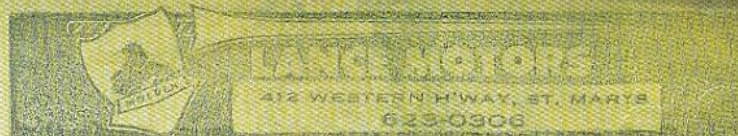


break away

the new Torana



Torana — Winner 'Wheels' Car of the Year Award.

The breakaway begins.

The breakaway begins with a great new shape. And great interiors. And great handling.

And then Torana really breaks away with four-cylinder models, six-cylinder

models; two-doors, four-doors, and three stages of luxury. Join the breakaway with a four-cylinder Torana. With the 2-door Torana, the 2-or-4-door Torana 'S', or the Super Luxury 2-door Torana 'SL'.

Or join the breakaway with Australia's first six-cylinder compact. The 2-or-4-door Torana 2250 'S' and 2600 'S', the 4-door Torana 2250 'SL' and 2600 'SL', or the 125 hp, 2-door Torana 'GTR'.

Torana SL 2250/2600

Pictured below Super Luxury.



Australia's first six-cylinder compact.

From the moment you first see it, you know that the Torana 2250/2600 isn't just another car. That long, lean look. Accented by the long hood line sweeping forward to its distinctive grille.

Then the rear end styling. Cutaway in the best classic tradition of beautiful line, with a minimum of unnecessary adornment.

Nothing interferes with the line. Even the door handles are recessed.

And all this in Australia's first compact car. A compact car gives you the smooth six-cylinder performance of a big car. A compact car gives you the smooth, quiet ride of a big car. A compact car gives you the crisp, responsive handling of a small car. A compact car gives you a lot of the economy of a small car.

This is the year of the compact car. Torana 2250/2600.

This is the year Torana moves into a class of its own; with performance and ride you had to buy a big car to get before. With a longer 100" wheel-base. And six-cylinder power.

Six-cylinder power to get you over the toughest hills without changing down. Six-cylinder power to move you past slow-moving traffic quickly and safely. And six-cylinder Holden power for its proven economy and reliability.

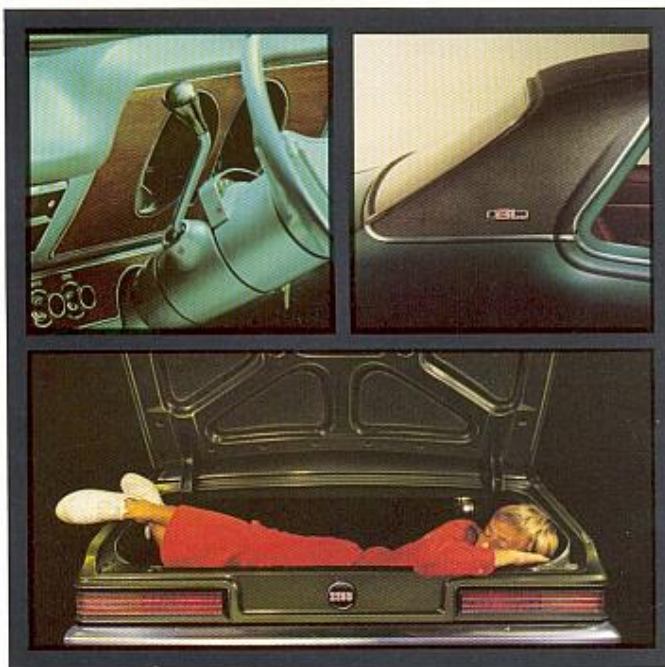
You can choose the standard 138 cubic inch, 95 horsepower '2250' engine for its combination of power and economy. Or go all the way with the optional 161 cubic

inch, 114 horsepower '2600'.

Three-speed, all-synchro, column-mounted transmission is standard on all 2250 & 2600 Toranas. Or you may order the sporty four-on-the-floor option. Or the new Trimatic three-speed automatic transmission with column shift or optional floor shift.

And to back up Torana's new performance? Handling to match.

