

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 127 - December 2012



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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:



Life's full of surprises! For instance the silly season is already upon us as we wonder where 2012 went. Our December issue of the newsletter is also full of surprises, one of which is establishing a link (if somewhat tenuous) between the EODC and a current Formula One driver. That's got your attention, hasn't it!

And surprise, surprise. It's that time of year again when we ask you to dig deep and fork out \$20 for your annual subscription to the club. A membership renewal form is enclosed, and remember, these days you can pay by direct credit or cheque – **NO CASH, PLEASE**. If you have joined the club in the past month or so we let you off the hook until renewal time in Dec. 2013, so those lucky people can enjoy a little extra Christmas cheer.

Speaking of new members, we have had quite a few recently including one of motor racing's true icons. That's also got your attention, hasn't it!

And guess what? The founder of the Elfin Heritage Centre, **BILL HEMMING** has embarked on a new career as a television star with a supporting cast of EODC members. You just have to read on now!

The efforts of our behind-the-scenes organiser **CHERYL**, have been recognised by CAMS, and we congratulate her on the award. Details follow.

Further good news is that the sought after Elfin book has been re-published in soft cover form, and author **BARRY CATFORD** has provided a couple of websites where the book can be sourced on-line. There are many enthusiasts out there who regret not having purchased a copy when it was first released, so here is a golden opportunity to rectify the situation. What a great Christmas present!

IAN HOBBS, whose work with **BRIAN LEAR** in establishing our detailed register of Elfins and their owners, has been hard at work again and has now produced a comprehensive listing of all the Monos produced. The article will be held over until our March issue. However there's a mystery Mono that has evaded everyone's knowledge up to this point, and details are outlined later in this newsletter – maybe there is someone out there who can cast light on the matter.

Christmas is just around the corner, so I take this opportunity to wish all members of the Elfin Owners & Drivers Club, their families and friends a happy and safe festive season and a new year filled with memorable experiences. Drive safely and live to enjoy them.

Happy Elfinning!

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.

CLUB MERCHANDISE FOR SALE:

EODC keyrings (\$12), lapel badges (\$8), cloth badges (\$8), decals (\$2).

Send orders and money to Brian Reed, Box 447, Aireys Inlet. 3231.

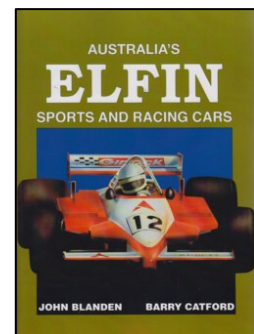




ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES

If you missed out on acquiring a copy of "*Australia's Elfin Sports & Racing Cars*" by **BARRY CATFORD** and **JOHN BLANDEN**, good news is this rare book has recently been re-published in soft cover form. Copies can be purchased on-line www.autobookworld.com.au/shopexd.asp?ID=9047 or www.elfinheritage.com.au/book.html (The Elfin Heritage Centre website also includes the online updated chapter 16 for the Elfin book.) A good opportunity to add a classic book to your library - or someone else's just in time for Christmas.



Our globetrotting racer **LAURIE BENNETT** enjoyed his last overseas drive (at least for this year!) at the annual Spa Six Hours weekend (September 21-23) driving not his Elfin, but his McLaren M1B and capping off yet another successful international campaign.

The Masters Historic Racing Newsletter, Oct. 2012 made mention of his campaign in its No. 10 issue.... "Laurie Bennett waved farewell to Europe with a pre-66 class win ahead of Martin Eyers (Elva) and Tony Bianchi (Brabham BT5)," which means he keeps his excellent overseas record intact.

The McLaren has now arrived in Australia and an application for a Certificate of Description and Historic logbook will soon be lodged with CAMS to enable it to race here.

Back in his Elfin 600B, Laurie staged some epic battles at the recent Historic Sandown meeting with **NORMAN FALKINER's** Elfin Mono which is prepared by **JIM HARDMAN** and was driven by his son, David Hardman. David was the victor over the weekend, but their wheel-to-wheel racing was a highlight.



What a pleasure it was to attend the celebration of threescore years and ten recently achieved by Elfin Streamliner member **JOHN BECKER**.

The party was held at the Mornington Golf Club and featured a Goodwood theme with everyone dressed appropriately for the occasion. The room was also decorated with motor racing banners, flags and photographs, and John was generous in his thanks to his family, his lovely wife Chris, and to all who attended and helped make the day special.

Not so good news is that John has had a major gearbox failure in his immaculate early Streamliner. The problem is now fixed and John and Chris drove to the Geelong Revival (Dec. 1-2) and competed in the 1/4 mile sprints. Not so fortunate is the equally immaculate Streamliner of **COLIN SULLIVAN** who has ventilated his engine block in spectacular fashion. "The biggest I've ever seen", he said. **BILL ATHERTON's** Streamliner, which has recently returned to the fray after a 40-year sabbatical, is hopefully enjoying a better fate, and with a bit of luck (and lots of donuts) the car of **PETE FFRENCH** will grace our tracks again in the not-too-distant future. There's a bit of work ahead, and Dune Bodyworks in Sandringham is currently shaping a smart new aluminium front section for the car. (The donuts for the workers are part payment!)

