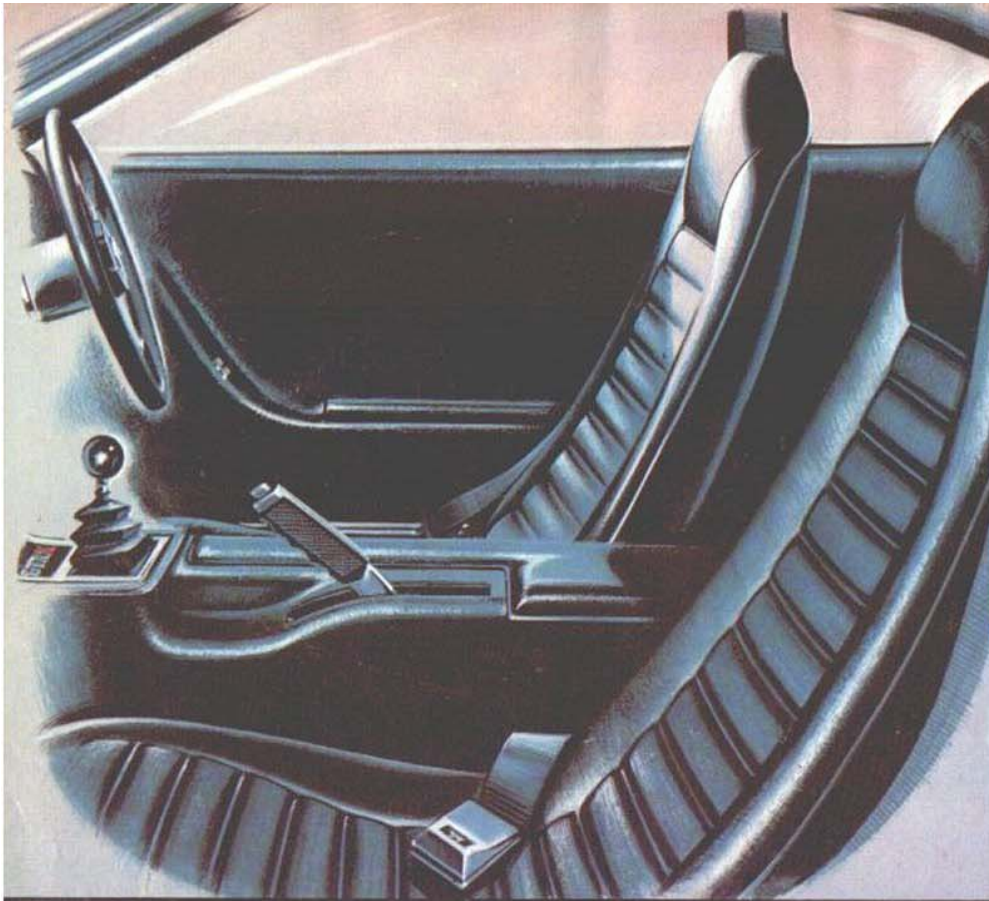




GTR-X

HOLDEN TORANA GTR-X... ANOTHER DIMENSION IN MOTORING



Engineers dream. Sometimes those dreams become a reality. But not often. Few companies are able to provide the technology, the facilities, and the manpower needed to make dreams come true. One such dream is the Holden Torana GTR-X. And it has come true. It is the product of the GMH Research and Development, and Advanced Styling Groups. It was built to assess public reaction to an advanced design two-seater sports car. The GTR-X borrows heavily in styling and innovation from GMH's experimental "Hurricane", but it is designed with the thought of possible limited volume production. And low tooling costs could make it available for far less than its European counterparts.

Holden Torana GTR-X. Another dimension in motoring.

STYLING

The GTR-X is aerodynamically designed. Its long, sleek hood is accentuated by a low wedge-shaped grille. The body line sweeps up at the rear to an elevated tail light assembly. Simplicity is the keynote. It is achieved by concealed headlights, sharp windshield rake, recessed parking and turning lights, and flush petrol filler access and door handles. Front and rear bumpers assume the contour of the body. To identify the car the GTR-X identification is contained within a crisp black and orange stripe running parallel to the rocker panel.



TAIL LIGHT ASSEMBLY

DIMENSIONS

The GTR-X has an overall length of 164.5" with a maximum width of 68.2". Overall height is only 44.7". The wheelbase is 94.0" with front tread of 54.0" and rear tread of 55.0". Minimum ground clearance of 5.0" and the overall curb weight is 2,300 lbs.

BODY

The body is made of fibreglass filled with polyester resin, steel reinforced in all high load carrying areas. A tubular steel roll bar is fitted behind the passenger compartment and is directly connected to the chassis frame for additional strength. Attachment points for seat belts are designed into the roll bar.

Front Windshield - laminated glass with built-in radio antenna, secured to body with silicone sealer.

Rear Windshield - door and side quarter glass - heat treated safety glass.

Doors - bonded fibreglass outer and inner panels with cut-outs to permit installation of electrically actuated non-conventional window glass operating mechanism.



ELEVATED HEADLIGHT

Headlamps - the rectangular, sealed beam headlamps are mounted in moulded fibreglass housings that can be tilted open or concealed. The tilting mechanism is a linkage arrangement operated by two vacuum actuators.

Windshield Wipers - the dual speed wipers are hinged at the engine hood corners and are designed to prevent lift at speed. The washer nozzles are incorporated at the end of the wiper blades, thus following the sweep of the blade during the washing cycle.

Engine Hood - the engine hood is steel reinforced fibreglass, hinged at the front and counter balanced with torque rods. The remote control locks at the rear of the engine hood are activated from the passenger compartment.

