

The Lion's Roar

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



May 2016

Presidents Report

With the days getting shorter and the nights getting colder, it means that winter is upon us.

We have still got a couple of things organised for the colder months. We hope that you guys still want to get away from the heat pump.



Pioneer Classic Show

This is booked in for the weekend of 23rd to 25 Sept, the theme is *True to New*. We are looking for cars to display along those lines and we will also be doing a roster for members to man the site for the weekend.

Ray Miles



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This was a great 3 hour event for a Sunday, driving around town finding things and taking photos of various things. The weather looked after us, but it was a bit disappointing more of you didn't come and join in the fun. as we only had 6 cars. Thanks Josh for putting the time in to organise it. Scott Hawkins and his crew won it so they have got the pleasure of doing it next year. Rob was second and Fuds was third.



Stay tuned to next month's edition of New Zealand Classic Car magazine for an article on Holden Enthusiasts Club Christchurch...

Article written for New Zealand Classic Car magazine

Compiled and edited by Leonie Harris

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 and one of the major guidelines is that you don't have to own a Holden, just make sure you love them!



With that in mind we have a range of vehicles in the Club, from old school right through to the new models on the market. However the main emphasis is still, make sure you are smiling while you are driving your Holden! Yes, it is about fun!!



We are a family orientated club which tries to have 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, 'Mystery Car Rally', poker runs and social meals, right through to hosting larger events such as an 'All OZ Day'

With this variety and enthusiasm we have about 50 members, and that number is growing every month! We have members from Christchurch to Greymouth and even down to Twizel. With a wide range of ages there is great knowledge on the variety of vehicles, as well as youth to keep it entertaining sometimes!



The Club holds a monthly meeting at 7:30pm on the first Tuesday of every month (except January) at Joe's Garage, Cranford St, Christchurch. You are welcome to join us there for a chat and see how relaxed and friendly we are. Or catch up with us on our Facebook page, Holden Enthusiasts Club Christchurch. Our email is general@holdenclub.net.nz. Or if you prefer the 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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New Zealand Classic Car



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From The Classifieds: 1963 Holden EJ Special

[Motoring AU](#)

Article published on 21 March 2016 on the *Motoring.com.au* site.

Written By: *Tim Britten*



How much loot do you need to buy a classic poor-cousin of the very popular Holden EH?

EJ? Why not an EH? The EJ Holden has been partially obscured by the iconic EH, the model that introduced the more powerful “red” engines to a previously under-done family car. Today, in reality, there’s not a lot separating them apart from the EH’s popularity. Here we look at what sort of EJ your money can buy.

The EJ Holden was introduced in August 1962 and today is seen as a poor cousin to the more powerful, re-styled EH that followed it exactly a year later. As the first Holden to break away from the long-serving ‘grey’ engine that had been the driving force right from the original 48-215, the EH was finally able to challenge the

Ford Falcon’s on-road performance. To some, it also looked more contemporary with its angular rear roof-line and squared-off boot. So the EJ had a short history, unlike the EH which remained available for two years and was not replaced until February 1965 by the bulky HD.

Although the EJ was fundamentally the same car as the EH apart from the driveline and the new-look back end, it was quickly forgotten as buyers flocked to the more grunty, 149 and 179 “red” engined Holdens.

It also seems most Holden fans reckon the EH was not only better on the road, but also better-looking than the EJ. But there are those who would beg to differ. Granted, the new-generation engines were a big advance over the EJ’s 138 cubic-inch six-cylinder, but was the EH’s styling an improvement?

To some, no. From the C-pillar back, the EH was something of a mismatch with the front end, discontinuing the flowing character line aft of the doors and introducing an entirely new, more voguish shape ending up with jutting, vertical taillights and a flat rear deck.

Although the front end was relatively unchanged for the EH, the EJ’s elegant, mini-Chevy rear with its low-set taillights, subtly angled boot mouldings and wrap-around rear window was dispensed with.

Holden was less adventurous in the EH’s cabin though. The dash remained essentially the same and the gaudy seat and door trims were revised, rather than drastically altered.

But there was no mistaking an EH for an EJ and, for most, this was a good thing. And because the EH was a bit more exciting than the sluggish EJ, it obviously figured that every aspect of the new Holden was superior. In reality, the original EJ design was more harmonious.

Clearly there is a lot more interest today in EHs than EJs. *carsales.com.au*, at the time of writing, listed 30 EHs for sale as opposed to just seven EJs. And EHs tend to bring higher prices as well.

Our quest was to take a look at what EJs were on offer, and what sort of price a well-presented car could command. Keen to find an unmolested example, we came up with this manual-transmission 1963 EJ Special sedan from Granville in Queensland which is currently on sale for \$17,000.

According to the details supplied by the owner, the blue/white EJ has had a ground-up, bare-metal restoration with the two-pack paint coming as close as possible to matching the original hues.

Importantly, the EJ remains in standard specification, from the 138 cubic inch grey engine to the steel wheels and the original interior where the only departure is the grey carpeting.

Sure, an EJ will not be quite as quick on the road as an EH but, in reality, neither would be described as actually fast today. The differentials in performance have narrowed with the passing of time.

A neat, original EJ Holden is indeed no bad thing and is an equally valid example as the EH of early Holden history.

Tim Britten





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UPCOMING EVENTS

June

5th Grasskhana TBC

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

12th Interclub Challenge Round 2
- Claybird Shooting. Numbers
needed by June 5th. Limited
numbers. \$35/person.

26th Midwinter Lunch. TBC

July

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

17th Surprise Picnic Lunch Cruise.
11am,

August

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

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

October

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

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

Wanted to Buy: Early model Commodore, 6 or V8.
Prefer Rego and WOF. Ring Mark 3251007

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.