Rack and pinion steering for its precise control. The biggest wheels, fattest tyres in its class. All-round full-coil suspension to keep all the wheels firmly on the road. An optional limited slip differential.



Optional automatic transmission
Vinyl roof, optional on all 'S' and 'SL' models
Full-size, 18 cubic foot boot

And a longer 100" wheel-base for a more stable ride and luxury-car smoothness.

And to stop? Big 9" self-adjusting drum brakes all round. Or you may order bigger power-assisted 10" front disc brakes.

While it's out-going and out-handling the competition, Torana also takes good care of you and your passengers.

All controls are comfortably to hand or foot. And all instruments are readily legible.

Your view over that beautifully longer bonnet is clear and uninterrupted. Your horizon to the rear is enlarged by Torana's new, wider rear window.

And having given you all this visibility, we've also prevented night or rain taking it away again. Powerful 7" sealed-beam head-lamps cut through the gloom. And 2-speed wipers and windscreen washers keep the view clear.

For both you and your passengers there's loads of head and leg room.

And in the rear, there's room for your bulkiest friends.

Beneath you; deep foam with leather grain vinyl holding it to that most comfortable of shapes: yours.

Thick, high back bucket seats give you support that makes light of the longest trips. Or you may go for front bench seats on four-door models.

Either way, safety padding is all around you.

The breakaway car. Torana. 2250/2600.

Torana S 2250/2600



Four-cylinder economy in luxurious disguise.

The four-cylinder Torana. Great new look. Same great handling. And economy that begins with the price, and never ends.

And you can breakaway with your choice of three stages of luxury: Torana,

Torana 'S' or Torana 'SL'. Super Luxury.

Pictured here is Torana 'SL'. With metallic paint finish. Woodgrain panel finish. Fan-boosted heating/demisting system. Door-to-door carpets.

And seats that are taller, plusher, with deeper comfort than ever before. With generous headroom, legroom, hiproom. 'SL'. Super Luxury. Shown here with optional whitewalls and vinyl roof.

Torana SL



Torana S

The dollar for dollar four-cylinder breakaway.

The four-cylinder Torana gives you more to like than any other car in its price range. You may like it because you enjoy driving it. Or because you like its economy. Or because you like its comfort. Or because you like its great new looks.

Because new Torana is a very likeable car.

You'll like driving it partly because it's so neat and easy to handle. But mostly because of its suspension and steering.

The steering is rack and pinion. Very direct, very responsive. The suspension is all-round coil springs. Each wheel planted firmly on the ground.

You'll also like the way it responds to the accelerator. The standard engine gives you 56 horses to call on. Or you can opt for the really quick 68.9 horsepower 'Series 70' engine. For quick manoeuvring in traffic, and safer highway passing.

Either way, you'll like the economy.

But the economy's not all fuel economy. A good part of it is in what you don't spend for repairs. Because this year's Torana is stronger, more reliable than ever.

And air-craft type construction of inner-and-outer skins of stressed steel gives incredible strength and rigidity. Strength and rigidity that help Torana stay quiet and rattle-free all its life.

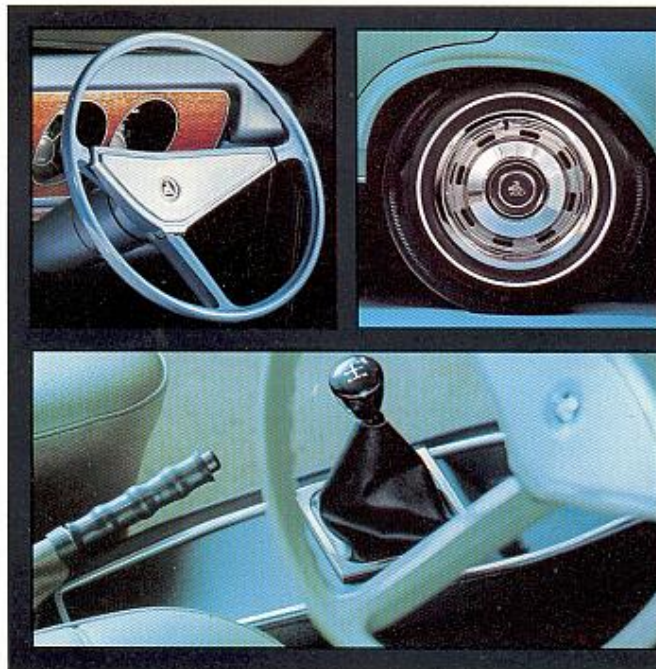
After building the Torana body to act like new longer, we treat and paint it to keep it looking like new longer.