Deck Lid - comprising outer and inner panel incorporating rear glass framing. It is balanced and supported by an air spring lock on both sides. The locks are released by cable from the passenger compartment.



POWER TRAIN

6 cylinder OHV in-line engine of 186 cu. in. displacement. Bore of 3.625 in. and stroke of 3.00 in. Develops 160 hp at 5200 and 190 lb. ft. torque at 3600 rpm.

The power plant mounting is a three joint suspension type with two compression shear-type front mountings and one shear-type rear. The engine is standard XU-1.

Clutch: as on current production models with new mechanical clutch control linkage.



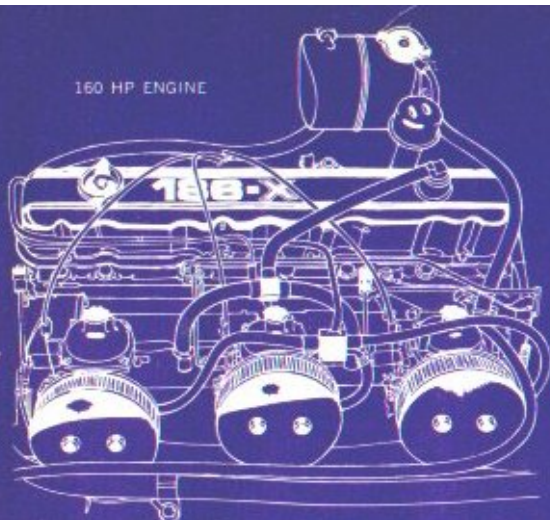
GEAR SHIFT AND CONSOLE

Transmission: 4-speed manual all-synchromesh of GMH design with sports shift in centre console.

ELECTRICAL

44 amp hour light-weight battery mounted on a tray moulded into the engine compartment on right side. Front lamps are high beam 75 watts, low beam 60 watts. All wiring is standard insulated

160 HP. ENGINE



automotive plastic L.T. cable, terminals, connectors, bulbs, fuses and lamp holders are standard production. Lamp holders for secondary exterior lighting are moulded plastic with accessible ground terminals. A lamp-fail system continuously monitors front and rear lamps while ignition is on.

CHASSIS

The chassis frame is a welded box section (5" high and 3" mean width) full perimeter type with welded-in central and rear box section cross-members.

Front suspension: independent type short and long arm, coil spring front suspension.

Rear suspension and axle: rear suspension is of the four link type, consisting of two longitudinal lower outer links incorporating mounts for coil springs and two diagonal inner upper links located for maximum lateral control. Rear shock absorbers are mounted close to the wheels and forward of axle with increased stroke and modified valving.

Rear axle ratio is 3.36:1 with limited slip differential fitment. Conventional propeller shaft of 2.75" diameter is fitted with sealed universal joints and sliding yoke on transmission main shaft.

Brakes: 4 wheel disc brakes, vacuum boosted. Front wheel discs of 10" diameter, rear discs of 9 $\frac{3}{4}$ " diameter with integral self adjusting handbrake. A new tandem master cylinder assembly complete with pressure differential electric warning system. A brake failure warning system is built into the master cylinder.

Wheels and tyres: wheels are 13 x 5.5 JJ and tyres C70-13 4 P/R. Wheels have safety hump incorporated in both inner and outer flanges. The two piece wheel covers consist of a centre hub secured by five chrome crown nuts and an outer plain chrome ring attached to the periphery of the wheel.

Fuel tank: 12.0 gallon capacity fuel tank with recess shaped to accommodate spare wheel. Fuel tank is filled with polyurethane foam to prevent surge.

Steering: recirculating ball with parallel linkage. Energy-absorbing steering column fitted with steering wheel tilt mechanism. Steering wheel 14" diameter, fully padded rim.

INTERIOR

The interior is safety padded in all critical areas - instrument panel, centre console, roof, and doors. The vehicle is carpeted throughout including luggage compartment and spare wheel storage. Instrumentation and controls: all instruments, radio and controls are mounted on a steel plate carrier to which is bonded an aluminium fascia. The whole carrier assembly can be removed readily for service.

Instrumentation includes: Speedometer, Tachometer, Radio, Electric Clock, Ammeter, Oil Pressure Gauge, Fuel Gauge, Temperature Gauge, Vacuum Gauge. Warning lights for: Turn signals, High Beam, Ignition, Handbrake and Brake Failure, Front and Rear Lamp Failure.

The light switch, choke control and windshield wiper/washer switch are also located on the instrument carrier. The ignition switch is mounted on the steering column and combined with an anti-theft lock.

Seats: fibreglass "form-fitting" seat base. Adjuster handle pivoted on seat base. Moulded foam pad fitted into seat base and trimmed with Sadlon material.

New lap and shoulder seat belts with self-adjusting locking retraction are fitted to roll bar and reinforcements in underbody. Seat designed for maximum lateral support and comfortable driving position.

Ventilation: fresh air entering through the shroud grille is ducted to outlets on each side of the instrument panel. Pressure relief valves are fitted to the rear body lock pillar, providing efficient flow-through ventilation.

Heating and demisting: the fan and air inlet duct are mounted on the engine side of the dash panel with the heater core and air distribution duct mounted on the passenger side. Heater demister and fan controls are located in the centre console.

The ashtray and cigarette lighter are positioned in the centre console below the heater controls.

A lockable, illuminated glove compartment is provided on the passenger side.

Interior lighting: floor level lights on driver's and passenger side and dome lamp located in roll bar cover are activated by door jamb switches and can also be operated from light switch.



INSTRUMENT PANEL LAYOUT