

# The Lion's Roar

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



September 2016

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## Presidents Report

September and Spring are upon us, marking the start of warmer weather for getting your pride and joys out of the shed for a clean or polish and a cruise to some of our upcoming events.

September also marks the clubs AGM. Ray and Marg have now stepped down from the executive after 5 years of service as President and Secretary to be members. Milton is stepping down from Treasurer, Cherie from Club Captain, to both be on the committee. Pepper has also stepped down from committee. These changes have given opportunity for some changes to the Executive, which is as follows.

President - Josh Bentham  
Vice President - Leonie Harris  
Secretary - Sarah McKenzie  
Treasurer - Richie Croucher  
Club Captain - Rob Gordon

Committee - Glenn Mackle  
Cherie Tomlinson  
Whare Ward  
Ralph McMillan  
Milton Souster

Communications/Editor -  
Darryl Cowens

Welcome to the new members joining the executive and I look forward to working alongside the executive members to ensure we can keep the club friendly and enjoyable.

I'd like to take this opportunity to introduce myself as your new president. Some of you will know who I am, but others may not. I'm Josh Bentham and between my wife Leanne and I we own two 1964 EH Holdens, one Special and the other a Premier. Despite only purchasing my first Holden 2 years ago I am very passionate about Holdens and have been for many years. Particularly watching motorsport, having been to multiple V8 Supercar events in NZ and in Australia all more than once including Pukekohe, Hamilton, Gold Coast and Bathurst

*Josh Bentham*

## Information Updating and Articles

Just a couple of friendly reminders..

We have rebuilt the email mailing list. So if your contact details aren't up to date, please let us know the correct information, as it will ensure all emails get to you each month.

Also, if anyone wishes to send through anything interesting for future newsletters, or even write up a feature on their car, I can include it, and also put it on the website, once we get it updated.

Due date is the 15th of each month

*Darryl*





## South Canterbury All Australian Day

A few members took the early morning cruise to Timaru, with a quick stop in Ashburton to meet another group of cars to convoy to Timaru. It was a cold windy start but warmed up for a time before the wind came back in the afternoon. There were about 100 cars present, with the earliest Holden being an EK wagon. HECC members had the next two oldest cars with an EJ special and EH Premier. There was a large showing of H series, Toranas, VK and VLs, and later model commodores. The show was definitely dominated by Holden, but Fords, Leyland and Valiants also had a showing of a range of cars. One lone Austin rounded out the models. Craig and I left Christchurch All OZ day fliers on windscreens and quite a few seemed very interested, which is positive for our upcoming event

*Josh Bentham*





South Canterbury All Australian Day Photos continued...







# ALL OZ CAR SHOW

## CHRISTCHURCH

**Saturday 15th October 2016**  
**Evening Cruise**

Location: Mitre 10 Mega carpark, 1005 Ferry Rd, Christchurch

Time: 5pm meeting time with 5.30pm departure

**Open to all Australian cars and the public**

## **Sunday 16th October 2016** **Car Show**

From 10am to 2pm

Ouruhia Domain, via Chenery Ave, 721 Marshland Road,  
Christchurch

**Open to all Australian cars and the public**

Gold coin donation for spectators

\$5 entry per display car

Proudly organised by the Holden Enthusiasts Club Christchurch and  
Falcon Fairlane Club Christchurch

 Follow our Facebook events page for more information

Holden Enthusiasts Club Christchurch

For further information please contact us on [general@holdenclub.net.nz](mailto:general@holdenclub.net.nz)



## How Holden's new ute could have gone global, but failed to do so.

[Stuff NZ - How Holden's new ute could have gone global](#)

*Full Article published online at Stuff. All photos are property of Fairfax Media*

*Published 6 September 2016*

It was a quintessential Holden moment. Sliding around the last corner of Bathurst's Mount Panorama circuit, one hand out the window and Akubra sponsorship slashed down each side, was a farmer and racer in a V8.

But he was now in a very different type of V8, one better associated with carrying tradesmen's tools or hay bales or vast loads of dirt. The man in question was Allan Grice, a two-time Bathurst 1000 winner, who had turned his hand to racing a V8 version of the Holden Ute – or, as he liked to describe it, a 'two-door sports coupe'.

