

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 125 - June 2012



REGISTERED BY AUSTRALIA POST PUBLICATION NUMBER VBH-4024

ELF - IN



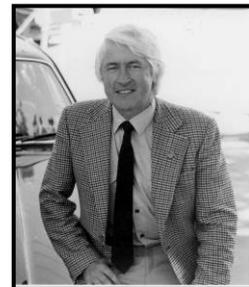
❖ Small, slight, and delicately - made or proportioned, quick, agile and delicate (as in movement or thought), having an otherworldly, unearthly or magical quality.

- Webster's Dictionary.



ELFIN OWNERS and DRIVERS CLUB Inc.

EDITORIAL:



Apart from helping preserve the Elfin heritage, membership of the EODC serves at least one other useful purpose. Being affiliated with CAMS means any financial members wishing to go motor racing can nominate the EODC as their chosen club – and with membership at just \$20-00pa. it helps keep the costs down. As PETER JOHNSON said “Still the best value club around”.

The club has received an unusual gift – a stain glass window featuring the Elfin logo from a home in Hawthorn. There’s an interesting story to this, so read on!

We also acknowledge the passing of two Elfin owners, one of whom successfully drove a Formula Vee in Europe and also won the Armstrong ‘500’ at Bathurst.

We continue the story of “*Quick Pixies*” – *Elfins in the East*, and good news is the Elfin participation in track days is back, thanks to MARK BEATRICE.

Our membership is continuing to grow, and it’s always good to welcome former Elfin drivers who made a name for themselves in days gone by. ERROL RICHARDSON is one such person who also sent along a “Weet Bix” swap cards poster from years ago which included his Elfin 300. Thanks Errol, and this will be passed on to BILL HEMMING to display in the Elfin Heritage Centre.

Two early Elfin Streamliners have just returned to the tracks after lengthy restorations, and both cars are magnificent. Then again, any early Streamliner looks magnificent!

Congratulations to MIKE BARKER on his recent successes in his road registered Elfin Clubman. After taking second place a number of times at hill climbs, Mike finally nailed Fastest Time of Day at the VHRR Trident Cup recently in a tightly contested battle. Just goes to show what a road car can do – especially if it’s an Elfin!

We have some cars for sale, and people looking for Elfins to restore, so check out our Classifieds. We hope you enjoy the 125th edition of the EODC newsletter.

Brique

EODC DIRECT CREDIT DETAILS

Bank Account No. 5003785

BSB 633-000

Bendigo & Adelaide Bank

Make sure your NAME appears on the transaction so your payment can be identified.



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BITS 'N' PIECES

PETER'S PROJECT:

Thought you might like this update on my Catalina ... finally returned home from **HERB NEAL** ... he was to paint it in 2 pack, but as he works outside, was held up by Sydney's continuing incontinent weather. Lovely job, as you would expect from Herb. In the week since then, the body panels have been removed, and the alloy floor is now adhered and riveted on ... pretty much everything is ready for assembly, though my intention is to repaint the whole body... not sure of the colour yet, but I'm pleased it's back in its original factory yellow chassis.

PETER JOHNSON plans to run shortly at GEAR days (Wakefield Park) to make sure the Elfin runs as well as it looks. (Ed.)

ELFIN BBQ:

Our annual Grand Prix barbeque held at the Elfin Heritage Centre was another great occasion with some 80 members and guests attending. Traditionally the gathering is on the Friday night preceding the Australian F1 race which means we can welcome members and visitors from interstate - we even had an exchange student from Sweden enjoying our hospitality this year!



BARRY CATFORD (centre) chatting with hot shoe Elfin racers **RICHARD CARTER** and globetrotter **LAURIE BENNETT**.



Lorraine chatting with 1992 'Clubman of the Year' **GRAHAME WARD**.

Special thanks to Cheryl, **PETE FFRENCH**, Grand Host **BILL HEMMING** and Master Chef Arthur. Also, we were honoured to have our Patron **LORRAINE COOPER** along with Elfin book author **BARRY CATFORD** from Adelaide.



