


CLASSIC DRIVER



1976 Holden Monaro - LX Torana SS V8 'Improved'

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Lot sold	USD 44 186 - 51 256 EUR 37 500 - 43 500 (listed)	Drive	RHD
Year of manufacture	1976	Condition	Used
Gearbox	Automatic	Location	
Chassis number	ALX012738M	Fuel type	Petrol
Number of seats	2	Exterior colour	White
Number of doors	2	Car type	Other
Drivetrain	2wd	Engine number	VH201800
Lot number	54	Exterior brand colour	White
		Interior brand colour	Black

Description

DESCRIPTION

A landmark car in the history of General Motors Holden, the LH Torana was a major step forward for the company, the first time a mid-sized car had been designed and built with Australian conditions uppermost on the design brief. Unveiled in March 1974, the Torana boasted all-new bodywork with bigger dimensions all round and fresh, up to the minute styling. Arguably the key to the LH Torana's success was the extensive choice of engine and transmissions available to customers, including a 1.9-litre four-cylinder, 2.8 and 3.3-litre sixes and two V8s (either 4.2 or 5.0 versions). The Torana underwent a major facelift in 1976, with the introduction of a hatchback variant perhaps the biggest news. With hatchbacks all the rage in the 1970s, Holden were keen to jump on the bandwagon and even released a unique accessory known as the "Hatch Hutch" that transformed the Torana into a mini camper when fitted. The LX's interior was completely revised, with a new instrument panel and

more supportive seats. The LX was also the first Holden to benefit from Radial Turned Suspension, introduced across the range in March 1977. Sold in either SL or SS guise, the LX hatchback was equipped with the 3.3-litre six in standard trim although the bigger V8s were optional. Relatively few LX hatchbacks were made, with production totalling just 8,527 units prior to the announcement of its successor, the UC Torana, in 1978. The LX Torana is becoming increasingly sought after today, partly due to the rarity - few good ones have survived - and for being indelibly linked to one of the greatest Holden muscle cars of all, the A9X that was so much a part of the Golden Era of Group C racing during the 1970s.

HISTORY

- Desirable Holden Torana SS Hatchback
- Upgraded with 350-cid V8 running gear
- Offered by long-term owner

Highly collectible in today's market, this LX Torana Hatchback has been with the current owner for the past 24 years and, typical of so many of these cars, upgraded as an A9X tribute. According to the tags on the car, the Holden was built in June 1976 as an SS (as denoted by the VIN plate) with a 202-cid six and Trimatic auto transmission, leaving the Dandenong factory in Antelope metallic (1894) with Chamois cloth upholstery (60B). The Torana's previous owner was an engineer who rebuilt the car with a 350-cid V8, a Rochester carburettor, four-speed GM 4L60-E automatic transmission, a 10-bolt Salisbury rear diff with four-wheel disc brakes, upgraded suspension and a 90-litre drop tank. Extractors, a twin exhaust system and electronic ignition, power steering and a bigger radiator with electric fans were also added, along with moulded fibreglass flared wheelarches covering Dragway mag wheels shod with Bridgestone 245 x 14 rubber. Repainted white, the interior was re-done in black cloth, along with aftermarket features like the wiper delay and sound system. Daily driven for the first eight years, the car has since been used by the current owner as a weekend cruise car in and around the Southern Highlands region of NSW where he lives. Showing 141,078 kms on the clock at the time of cataloguing, the Torana will be sold fully registered in NSW until September 2019.

Note: Shannons advise that all potential buyers research all vehicles before purchase to authenticate originality.

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