

The Lion's Roar

Mumblings from across the desk in the den of the Holden Enthusiasts Club Christchurch



June 2016

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Interclub Challenge 2

It was a bit wet when we pulled up at the gun club in Motukarara to do our clay bird shooting. There was only seven of us, which was a bit disappointing and there was no one from the other clubs.



The decision was made to do the event any way, so while the man set up, we sheltered in the club rooms. By this time it was pretty wet. We were split up into two teams and took turns at shooting. It was great fun once you worked how to aim the gun. I think we had about 20 shots each.

In the end there had to be a shoot off between Cherie and Darryl because they had the same scores, but Darryl won. Well done mate.

We then had to go to the Tai Tapu Pub for a debrief beer. Some chips were bought by the winner.

Thanks for those who attended.

Bring on round three 9 holes of golf.

Food for thought

The AGM is still a few months off but it might be time to start thinking about who you want at the top.

Nomination forms will be sent out shortly for you to fill in and send back. Both Marg and I are not standing this year. We have done five years so it is time for someone else to take over. Milton is also stepping down as the one that looks after the wallet.



Don't forget to ask the people before you put their name in.

Ray Miles



Interclub Challenge 2 Report- Clay Bird Shooting

After a late change in venue to another Clay Bird Shooting club, a gathering of club members met up outside the Halswall Aquatic Centre for a drive out to 'Target Demolition'. It was a HECC only day, as no other clubs had made it to our challenge. That's alright, they'll have Round 3 and a game of 9 Hole Golf to try and catch up.

The day (for the pair of us) started on a less than stellar note as while at the meet point in the deteriorating weather, Leonie and I discovered LONEYZ had a puncture in one of her rears. One space-saver change later we headed off in the back of Craig and Cherie's Murph with the rest of the convoy out to 'Target Demolition' at Motukarara.



After getting a run down from Warren from the Gun Club in all the necessary gun safety and how to shoot, we split into two teams. Team A of Leonie, Darryl, Craig A and Fuds; and Team B of Cherie, Craig B and Ray. In the deteriorating wet and cold weather, both teams took turns having a few practice shots, followed by a practice round. Each shooter got to take turns, moving shooting position from left to right after a couple of shots at each station.



When it came time to score, as the weather had gotten wetter and all the shooters were starting to get a bit wet and cold, we simplified it down to pairs from each team being out on the range at one time, with two lots of 5 shots each from the central most shoot point.



The results from 10 shots were as follows:

Team A:	Team B:
Leonie – 5	Cherie - 8
Darryl – 8	Craig B - 4
Craig A – 5	Ray - 6
Fuds – 7	

By some strange twist of fate I hit 8 of 10 scoring shots when I had earlier only managed to hit one during practice, and Cherie who had been shooting well all afternoon, also hit 8 in the scoring round, and we tied for first place, forcing a sudden death shoot-off which I (fluke) won.



No club challenge would be complete without a debrief, so we headed off to the Tai Tapu Hotel for a quick drink afterwards.

Darryl Cowens



New Zealand Classic Car Magazine Article

As featured in last month's club newsletter, Parkside Media approached the club for a story including photos to use for their "Club Corner" feature in the monthly New Zealand Classic Car magazine.

Print Copies available online from magstore.nz for \$10

Check out Page 90 of Issue No.306. (June 16)

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CLUB CORNER

The Holden Enthusiasts Club of Christchurch

The Holden Enthusiasts Club of Christchurch was started about 22 years ago by a group of like-minded people with a love of the mighty Australian lion. One of the major guidelines for membership is that you don't have to own a Holden — you just have to love them. With that in mind, there is an extensive range of vehicles in the club, from old school right through to the new models on the market. However, the main emphasis is on making sure you are smiling while you are driving your Holden — yes, it is about fun!

The club is a family-oriented one, which tries to hold one or two events every month that will appeal to a wide range of members. Events range from cruises to locations of interest, an annual show and shine competition, a mystery car rally, poker runs, and social meals, right through to hosting larger events such as its All Or Day. This variety and enthusiasm comes from about 50 members — hailing from everywhere from Christchurch to Greymouth, and even as far down as Twizel — and that number is growing every month. With a wide range of ages covered, there is great knowledge about the variety of vehicles, as well as youth to keep it rejuvenating.

The club holds a monthly meeting at 7.30pm on the first Tuesday of every month (except January) at Joel's Garage, Cranford Street, Christchurch, and welcomes visitors to join in for a chat and see how



relaxed and friendly the club is. You can also catch up on the club's Facebook page, Holden Enthusiasts Club Christchurch. To find out more, email generaki@holdenclub.net.nz, or, if you prefer a person-to-person conversation, please contact either Ray Miles (president) on 027 277 3878 or Leonie Harris (vice president) on 027 471 7961. Keep your wheels on the road, and we look forward to seeing you there!



