

Torana **GTR**

All the way—and then some!



O.K. It makes the pulse run quick. But how?

A clean, uncluttered line that simply says "performance"; interiors that look like what they are; luxurious.

A 2600 cc. 6-cylinder seven-bearing Holden engine. This is not an average car.

GTR. In all the ways that count it's comparable with the best sports machines going.

Your first sensation of GTR will be the extraordinary comfort of high-back, deep foam bucket seats, carpet underfoot, woodgrain fascia trim. And space as generous as appointments. Wide, wide doors. Full-size rear seat.



Full-size 17 cubic foot boot.

But before you assume that GTR is a straight luxury car, you get a hint of its dual personality.

Alloy-spoke sports steering wheel, deeply recessed tachometer, speedometer, ammeter, oil pressure gauge, water temperature gauge, fuel gauge.

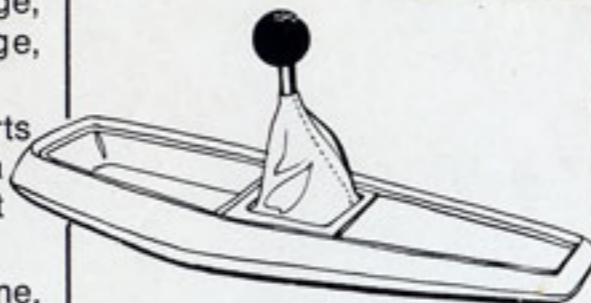
So. The look of a sports machine. The comfort of a luxury machine. But what about performance?

Look first at the engine. Oversquare. Straight six. Seven bearings. With Holden reliability and low running costs.

And then the performance begins. High-performance camshaft. High-performance

exhaust valves. High-performance valve springs. Twin-barrel Bendix-Stromberg carburettor. Automatic choke. Low-impedance air cleaner. Water-heated inlet manifold. Twin exhaust manifolds. Dual, chrome-plated exhaust outlets. Forward air scoop. Functional fender louvres.

Maximum torque is 150 lbs. ft. at an early 2800 rpm. So



you can wander along in top, then pull away without changing down, without any fuss.

Maximum developed horsepower is 125 at 4800 rpm. And that's the performance clincher. On 2327 lbs. car

weight the power/weight ratio is 120 hp/ton.

Work that out in acceleration terms.

Transmission is through a quick, firm 4-speed all-synchromesh gearbox. Standard rear axle ratio is 3.08:1. Or you can order a 3.36:1 ratio. Clutch is diaphragm spring-action type with mechanical operation and ball-bearing release.

It's all very positive, very crisp.

Suspension is full-coil, all round. Wheelbase is 100". The ride is smooth, solid. And each wheel can take a bump without shaking up the whole car.

Tyres are fat, high-speed B70H red-band on short-spoke disc-type 13" x 5.50 JJ wheels. Steering is rack-and-pinion, overall ratio 16.5:1.