Ford invented the car-based ute back in 1934, and it has since evolved into an Australian icon. The first Holden ute arrived in 1951. Based on the 48-215 – or FX – it reportedly amassed a waiting list of 70,000 people in its first year. It was front-page news, too, in the same way that a new i-gadget can take a stranglehold on the media.



*The first Holden ute arrived in Australia in 1951, and in New Zealand shortly after.*

Holden utes evolved over the decades to include V8 engines, a cab-chassis with more load space, and even a Sandman model aimed at younger buyers. But as Allan Grice raced to a class victory in those early Bathurst 12 Hour races, he was helping contort the former beast of burden into a sports car.

Before long, Holden was running ads where the ute was doing lots of fast things – and the occasional burnout on dirt – and not so much of the load lugging. And as the popularity of the ute grew, it became clear that the vehicle could become the closest thing to a two-seat sports car that Australia had produced.



*Holden's Super Ute. It's what happens when you combined supercar thinking with a ute.*

As the VE Commodore was being developed, Holden designers penned a Coupe Ute. It used the doors, nose and roof of the radical Coupe 60 concept – an idea of what a VE Monaro would look like – but with the tray of a ute. The plan was to amortise the expensive parts of the car – panels and glass – across two models, each with export potential. But the idea was ultimately shelved, despite the wishes of some within the organisation who thought it could have changed the Holden ute forever.

*The full article can be found and read at the link at the beginning of the page..*

*Extract from Holden: Our Car 1856-2017 written by former Drive Editor Toby Hagon and his father, commentator and industry personality Will Hagon.*

*- Holden: Our Car 1856-2017 is published by Pan MacMillan and available in New Zealand for \$69.99.*







**THERE'S A BIT OF BATHURST WINNER  
IN EVERY TORANA.**



THE HOLDEN DEALERS OF AUSTRALIA



## Article clipping from The Newsletter of the NZ Federation of Motoring Clubs

Wheel Torque - Issue 24, Sept-Oct 2016

### CLASSIC COLLECTING BETTER DONE IN CLUBS

The FOMC membership renewal received from the Austin Healey Car Club was accompanied by a photo of the executive which shows they all have neatly trimmed white goatee beards, with the exception of the treasurer...who is a woman.

It is a graphic reminder of just how often car clubs bring together people who share similar and compatible tastes in many more ways than just their preference for the particular marque they have chosen to own.

In the world of classic car collectors, the vast majority of one make and heritage vehicle organisations are convivial, laid back and infused with a family friendly atmosphere. Like other things, classic car collecting can be a solitary pursuit, but it is a lot more fun when done together with others.

As social creatures as well as vehicle aficionados, finding a group of like-minded enthusiasts not only provides a compatible environment in which to discuss all things car, but can also provide access to invaluable advice or assistance and the additional opportunity to obtain significant discounts at certain parts suppliers.

Being a member of a classic car club not only protects your sanity and your wallet, it also provides further less tangible benefits. Involving yourself in club activities can both make you more sociable and also enhance your health and potential longevity.

With their collective buying power car clubs are often able to negotiate a range of discounts from parts suppliers and even some big-name insurance companies. Join a club and you will not only gain a shed load of extra information and trivia, but any waning compulsion to look after your own vehicle will become a craving. With fellow enthusiasts gazing over your classic car and appreciating all the work you have already undertaken, you will be incentivized to carry on until you can triumphantly display the finished project.

But even in the best of clubs relationships can turn toxic and it has become apparent to the Government that the existing legislation provides less than adequate means to resolve disputes or injustices when they occur within societies. Currently under consideration is a new set of rules and guidelines designed to assist clubs to sort out their difficulties.

After undertaking a detailed study of the draft Incorporated Societies Bill and consulting member clubs, the FOMC executive concluded that it is a generally comprehensive and constructive prescription for creating an updated and overdue operating framework for New Zealand's incorporated clubs and organisations.