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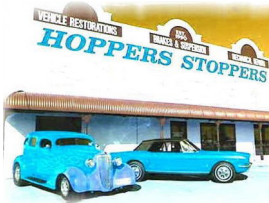


So What's Stoppin' Your Holden?

[Hopper Stoppers](#)

Article originally published on the Hopper Stoppers site

Written By: Peter Koning



From the amount of enquiries we receive via the Internet, fax or phone, it seems that Holdens from 1950s, to 70's, and Torana's, are as popular as ever with modifiers, particularly with the rising popularity of fitting injected V6 and V8 Commodore engines.

As pre 1976 ADR27 cars can be legally modified with no worries about EPA pollution control laws, the Australian love of hotting up an old Holden looks set to continue for a long time.

Us older guys were brought up playing on our EH's and FC's but as the next generation continues the tradition, it seems the tricks of swapping front suspension and brake parts needs to be passed on. The older amongst us will probably know most of the following but for the younger guy just starting on his first "early" the mysteries of the King Pin and Ball Joint front suspensions might use some explaining. So here's some now.

History -What's Holdin' Up Your Holden?

From their release in late 1948 with the 48/215 (FX) up to 1964 with the EH, Holden's used what was commonly called the King Pin front end.

This was a double A arm suspension, featuring pressed steel "unequal length" upper and lower control arms, pivoting off a removable pressed steel cross member which was bolted to the body at four rubber insulated mounting points and from FE onwards reinforced against torque by a nose section that bolted under the radiator support member.

The stub axle pivoted on a vertical pivot pin (the King Pin) and allowed for up/down movement on upper and lower steel bushes at each end of each control arm. Counting all the bushes and tie rods there are 28 greasing points on an early Holden front end, which needed to be lubed every 2000 miles! These king pin suspensions were tough as nails, but once worn rebushing the kingpins was not a cheap exercise.

By the late 50's the Americans were replacing Kingpins with Ball Joints, and this caught up with Holden's in 1965 with the HD model. The upper and lower outer pivots and kingpins were now combined into a lubricated spherical ball at each end of the stub axle. In Holden's case the lower ball joint was pressed into the arm from underneath, and held there by the spring load, the upper joint was fitted from above and originally riveted in, but replacement upper ball joints bolt in, once the rivets are drilled out.

Midway through the HD run Holden introduced that wonderful invention, the DISC BRAKE ! As this had become popular on European cars in the early 60's we might have wondered why it took longer to reach here. However Holden is an American owned company and the Yanks didn't really see Discs until the late 60's, relying on their favorite drums even longer than we did. Being a thin solid rotor we now look back at the HD/HR discs as a bit feeble but compared to drum front brakes it was a huge improvement. Actually Holden had Disc Brakes a bit before Falcons and Valiants, so being the first of the big three they didn't do too bad.

It didn't take long to realize that the HD/HR ball joint front end could be adapted to fit any FX to EH. You needed to relocate the engine mounts and weld on the correct nose extension, and then they would bolt in. Being an option not many HR's got them, but disc brakes for early Holdens were easy once those highly desirable disc brake HR's began reaching the wreckers.

With the bigger HK to HG range discs became more popular, even standard on V8 cars, but most 6 cylinder cars were still built with those basic old drums. HK's had steel inner pivot bushes, then with HT/HG we got rubber bushes for a quieter ride and maybe a few dollars saved on the assembly line.

With the introduction of the HQ series Holden went to a half chassis style front end, the cross-member and front half rails being all one welded piece bolted under the base body shell. Steering went to the front of the cross-member and whilst still using unequal length control arms the bushes were bigger and softer, with design favoring ride over handling.

HQ's got Holden's first decent brakes; optional 11 inch ventilated front discs, with rear drums retained for a long time yet. The majority of HQ's would have had front discs fitted.

With the HJ range front discs became standard, and that's the way things basically stayed until rear discs became optional on HZ. (Standard on GTS)

The last of the big Holdens, the WB, had four wheel discs standard on the Statesman's but drums on rear for utes and vans. My old PBR books show rear discs possible on Commercials but I don't know if they were ever actually built. With their leaf springs I don't believe those rear calipers would fit.



... cont

THINGS YOU MIGHT NOT HAVE KNOWN ABOUT HOLD-EN BRAKES

FX to WB

At the risk of boring the older guys who probably know most of this already.....

1/ FX and FJ had 15 inch wheels with a large stud pattern, the studs being out toward the edge of the drums. Rear axles have a taper hub/keyway drive which needs a special puller tool to remove the drum. Master cylinder is under the floor with a remote filling tin on the firewall optional.

2/ With FE 's Holden went to 13 inch wheels with the familiar 4.25 inch by 7/16 stud pattern and drums that could be removed leaving the rear axle flanges or front hubs in place. Master cylinder went up on the firewall with "swinging pedals". Front and rear brakes were same width shoes.