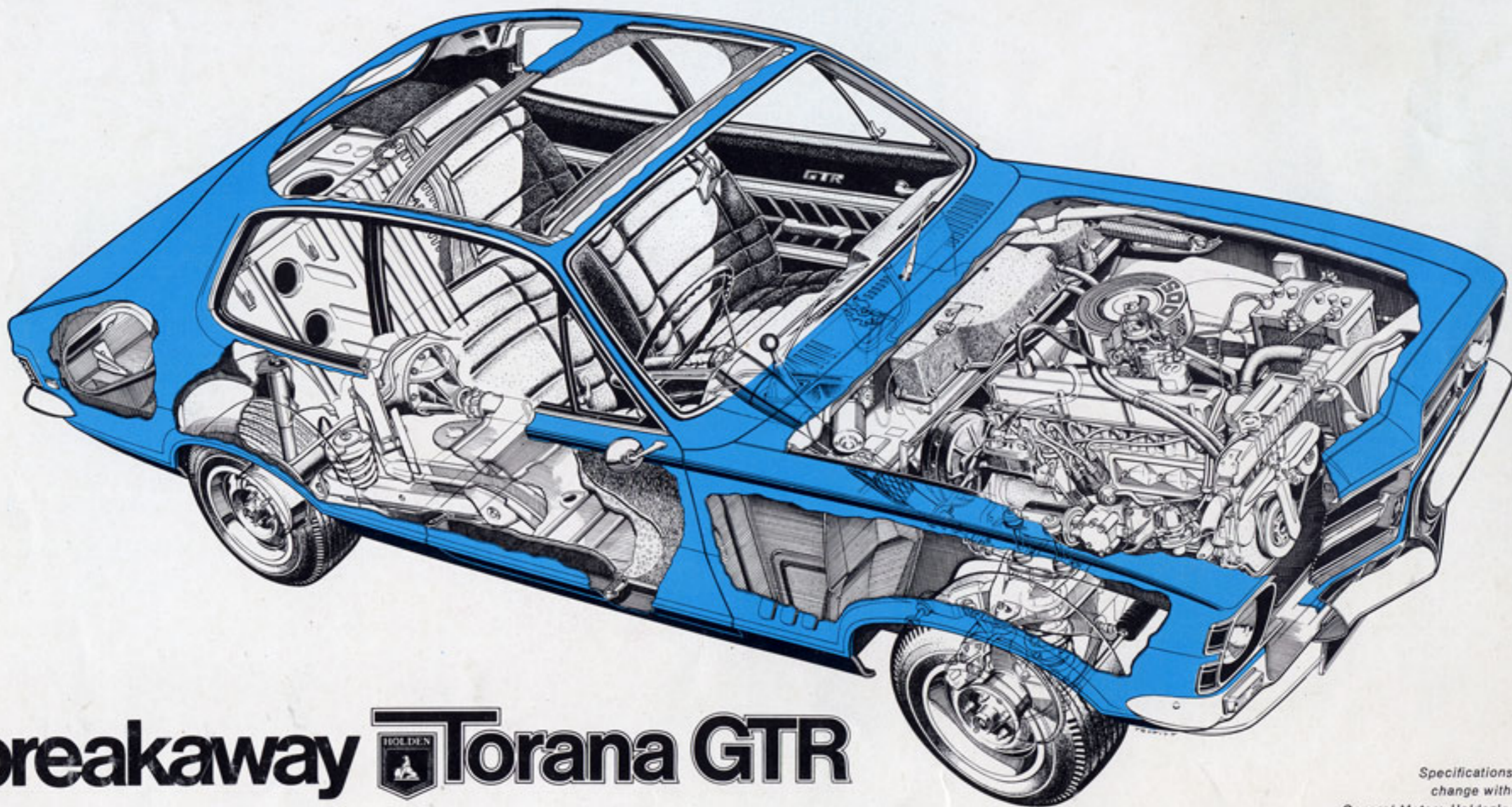
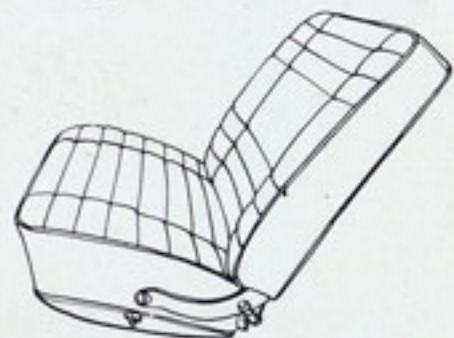
And the handling's so crisp

you can almost taste it.

Brakes are dual-system. 10" power-assisted discs in front. 9" hydraulic, duo-servo, drum type at rear. And more than enough to pull you up quickly, surely, under hard driving conditions.

And we're as serious about safety as we are about performance. So the GTR gives you refinements like the GM energy-absorbing steering column.

Comfort. Performance. Safety. Isn't that what Grand Touring is all about?



breakaway  Torana GTR

Specifications subject to change without notice.
General Motors-Holden's 9/70 VT49