However if the new Act imposes responsibilities on elected society officers which are beyond their skills or ability it could have a serious debilitating impact on the functioning of many clubs. For smaller societies often dependent on untrained volunteers to fill elected roles such as treasurer or secretary, complying with "generally accepted accounting practice" as is currently required by the draft bill may prove to be too onerous.

Where more simplistic approaches to keeping financial records will still meet the needs of the societies concerned the FOMC has recommended that it would be in the overall public interest to allow more flexibility.

Consistent with the present prohibitions on members of incorporated societies deriving a "financial gain" from their participation in club activities, the new Act will impose similar limitations. But the FOMC has welcomed the proposed exceptions to what pecuniary benefits are prohibited as outlined in sub-part 3 of the draft bill.



"It is important that all clubs should not be restricted from subsidising activities and events or supplying members with discounted parts and services, or providing rewards for members making major voluntary contributions to the overall betterment and welfare of their clubs," we said in our submission on behalf of member clubs.

The proposed "Winding Up" provisions (section 24) require the nomination of a specific "not-for-profit entity", or "a class or description of not for profit entities", at the time a club is launched and first constituted. We have suggested this is most likely to prove far too restrictive.

After many years have passed any named such entity may no longer exist. So the FOMC has recommended the present general practice of specifying either "charitable organizations" or any "not-for-profit societies with aims and objectives compatible or similar to those of the winding up club" is still the much more practical option.

We have also questioned the proposed provision that those whose membership subscription are in arrears remain members and liable for all unpaid subscriptions until they formally resign in writing. While many clubs do request resignations in writing, we suspect less than one in a hundred members actually fulfil this obligation.

Most people simply cease to pay subscriptions and drift away, so the rules of many clubs provide that their resignations are deemed to have become effective from the due date or end of that year. It would cause insurance and other problems for clubs if they were required to treat non-financial former members as still current members.

Many clubs will also have limited records of when individual members joined. So they could face some difficulties meeting the requirements for more extensive membership record keeping in the draft bill if they survive the submission process.





## In 50 years in Australia, we've come a long way together.



This year, General Motors celebrates its 50th anniversary in Australia.

General Motors began assembling vehicles in Australia in 1920.

Five years later, General Motors Holden's was formed by a merger of General Motors with Holden's Motor Body Builders. Seventeen years later, the first Holden was born.

It has been an exciting, successful period - a time that has seen GMH establish many firsts in the Australian automotive industry.

Chances are you've driven at least one of our vehicles over the past 50 years. A limited selection of them is shown above.

We hope you've enjoyed the experience. And we hope we share many more happy miles together.

*Building the  
right cars  
for Australia.*



GENERAL MOTORS HOLDEN'S LIMITED





## UPCOMING EVENTS

### September

24-25 Classic Car Show at Pioneer NOW  
POSTPONED

### October

2nd Petrolhead Breakfast at Kustoms Car  
Club Rooms

Spring into Oxford 10am to 2pm

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

7th Friday meal/drinks One Good Horse  
at Parklands 6pm

8-9th Swap Meet at VCC Grounds

9th Bathurst Day BBQ at Ray's from 9am

15th All Oz Day Cruise, 5pm Mitre 10  
Mega Ferrymead Carpark, 5pm

16th All Oz Day from 10am at Ouruhia  
Domain

30th Show and Shine at the Groynes Area  
2B at 10am

### November

1st Montly Meeting at Joe's Garage  
7.30pm

3 - 6th Club trip to Pukekohe Raceway for  
V8 Supersprint

4th Friday meal/drinks TBC

## FOR SALE

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

For more information contact  
her on 021 024 92550

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

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## COMMITTEE

President Josh Bentham 027 321 2571  
Vice President Leonie Harris 027 471 7961  
Secretary Sarah McKenzie 021 024 92550  
Treasurer Richard Croucher 021 429 9650  
Club Captain Rob Gordon 022 585 2100  
Editor Darryl Cowens 027 269 4600  
Committee Glen Mackle  
Ralph McMillan  
Milton Souster  
Cherie Tomlinson  
Whare Ward (Fuds)

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.