1991 'Clubman of the Year' **GRAHAM HOINVILLE** (left) with Brendan Reed, Dorothea Hoinville and "Wardy" (again!)



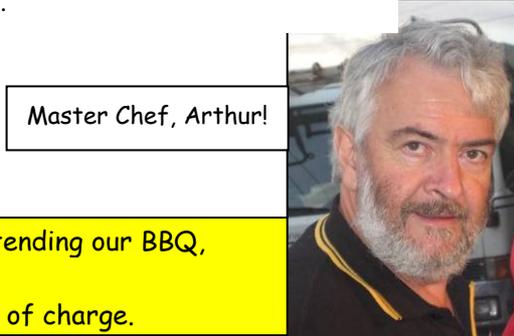
BRYAN THOMSON, 1985 Australian GT champion with one of his former cars, the Monza Spl.



BILL HEMMING makes sure Arthur gets it right!



MIKE BARKER's impressive Elfin Clubman adorning the entrance to the EHC.



Master Chef, Arthur!

Due to rising costs, and the large number of visitors and guests now attending our BBQ, a fee of \$20 per head will be levied in future on non-members. EODC members and their partners will continue to enjoy the night free of charge.



ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES

THE MYSTERY OF THE STAIN GLASS WINDOW

Recently I was contacted by a lady in Hawthorn who said she was renovating a house with old stables out the back, and inside there was a stain glass window with the Elfin logo in the centre. She tracked down the EODC through the internet and asked if the club would be interested in having it, otherwise the stables were being demolished and the window would be thrown out. Naturally I hot-tailed it around to Hawthorn and realised the address was vaguely familiar. About 40 years ago the house belonged to the late **ROSS WILLIAMS**, and memories came flooding back to the time when I visited him. Ross kept his car collection and memorabilia in the stables and I remember seeing (and admiring) the Elfin stain glass window he had specially made. Now it has returned to the club, and will be a fitting reminder of a past, much loved member. The window will be presented to **BILL HEMMING** for display at the Elfin Heritage Centre. And thanks to Tanya for her kind gesture.

EXHIBITION OPENING AT THE HILTON



Our club was well represented at the opening of a painting and photographic exhibition held at the Hilton Melbourne South Wharf on 5 March. This annual event is organised by Charles Rogers and is one of the major lead-up events to the Australian Formula One Grand Prix carnival. Special guest was dual Australian Gold Star champion from 1966 and '67, Spencer Martin who posed happily with the ex-Bob Jane Elfin 400 sports car he campaigned so successfully. The car is now owned by **BILL HEMMING**. Amongst the other cars on display was the lovely Elfin open-wheeler of **JEFF BROWN** (at right). Everyone enjoyed the cocktail party and the opportunity to mix with some of the

sport's greats from yesteryear and today - it set the tone for the action ahead at Albert Park.



ELFIN TRACK DAY

(PIARC May 2012)

It's been some time since we've had a group of Elfins at the track. What started out as a potentially ordinary weekend, as the island had record rain fall, turned out to be one of the more memorable days for a long time. Some of us arrived Friday night to be welcomed by heavy consistent rain. Saturday morning at the track was much the same. We were a little damp getting the cars organised. Soon after the drivers' briefing the rain began to ease. By lunch time the track was drying and by the afternoon the sun began to shine. Our presence was down on Saturday with only three Elfins. Robert's first time on the track with his streamliner, David and myself were the only ones holding the flag. A bit disappointing, but not surprising given the weather forecast. Mark Schiener in his Formula Ford and **ROBERT WILKINSON** (without his car) were also with us.



Saturday night was dinner in Cowes to celebrate Robert's birthday and after a few drinks, the tone of the conversation took a turn for the worse. Constructive criticism was how it was described, but I can't recall anything constructive said that night!

Sunday morning, dry track, patches of blue with a promise from the bureau that the conditions were to improve, and they were right. Warwick, for the first time in five years, Chris in the new Elfin Veyron, Bill with five year old tyres and petrol, David with his ego, Mark in the F/Ford, Bernard and myself were there for the Sunday event. Sam and Robert also graced us with their company. Many of us have not seen the track for a while and this was reflected in the times. Harnesses also seem to shrink over time, I guess that's why they're dated! None the less, the smile was the same and there was

certainly no lack of so called advice from so called experts! Good fun, great company. Another meeting will be organised soon, so get them out of the garages and have some fun. You don't have to go fast to have a good time, just ask David!