Remote PBR VH24 power booster was optional, with a warning sticker on the rear window so that those with lesser cars would know not to travel too close!

3/ FB saw basically the same design of brakes as FE/FC but with wider shoes.

4/ EJ saw brakes changed to "Duo Servo" which means that the two shoes are joined by a floating adjuster, so that the front shoe gets pulled into the drum by rotation action, thrusts through the adjuster passing the load to the rear shoe, making the brakes more self energizing and equalizing wear.

5/ EH brakes are the same as EJ.

6/ HD/HR all got wider front brakes, with the same rear brakes as EH on Sedans and Wagons. However Utes and Vans came with wider rear brakes.

Same 1 inch master cylinder as FE onwards, with a remote VH44 booster to all four wheels optional.

Front discs were introduced with HD, mid model, and larger VH40 "hydro-vac" remote booster to all four wheels then standard with discs. Can someone tell me if discs came standard with X2 and 186S Engines?

As discs are not self energizing, rear wheel cylinders for cars with front discs are smaller (9/16 compared to 13/16) also requiring a different rear shoe as the smaller cylinder could not use a push rod. (The shoe has a different profile so the wheel cylinder piston can bear straight against it)

As it was possible to order a Ute or Van with front discs, there were therefore FOUR types of rear shoes and TWO types of rear wheel cylinder used on HD/HR Holdens. If converting your HR from front drums to discs, (and boosting all four brakes like Holden did) you should also fit the smaller bore rear wheel cylinders and matching shoes, or rear brake lockup will occur.

7/ HK went to 14 inch wheels, of the same early stud pattern, with bigger diameter front and rear drums, or bigger discs (but still solid) when fitted to the front.

Master cylinders went tandem split system for safety, and "Master-vac" booster between firewall and master cylinder for the first time. Drum brake cars could be optioned with a fairly big master-vac and disc equipped cars had positively huge boosters as standard. Brake fail switch now fitted.

As per HR, rear wheel cylinders were smaller bore and rear shoes were different when front discs were fitted.

V8 equipped HK/T/G had a thicker disc rotor than 6 cylinder cars, with a 1/8 spacer plate inserted in the middle of the caliper to allow the same basic caliper bodies to be used.

8/ On HQ front drums, size, shoes and wheel cylinders were identical to HK/HG, but now with 4.75 by 7/16 (Chevy) stud pattern.

Rear drum shoes and cylinders were same as the HK/HG four wheel drum brake type for all cases (using 7/8 wheel cylinders)

HQ had a brake fail switch on the top control arm inner bolt with a proportioning valve half way along the chassis.

HQ to WB disc brake stubs are functionally identical to HK/T/G but the tooling wore and was replaced over time so they do have differences in appearance.

HR disc stubs had the bearing center line 1 inch down, so fitting HQ stubs lowers your HR 1 inch, but the caliper mounting ears are further out and closer to the center of the car so you must use HK to WB calipers and matching rotors if fitting these stubs to a HR. As HR use 13 inch wheels this also means 14inch wheels and /or HQ stud pattern.

9/ With HJ the proportioning valve was combined with the switch, and fitted at the top control arm. Prop valves now have different settings for sedans, wagons, Statesman's, and Commercial.

For rest of article, go to:

[Hopper Stoppers - So What's Stoppin'Your Holden](#)



New Holden Monaro GTS 4-door

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Monaro GTS 4-door. A great new mover in the Monaro range. A sports machine, just waiting for action. It looks right, rides right, handles right!

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Bathurst winner — Peter Brock



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UPCOMING EVENTS

June

26th Midwinter Lunch. Southbridge Hotel. Meet at Countdown Hornby at 11am.

July

5th Monthly Meeting at Joe's Garage 7:30pm

8th Friday meal/drinks at Harewood Tavern 6pm

17th Surprise Picnic Lunch Cruise. Meet at Countdown Moorhouse 11am.

August

2nd Monthly Meeting at Joe's Garage 7:30pm

5th Friday meal/drinks TBC

14th Interclub Challenge Round 3 - 9 Hole Golf

28th Mystery Car Rally

September

4th Rock and Wheels Amberley

6th Monthly Meeting and AGM at Joe's Garage 7:30pm

9th Friday meal/drinks TBC

October

4th Monthly Meeting at Joe's Garage 7:30pm

7th Friday meal/drinks TBC

9th Bathurst Day BBQ at Ray's

16th All Oz Day TBC

30th Show and Shine

FOR SALE

Marg Club Shirts - \$62
Polo Shirts - \$46
Club Stickers - \$5
Club Sashes - \$20

For more information contact her on 021 138 7046

COMMITTEE

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If you have any issues please contact us direct we are all willing to answer any questions or talk through any questions you may have.