Our exclusive 'Rustgard' process works to stop rust before it has a chance to start.

And our 'Magic-Mirror' acrylic lacquer, developed over years of concentrated testing, keeps its showroom shine years longer.

If you go with the 'Series 70' engine, you can choose the

three-speed Trimatic automatic transmission that's automatic when you want it to be, or manual when you'd rather shift for yourself. The control lever grows out of a modern console on the floor with storage space for cigarettes and other oddments. And the position indicator lights up at night.



*Safety dished steering wheel
Whitewall tyres are a popular option.
Sporty '4-on-the-floor' gear change.*

Or you can stay with the sporty four-on-the-floor. With synchromesh on each gear. Its short, sporty action is one of the things that makes Torana a fun car to drive.

And Torana lets you choose your own standard of luxury. From three degrees. Beginning at the basic 2-door Torana that already offers you greater value for less money than anybody else. Through Torana 'S' with its new, more comfortable seats and interior style, and working all the way up to the super luxury of 'SL'.

But with all Toranas, even the essentials are generous. Standard equipment includes new trim designs, padded instrument panel, dual collapsible sun-visors, and the bucket seats are fat with foam padding.

That very smart rear styling conceals a mammoth 18 cubic foot boot that really swallows luggage. And a spare tyre stored upright so you don't have to unload the boot to unload the spare. Which, if you've ever changed a tyre in the rain, should mean a lot to you.

Also around at the back, you'll find the rear side flasher lights. And see we've included backing lights. Which should also mean a lot to you, if you've ever backed into a bump in the night.

But what you won't see is Torana's great parts and service availability. Until you get out on the road. There you'll find Holden Dealers ready to help you with good, economical service, all over Australia.



The inside story: **S**



The soft life begins with seats and interior trim keyed to the colour of the Torana you choose. Seats of Sadlon vinyl with textured leather grain.

Seats completely redesigned with higher backs for more comfortable support. And with more shoulder-support, more hip-support, more leg-support.

And in front of you? A tastefully appointed instrument array designed for easy legibility and to cut down glare.

And you'll like Torana's

conveniences. And the lockable glove compartment on all Toranas.

It's the soft life. And very likeable.

The inside story: **SL**



'SL'. Super Luxury. And that's an understatement.

Woodgrain panel finish. Fan boosted heater/demister. Door-to-door carpets.

Cigar lighter. Boot light and handbrake warning light.

And seats that are taller, plusher, vinyl or cloth, with deeper comfort than any

Torana has ever offered before. And with headroom, hip-room, legroom you don't expect to find in a car of Torana's size. Which may raise a ques-

tion in your mind: is Torana a luxury car that acts like a sports machine, or a sports machine that feels like a luxury car? You decide.

Your choice: performance...

Performance is everything to do with the way a car moves. And Torana lets you move just the way you want to.

To begin your performance choice, choose your engine. There are two engines in the four-cylinder models. And three in the sixes.

Either four-cylinder engine will push Torana along very happily, very economically. The standard engine will give you a very reliable 56.2 horsepower. But if you'd rather opt for a lot more power with very little sacrifice in economy, choose the 'Series 70' engine with 68.9 horsepower.

Either way, you've got an engine that's proved. And improved.

Raising your sights to the sixes, you get your choice between the 2250 engine, the 2600, or the GTR's 2600S.

The 2250 cc. engine puts out 95 horsepower. And in a car of the Torana 2250's size, that's a lot of horses. But, because of Torana size, it's still very economical.