MARK BEATRICE

Thanks, Mark. Keep up the good work, and let's hope other members join you for these "good fun" weekends. (Ed.)



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ELFINS AT VHRR ROB ROY - (from the winning driver's seat)

On April 22 2012 the VHRR held a round of their Trident Cup at Rob Roy. The day started off looking threatening, including a thunderstorm at 5am. However it cleared to a beautiful sunny day, ideal conditions for quick times at Rob Roy.

The VHRR had 57 entries, many entering on the day, making it difficult to organise running order sheets. The EODC was well represented at the meeting with four members, including father and son Graham and Greg Hoinville, and three Elfins competing.

Results:

Graham Hoinville was 2nd in Group M (Sports & Racing) with a time of 30.98 seconds in his ever reliable Type 1 Elfin Clubman

Greg Hoinville 1st in Group O (Sports & Racing) with a time of 24.74 in Graham's Elfin Mono

Colin Sullivan 2nd in Group P & Q (Sports & Racing) with a time of 26.83 in his Lola Formula Ford and

Mike Barker 1st in Invited Sports Cars over 1500cc with a time of 23.74 in his Type 3 Elfin Clubman - (also Fastest Time of Day, by just 0.04 seconds!)



Greg was competing in his first event in the Mono, in fact his first event in a mid-engined car, finishing first in class and 6th outright. Greg enjoyed driving the Mono, so watch out Graham, you may lose your seat in the car. Then again Greg may lose it to his 13 year old daughter who seemed to be enjoying the feel of it at the Vic Championship round some 2 weeks later!

Greg in the Mono entering the left-hander following the Causeway

However, on the day, Graham got the girl!! To qualify that statement, he was encouraged to take the camera girl up the hill in his clubman to get some footage of the hill from a drivers' perspective.



Colin Sullivan was also having his first run in his Lola at Rob Roy, having only competed there in an MGB previously. Colin had a ball! His first run was a look to see where the corners were, discovering in the process that the last kink at the top of the hill really is a corner in a quick motor car, exiting it with two wheels in the dirt on the outside - that catches your attention! His second run was a 26.83, his next run was a 27.07 (having missed second gear totally) he was then looking forward to another run to put it all together but, unfortunately for Colin, there were no more runs!

A three way battle ensued for outright Fastest Time of Day with the three drivers posting personal best times. Graeme Raper in the Monoskate was third with a time of 24.17, Darren Visser in the Cyclo was second with a time of 23.78 and FTD was the Elfin with a time of 23.74.

MIKE BARKER

Photos by Gary Hill

Mike in the clubman through Tin Shed Corner.





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QUICK PIXIES – Elfin in the East continued from last edition..

(both Macau and Singapore were long races), a suspension upgrade to full Mk 2b specs “eliminating the original and controversial swept back rear wishbones”, a new Hewland gearbox, and a twin-cam Ford engine.

Meanwhile, Cooper had been busy building upon the success of his first 600 sale. For the 1969 season, he returned with his new 600C model, resplendent in red with a 2.5-litre Repco 830 V8 engine. Oil giant BP and British carrier BOAC were his backers, and the team had every intention of running in Singapore, Malaysia and the JAF Japan Grand Prix, with Maw playing the role of Team Manager in Japan. Cooper’s little pixies were starting to gain notice. Three 600Cs were thus built – one Cooper used for Asia, one was sold to loyal customer Henky Iriawan, and the third went to Australian John McCormack.

FAUX PAS

The new Elfin 600C was the hot favourite for the Singapore and Selangor races in 1969 notwithstanding the presence of a McLaren M4A FVA and a high-winged Brabham BT23C FVA from New Zealand. With the Repco V8 engine installed in the Elfin, the Singapore press instantly assumed that it was the same engine Formula 1 champion Jack Brabham had been using for his F1 campaign in his Brabham BT26 in 1968. Headlines read, “Cooper returns with Formula 1 Elfin”. Tony Maw recalled a chance comment he had made to an ill-informed reporter from the local papers regarding the difference between the then international classes and the Australian classes and, “as these things do, it took off like wildfire.” The sponsors loved the constant front page interest although it was totally out of Cooper’s character to take the press



Harvey Simon purchased an Elfin 600B from Australian John Walker and went on to win the 1972 Selangor Grand Prix.

for a ride. Multiple Singapore and Selangor Grand Prix winner Graeme Lawrence later recalled how impressed he was by the new Elfin with “high tail aerofoil and wide front fins.”

Cooper’s attractive Elfin 600C dumped its oil on Upper Thomson Road in Friday practice for the Singapore Grand Prix. His mechanic Bob Mills and Maw were unable to identify the oil feed problems of the engine. In both races, other Elfins accounted reasonably well for themselves. Maw took third in his modified Elfin Mk2b and Australian Malcolm Ramsay fourth in his Elfin 300 sports car in Singapore and, later, Selangor. Without Cooper’s Elfin 600C as a contender, Kiwi Roly Levis put in lap times in his bi-winged Brabham BT23C that were a good ten seconds a lap quicker than the previous record, but it was fellow-Kiwi Graeme Lawrence who took top honours in

his McLaren M4A. The South East Asian series was becoming seriously competitive and no fewer than five Elfins had been entered for the Singapore event. Ramsay also went on to win the 15-lap Sports and GT race in the Elfin 300 against weaker opposition from a Porsche 906 Carrera, a Lotus 47, a brace of Lotus 23Bs, and an aged Cooper Jaguar (nee Warrior Bristol).

Despite oil feed problems, Cooper qualified third at Batu Tiga with Levis on pole and Lawrence second. The Elfin was certainly faster on the straight, but Lawrence’s self-developed McLaren made up for it with Firestone tyres on the twisty sections of the track. Levis’ Brabham BT23C was however the car to beat and should easily have taken the win.

On lap 26, Cooper lost it, took out a marshal’s telephone pole, and “badly



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QUICK PIXIES – Elfin in the East continued...



Clockwise from Top Left: Garrie Cooper shares the front row of the grid (right) for the 1969 Selangor Grand Prix with Graeme Lawrence and Roly Lewis; Malcolm Ramsay in the Repco V8-powered Elfin in Singapore in 1970; Henky Iriawan's new Elfin 600C FVA in New Zealand for development prior to being shipped for the Macau, Malaysia and Singapore races.

frightened several flag wavers." The marshals, although terrified by the out-of-control single-seater, had as one competitor recalled, "...all vacated by the time he arrived with indecent haste." Cooper later recounted that half way through the 'off', he figured it would be OK because the marshal's post was only bamboo and thatch. The 600C Repco V8 had a lot of promise, having started on the front row of every event it had entered in Asia, but it never did complete any of the races.

At Macau the same year, Bob Harper of Hong Kong auto importers, Harpers, had brought in a works-prepared BMW 2002 for the saloon race and had assigned German Touring Car Champion Dieter Quester to drive it. Harper also entered Cathay Pacific pilot Steve Holland in the 2.5-litre Repco V8 Elfin 600C that Cooper had used in Singapore, but Holland, more accustomed to hurling a Lotus 47 around instead of a single-seater, seemed unable to come to grips with the Elfin. Quester got into the Elfin for a try and instantly dropped the lap times down substantially. Harper

Cooper lost it, took out a marshal's telephone pole and badly frightened several flag wavers. The marshals had all vacated by the time he arrived with indecent haste.

was at a loss but prevailed with using Holland for the Elfin. Holland's issues with the car ended on lap 37 when he pulled out with suspension trouble while running in 4th position.

TRADING PIXIES

Henky Iriawan, having cut a deal earlier with Cooper, traded his Elfin

600 Prototype for the latest out of Cooper's Adelaide factory. Tony Maw recounted that they knew Iriawan was keen on a new Elfin but Cooper "just couldn't seem to close a deal for the new car." The deal was eventually concluded as a back trade, Maw having wanted the 600 Prototype but was beaten to it by P.H. Wong and Henky Iriawan in 1968.