The 2600 engine is good for 114 horsepower. Which would make it a lot more powerful than anything you'd compare it to, if it weren't for the 2600S in the GTR.

And the 2600S? It's the performance version of the 2600. 125 horsepower. Easily the most powerful engine in its class. Page fourteen has all the details.

And all these six-cylinder engines are very close relations of the current Holden six-cylinder engines. So they in-

herit the smooth power, the economy, and the absolute reliability that have placed Holden where it stands today. On top.

When you've made your engine choice, consider the Holden Trimatic 3-speed automatic transmission that's new on Torana this year. It's been designed and produced for Australia's harsh road conditions, and brings Holden reliability

and smooth, smooth performance. You can choose it with the 'Series 70' engine in the fours, with the 2250 or 2600 engine in the sixes. Makes driving an easy life.

Any six gives you a Holden differential and rear axle, and most models also give you a choice of rear axle ratios.

All models let you choose front disc brakes. Except the GTR. It already has them.



4-cylinder 'Series 70' engine
6-cylinder '2600' engine

options.

After choosing your performance, you choose what comes with it.

'S' and 'SL' models let you choose a black or light-saddle vinyl roof. With any 'S' you may order the low-cost luxury of door-to-door carpet. The 'SL' and 'GTR' already have it.

While it's standard equipment on all 'SL' models and the 'GTR', you can order a fan-boosted heater/demister for any other Torana.

Lap and sash front seat belts are fitted to all Toranas.

Wheel trims can be ordered on any Torana four. The special 'GTR' dress rims, wheel domes and chromed nuts can be ordered on the other sixes.

You can order rally wheels and fat high-performance B70 tyres on any six-cylinder Torana. They're standard on the 'GTR'.

Rally instrument cluster, standard on the 'GTR', is optional on all other models.

Increased resistance to shattering is given by the laminated windscreen option. Particularly useful in country driving conditions.

Another asset for country driving is the Increased Clearance Suspension option. Available on all sixes except 'GTR'.

And you can further distinguish your car with two-tone colour combinations, available on all models except standard Torana and 'GTR'.

So suit yourself. Torana lets you.

Our choice: safety.

Torana safety is standard equipment. Torana is safe to drive. Safe to ride in.

The best accident is the one you avoid. So Torana helps you get out of trouble with sure braking, most predictable handling.

Dual circuit braking ensures that if there is a brake pressure loss on one circuit the other will still pull you up.

All Toranas come with an outside rearview mirror, so you won't be caught blind by a passing car.

Parking and turning lights are visible from the sides, and rear turning lights operate side flasher lights, so other drivers can see you from any direction.

Backing lights let you see where you're reversing; warn others that you're coming back.

Two-speed wipers take care of mist or rain equally well. Windscreen washers take care of mud or dust.

Wheel rims incorporate a double-sided safety-hump to keep rubber on the wheel even if there's a blow-out.

Safety locks are built into all doors. And children can't open them while the locking snibs are down.

Instruments are recessed to prevent reflections. And interiors and wiper-arms are glare-reducing.

And if the worst happens? Torana does more to minimise injury than any other car in its class.

The GM energy-absorbing steering column and steering wheel is designed to com-

press to protect the driver in a head-on accident.

Front seat lap and sash safety belts are easy to use. And harmonise with your Torana's interior.