Having sold his 600 Prototype to Maw, Iriawan immediately bought the 600C with a Series 9 Cosworth FVA engine with the intention of some racing in New Zealand. He ran it at the Gold Star meetings at Pukekohe and Bay Park between September and October 1969 with the support of Graeme Lawrence and his family.

Iriawan's 600C FVA engine from Cosworth was said to have been the

most powerful FVA built at the time, so testing was recommended. The Kiwis were somewhat familiar with running Cosworth's latest power plant, and Tony Lawrence (Graeme's brother) was brought into the picture. He put the car together in Hamilton and Graeme tested it prior to the Bay Park and Pukekohe



To be continued...



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MEMBERSHIP:

No. 583 - **CHRISTIAN WILLING** (Tas)

Recently retired, Christian celebrated by buying the ex-Mark Textor 2007 Clubman MS8 and moving to Tasmania for a seachange. (He even bought the Tassie "Elfin" plate). "I just love my MS8 adrenalin shot," he said. "It has every conceivable option including the 'enhanced engine.' "Truly awesome!"

No. 584 - **DAVID McCAUSLAND** (Vic)

A 2009 MS8 Clubman originally built for **TOM WALKINSHAW** but never delivered to the U.K. is now in David's possession. The car was silver, but has been re-painted in red - which means it goes faster!

No 585 - **GILLY DAVIS** (Vic)

Gilly is co-owner of the above-mentioned 5.7-litre MS8. Must ask how they work out who gets to drive the rocketship!

No 586 - **ROBERT McLEAN** (Vic)

Yet another 5.7-litre rocketship (chassis #MS8-08-0205) which was purchased new by Robert. It's another stand-out car in its bright orange livery.

No 587 - **ERROL RICHARDSON** (Q'ld)

Errol formerly campaigned a magnificent Elfin 300. He sent along a fine photo of his old car, along with the "Weet Bix" poster previously mentioned.

No 588 - **DANNY NEWLAND** (N.T.)

Danny Newland (ex Tasmanian) had a long and successful career which started in early Holdens, several Capri sports sedans, an Elfin 600 F2 and later an Elfin 700 F2. He also dabbled in the street car class with an LJ XU-1.

No. 589 - **EUGENE DOGNE** (Vic)

The 2004 Elfin Clubman formerly owned by **MAX McPHERSON** has found a new home with Eugene. The Clubman is powered by a 1.8-litre Mazda engine.

FOR SALE:

2000 ELFIN CLUBMAN

Aluminum on steel frame with spare aluminium nose cone included. Twin-cam 16-valve Toyota 4AGE "Red Top" motor (103kW) matched to Toyota T50 5-speed gearbox. Adjustable suspension (coil over AXS shocks). Has registered only 12,00kms since new. Rego ELFIN 6.



Price: **\$29990**

Contact: **DAVID GOODCHILD 0419 795077** or goodchildent@optusnet.com.au



1989 ELFIN CRUSADER FORMULA VEE

Chassis No. E-019. CAMS logbook No.401527. Gold and black livery. Formerly campaigned by Christopher Bolton. Last raced in 2010 and comes with spare bonnet, rims and tyres. Also includes registered single axle trailer. Serious offers will be considered.

Contact: **Allan Curtis, PO Box 38, Greta, NSW., 2334.**

0409 346 534



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WANTED:

CATALINA WATER TEMPERATURE GAUGE

I'm on the look out for a VDO water temperature gauge for my Catalina. I have the oil pressure one but need the matching water one. See photo attached.

Thanks **BRUCE EDGAR** Phone: **0414 416 200**



EARLY ELFIN CLUBMAN

Any condition... no matter how bad.

(Let the Editor know if you can help, as I can't remember who contacted me. Sad, isn't it!)

VALE:

BLAIR SALTER by VERN HAMILTON

It is with regret and sadness that we record the passing away on 28 April of Blair Salter, one of the earliest Elfin owner/drivers in Queensland along with his brother Noel. The phrase 'Salter Brothers' was well known from the early sixties, although Noel's driving time was limited to the early part of the ownership.

They purchased the John Hextall Streamliner at Easter 1962 and enjoyed that elegant aluminium/silver, and later green, machine at Lowood, Lakeside and Surfers. It was powered by an MGA motor with a Derrington X-flow head. (The sister vehicle was that of Bill Weekes.) As befits the times, the first tow car was an MG TC.

Many excellent photos of the Elfin shot by the maestro Brier Thomas exist to this day and are considered to be a significant part of Queensland motorsport history.

For decades Blair's influence, expertise and comradeship reached out to legions of enthusiasts and racers away from the circuits as well. He worked with Jim Bertram at GP cars in Brisbane before going to Derringtons in the UK. On returning to Australia Blair was with Warnefords in Sydney before coming back to Brisbane, eventually setting up his own business, AKSES. He was the local guru for performance parts and accessories, his speciality being carburettors, particularly Webers and SUs in that earlier era.

He was a friend and advisor to countless people. He dispensed kindness and help, often with a smoke and/or a beer in his hand, accompanied by a dash of political incorrectness. Our thoughts are with those who were close to him.



Blair negotiates the Karussel at Lakeside in the Elfin in 1966.
(Photo by Brier Thomas)

GEORGE REYNOLDS

1964 Armstrong 500 winner, and EODC member **GEORGE REYNOLDS** passed away on March 4 aged 83. George won the Bathurst classic partnering Bob Jane, and was previously a class winner in the 1962 Armstrong 500 at Phillip Island. He was later a member of the Holden Dealer Team and almost repeated his 1964 victory four years later when he finished fifth outright alongside Brian Muir in a HDT Monaro. He also enjoyed a stint in David McKay's Scuderia Veloce team.

Reynolds was an accomplished all-rounder, competing in many Round Australia Trials and the 1993 Lombard London to Sydney Marathon usually behind the wheel of his famous VW Beetle. He was an internationally renowned driver in Formula Vees (usually Elfins), and contested the 1968 World Championship at the famous Nurburgring in Germany.

His brother-in-law was the late Eddie Perkins, and their achievements in VWs no doubt influenced each other. Eddie's son is Larry Perkins, whose illustrious career began racing Elfins.

George raced alongside many Australian motor racing greats including Harry Firth, Allan Moffat, Barry Ferguson, Bob Jane, Barry Seton and Bob Watson to name a few. He also had an interest in promoting safe driving and ran an Advanced Driving School at Calder Park Raceway.

We mourn the loss of **GEORGE REYNOLDS**, a true motor racing legend, and the Elfin Owners & Drivers Club extends sincere condolences to his wife Sophia and daughter Miesja.



George Reynolds (left) celebrates his class win in the 1962 Armstrong 500 with co-driver and fellow EODC member **JIM MCKEOWN**.



ELFIN OWNERS and DRIVERS CLUB Inc.

MEMBERSHIP APPLICATION

Name (PLEASE PRINT)

Address.....

Postcode.....Fax No.....Mobile No

Phone No.....(home)(work)

Email.....

I am an owner/ex-owner/entrant/driver/mechanic/enthusiast of Elfin cars. (Please circle)

CAR..... YEAR OF MANUFACTURE.....

CATEGORY..... CAPACITY.....

ENGINE..... ENGINE NO.....

CHASSIS NO..... COLOUR.....

Any other significant mechanical details?

- HISTORY OF CAR -

EVENTS CONTESTED (include results and dates)

PREVIOUS OWNERS (and years)

◆◆◆ Please include a photograph of your car ◆◆◆

I wish to become a member of the Elfin Owners and Drivers Club, and

have enclosed a cheque for \$20 - membership fee (no cash please).

have paid my membership via direct credit -

Bank A/C No. 5003785 BSB 633-000 (Bendigo & Adelaide Bank)

Signed

Please return to Brian Reed
Box 447
AIREYS INLET 3231

or email reidywithchampers@yahoo.com.au

ELFIN OWNERS & DRIVERS CLUB NEWSLETTER

Print Post Publication No. PP 326764/00034

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