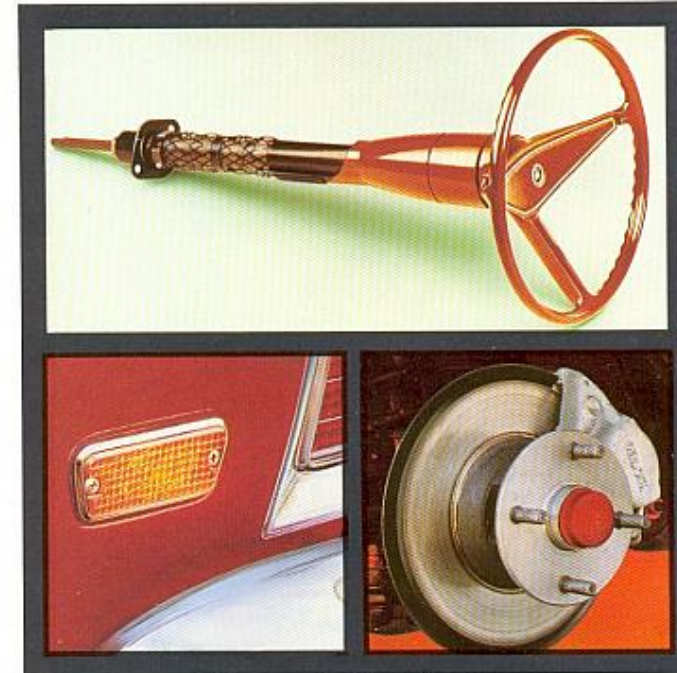
Padding is all around you, and all instruments, knobs, switches, mountings, and door and window handles are either recessed or low profile to reduce injuries. Even the rear vision mirror is shatter-

proof, and will knock free on impact.

There's a strong 'X' frame cargo barrier to prevent anything from moving out of the boot and into the passenger compartment during an accident.

Fusible-link wiring minimises fire danger due to electrical fault or accident.

Door locks and hinges are designed to withstand acci-



G.M. energy-absorbing steering column
Rear side-face turn indicators
Optional front disc brakes

dents without flying open. And outside door handles are flush-fitting.

Modified-zone windshield leaves driving vision in the area in front of the driver when shattered.

Safety catches prevent tilting bucket seats from tilting when you brake.

How serious are we about safety?

There are two ways of reducing injuries on our roads.

By reducing the number of accidents. And minimising injuries when accidents do occur.

Over the past year, over \$2,000,000 has been spent adding to and improving equipment at our Lang Lang proving ground in Victoria. This is to help our people design cars with the handling characteristics and the inherent reliability that help prevent accidents happening.

An additional \$750,000 has been spent on new equipment for our Safety Design Test Centre. This will be used solely to help our engineers design cars that minimise injury due to accident.

Our concern with safety is readily seen in obvious items like fitted seat belts. But it's also present in safety features you'd never notice. Like the 'X' frame cargo barrier.

We are very serious about safety.

All the way. And then some.

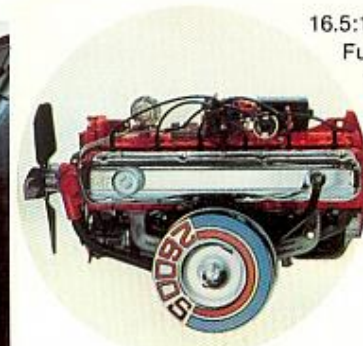
Take one beautifully elegant body. Add full-coil suspension for beautiful handling. Then add a high-performance 125 hp engine.

Tune the suspension for performance. Use dual exhaust manifolds. A twin-barrel carburetor, and a low impedance air cleaner. Add power-assisted front disc brakes, shoe with high-performance B-70 tyres on wide rally wheels.

Take a handsome woodgrain dash. Add a tachometer, an ammeter, an oil pressure gauge,

a water temperature gauge. Take a sports steering wheel. High back deep-foam bucket seats, with optional black and orange or black and white houndstooth cloth trim. Cover the floor with deep pile carpet. Plus a fan boosted heating/demisting system. Then go motoring.

All the way. And then some. Torana GTR. High-performance 2600 cc. 6-cylinder engine. Power/weight ratio 125 hp/ton. Short, fast 4-on-the-floor gearshift.



The GTR engine with chrome rocker cover and air cleaner.

16.5:1 ratio rack-and-pinion steering.

Full-coil suspension; front stabilizer bar.

100" wheelbase. Dual circuit braking system.

Power-assisted 10" front disc brakes.

Wide B 70 red-band high-speed tyres.

Extra wide 5.50 JJ x 13 rally wheels

with double safety rims. Sports wheel trim.

Optional rally striping on bonnet and boot.

Torana GTR



Lang Lang, Victoria.

Every model we build first has to prove itself. Most of this testing takes place at the GMH Proving Ground at Lang Lang, Victoria.

Torana is no exception. It will be driven under the same conditions as the bigger Holdens, so it has to meet the same standards.

Even before the final shape of the new Torana models was decided, their mechanical components were being tested and re-tested under Lang Lang's extremely tough conditions.

And when the bodies were available, they too underwent their torture trials.

The result? A car you can trust. One that's designed to stand up to harsh Australian conditions. A good car.

Any car that makes it through Lang Lang has to be good.

The basics.

REGULAR 4 CYL. ENGINE

4 cylinders. OHV in-line engine, three bearing crankshaft. Bore 3.062". Stroke 2.400". Capacity 70.7 cu. in. (1159 cc.). Max. brake horsepower 56.2 at 5,400 rpm. Max. torque 66.5 lbs. ft. at 3,000 rpm. Compression ratio 8.5:1. Zenith downdraft carburettor.

OPTIONAL 'SERIES 70' ENGINE

Similar to regular 4 cylinder engine but max. brake horsepower 68.9 at 5,800 rpm. Max. torque 68.7 lbs. ft. at 4,200 rpm. Compression ratio 9.0:1. Variable choke, Stromberg side-draft carburettor, twin exhaust outlet manifold. High lift camshaft. High performance exhaust valves and springs.

REGULAR 6 CYL. 2250 ENGINE

6 cylinders. OHV in-line engine. Over-square design, seven bearing crankshaft. Bore 3.125". Stroke 3.00". Capacity 138 cu. ins. (2250 cc.). Max. brake horsepower 95 at 4,600 rpm. Max. torque 120 lbs. ft. at 1,600 rpm. Compression ratio 9.2:1. Bendix-Stromberg downdraft-type carburettor.

OPTIONAL 6 CYL. 2600 ENGINE

Similar to 2250, but bore 3.375". Stroke 3.00". Capacity 161 cu. ins. (2600 cc.). Max. brake horsepower 114 at 4,400 rpm. Max. torque 157 lbs. ft. at 2,000 rpm. Compression ratio 9.2:1. Single barrel Bendix-Stromberg downdraft-type carburettor.

6 CYL. GTR ENGINE

Similar to 2600 engine, but develops 125 brake horsepower at 4,800 rpm.

NOTE: The right must be reserved to alter specifications or equipment without notice.

Max. torque is 150 lbs. ft. at 2,800 rpm. Compression ratio 9.2:1. Two-barrel Bendix-Stromberg downdraft-type carburettor with automatic choke and low restriction air cleaner. Twin exhaust manifolds. High performance camshaft, exhaust valves and valve springs. Water heated inlet manifold.

Lubrication: Full pressure lubrication system. AC-Delco full-flow oil filter.

ELECTRICAL SYSTEM

4 cyl. models: 12 volt battery; 38 amp. hour capacity. 6 cyl. models: 12 volt battery; 44 amp. hour capacity.

FUEL TANK

4 cyl. models: Capacity—8 Imp. galls. 6 cyl. models: Capacity—10 Imp. galls.



The basic four-cylinder Torana

COOLING

Pressurised cooling system with full length water jackets around each cylinder. Thermostat control, centrifugal water pump.

TRANSMISSION—4 CYL. MODELS

Manual: Four-speed all-synchromesh floor-mounted gear-change is standard. Short ball-mounted lever. Ratios—first, 3.765:1; second, 2.213:1; third, 1.404:1; top, 1.00:1; reverse, 3.707:1.

Automatic: 'Trimatic' automatic is optional on Torana 'S' and 'SL' models, in conjunction with 'Series 70' engine. Three-speed, floor-mounted gear selector (illuminated at night). 9" dia. hydrodynamic torque convertor (ratio infinitely variable between 2.3:1 and 1:1) coupled to three-speed planetary gear train. (Ratios—low, 2.40:1; second, 1.48:1; top, 1.00:1; reverse, 1.92:1.)

TRANSMISSION—6 CYL. MODELS

Manual: Three-speed all-synchromesh with column shift is standard on all

models except GTR. First, 3.07:1; second, 1.68:1; top, 1.00:1; reverse, 3.59:1. Four-speed all-synchromesh with floor-mounted gear-change is standard on GTR, optional on Torana 'S' and 'SL'. Ratios—first, 3.43:1; second, 2.16:1; third, 1.37:1; top, 1.00:1; reverse, 3.32:1. Automatic: 'Trimatic' automatic is optional on 'S' and 'SL' models. Three-speed, column shift is standard (quadrant illuminated at night), or optional floor shift, 10" dia. hydrodynamic torque convertor coupled with planetary gear system.

CLUTCH

Diaphragm spring action type, with mechanical operation and ball-bearing release.

REAR AXLES

4 cyl. models: 3.89:1 ratio with all manual transmission models fitted with 56.2 hp engine. With 'Series 70' engines, both manual and automatic models, 4.125:1 ratio axle is fitted.

6 cyl. models: 3.08:1 ratio with all manual transmission models, optional 3.36:1 performance ratio available. 2.78:1 with automatic transmission, optional 3.08:1 performance ratio available.

WHEELS AND TYRES

4 cyl. models: Short spoke disc type wheels, size 4.00J x 12. 5.50 x 12 4-ply tubeless blackwall tyres are standard.

6 cyl. models: Short spoke disc type wheels 13" x 4.50J with A78L x 13 4-ply tubeless blackwall tyres; except GTR, which has 13" x 5.50J wheels with B70H x 13 4-ply high-speed tyres with red band. All wheels have safety humps incorporated in both inner and outer rim flanges.

STEERING

Energy-absorbing steering column on all models. Rack and pinion. Overall ratio 16.5:1. Sports steering wheel standard on GTR. Oval steering wheel on all other models. 4 cyl. turning circle 31.25 ft. 6 cyl. turning circle 36.5 ft.

SUSPENSION

Front: Independent short and long arm type with coil springs and rubber bump stops. Ball-jointed steering knuckles. The GTR has a one-piece front stabiliser bar.

Rear: Four link type with rubber bushed suspension arms and coil springs. Hydraulic double-acting telescopic shock absorbers front and rear.

Spring rates and shock absorber dampening differ between 4 cylinder and 6 cylinder models, and again on the GTR. GMH recommend fitment of the increased clearance suspension option for country drivers who drive in rough terrain. Available on sixes, except GTR.

BRAKES

Four wheel hydraulic, dual-circuit, 8" diameter drum-type brakes are fitted as standard on the 4 cylinder models, with 8.4" front disc brakes available as an option with 56.2 horsepower engine. Front disc brakes are fitted as standard with the 4 cylinder 'Series 70' engine.

Four wheel hydraulic, duo-servo, 9" diameter drum-type brakes, fitted to all 6 cylinder models. Optional 10" diameter power disc brakes on all 6 cylinder models, except GTR where disc brakes are fitted as standard.

DIMENSIONS

	4-cyl. models	6-cyl. models	GTR
Wheel-base	95.8"	100"	100"
Track —			
Front	51.0"	51.8"	52.2"
Rear	51.0"	50.8"	51.2"
Overall Length	162.2"	172.7"	172.7"
Overall Width	63.0"	63.0"	63.0"
Overall Height	52.9"	53.5"	53.0"
Approx. Kerb (2-dr)	1789	2093	2232
Weights in lbs. (4-dr)	1845	2235	

THE GMH WARRANTY protects your Holden for the first 12 months or 12,000 miles, whichever arrives first. In addition, the GMH Guardian Maintenance Plan provides for free inspection and adjustment by your Holden Dealer at the first 2,000 miles, and provides details of maintenance and labour times to 50,000 miles.

CONFIDENTIAL TIME PAYMENT

General Motors Acceptance Corporation provides low cost time payment facilities through Holden Dealers everywhere.



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