During a recent visit to the Elfin Heritage Centre in Moorabbin I was greeted at the door by Gordon Brown, host of the ABC-TV's "Auction Room" series. Gordon was slipping outside for a quiet smoke, while inside, the star of the show **BILL HEMMING** was adjusting his hairpiece and having his make-up attended to for the filming of a segment. It was all to do with the auctioning of Bill's Elfin 300 at "Motorclassica" 2012 at the old Exhibition Building in Carlton, late October. The idea of the series is to speak with the potential seller, film the item(s) to go under the hammer, and to then attend the auction and report on the outcome. The support cast featured three other EODC members who just happened to be hanging around at the time. Afterwards Bill took the ABC crew for a fang in the 300 around the nearby streets, which really made their day. The show goes to air December 9 at 6pm on ABC1.



Postscript.... The Elfin 300 didn't reach its reserve at the auction - much to Bill's relief!



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BITS 'N' PIECES

Elfin historian **IAN HOBBS** has undertaken an exhaustive challenge of researching the history of all Elfin Monos. His results will be published in the March 2013 issue of the newsletter, but in the meantime he is continuing his detective work on one particular chassis number. It seems that Mono #6447 was ordered by Ron Tonkin, the man who did the fibre glass work for Elfins according to the famous "Exercise book" of **GARRIE COOPER**. This is the book Garrie hand wrote in pencil all (or most of) his factory records. There are some gaps. Ian has spoken with Ron Tonkin's daughter, son in law and work mates and no one ever recalls this car, or no subsequent history.



Ian says if anyone can shed any light on this car he'd be pleased to hear from them.

If this car was never built it means there were 18 Monos, and not 19.

Ian's phone number is **0417 877 127**.

Thanks to **MIKE BARKER** for the following report...

2012 AUSTRALIAN HILLCLIMB CHAMPIONSHIP (AHC) - MOUNTAIN STRAIGHT BATHURST

Bathurst is, of course, one of Australia's great tracks. Some of you will have competed on this track, and probably in some serious cars. Most of us don't get the opportunity. On the week ending 2nd to 4th of November I had my chance when I competed in the 2012 Australian Hillclimb Championship in the Type 3 Elfin Clubman.

The weather was just about perfect. This hillclimb runs for 1.71 kms in the same direction as the V8 Super Cars. It starts at the hump part way up Mountain Straight and the first corner, Griffin Bend, is taken in fourth (in the Elfin) without lifting off the accelerator. Fourth is held until the cutting where you brake lightly and down to third, carrying as much speed as possible through the cutting. Into fourth again just before the top, then fifth over the top of the hill at Reid Park - keeping fifth, without lifting, all the way to the finish at Sulman Park - after Reid you drop into Frog Hollow. The left hander after Frog Hollow is Sulman Park and you definitely don't want to get this corner wrong! Try for as straight a line as possible, slightly late apex, keep it smooth through the corner exiting against the wall on the outside at the finish line - hopefully not literally - though, unfortunately, a couple of cars did (one very badly damaged with the driver in hospital) and a couple of others also crossed the finish backwards!!

How did the Elfin finish up? 1st in class with a time of 54.73 secs - or, by my calculation, 113 kph average. To put that into perspective Tim Edmondson's time of 36.83 in the Gould is (again by my calculation) 167 kph, or just over 100 mph in the old measurements!! At that rate my mind would still be in the cutting when the car was crossing the finishing line!

By the way the battle for the AHC proved to be very exciting. Tim Edmondson, the current record holder, having set a blistering time during Friday's practice session of 37.54, then proceeded to have problems all weekend with the Gould. Completing just one run on Saturday for 40.19, the first run on Sunday for 39.85, missed the second run on Sunday then on the last run of the day - and the last car of the day - he pulled out a 36.83 to take the championship!! Nail biting stuff.

Doug Barry driving the ex Gary West, ex Alan Hamilton Lola set the pace on Saturday and Sunday with a new record of 38.82 (previous record, held by Edmondson was 39.34), lowering it to 38.8 then finally 38.28. He finished second outright, having led the whole weekend until Edmondson's last run.

Brett Hayward, in a car he built himself, also got under the old record with a time of 38.89 on the Sunday to win his class with a new class record and third outright. Three of Brett Hayward's cars were also competing at this meeting.

MIKE BARKER





ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES

FOUR ELFIN'S AND THE 21st MGCC ROB ROY HILL CLIMB - 25th November 2012

The MG Car Club celebrated 75 years of the Rob Roy Hill Climb with a full field of cars, lots of spectators and a sunny spring day. The festival atmosphere of the day indeed reflected a reason why hill climbs are enduring events.

Imagine spending a day mostly sitting by your car for the opportunity for 3 x 25sec (odd) runs up a hill on a very narrow road. Notwithstanding, the atmosphere, the people and that adrenalin filled 1 minute 15 seconds of racing makes for a fantastic day out.

As we know, Elfin's are built to be very fast up a hill and this was demonstrated by **GREG HOINVILLE** (1964 Elfin Mono) and **MIKE BARKER** (2005 Elfin Clubman Type 3) who achieved second and third 'fastest time of day' (FTD) with times of 23.16secs and 23.46secs respectively. For comparison a hill climb special clocked in at 22.45secs for FTD.

Being my first hill climb I managed a 25.42sec run to place second behind **MIKE BARKER** in the Post '75 Clubman Sport Class. **GREG HOINVILLE** was first in Group M with the 1964 Elfin Mono and father **GRAHAM HOINVILLE** filling 3rd in the Group with 29.87secs. Not bad for an 84 year old and let me tell you the 1962 Elfin Clubman was working hard.

Congratulations to the MG Car Club for running a great event - I am sure we will all enter next year.

MARK JUDD (1999 Elfin Clubman Type 3)

Well done Mark! Ed.



Pictured from the back - **GREG HOINVILLE**, **GRAHAM HOINVILLE**, **MIKE BARKER** with the four competing Elfins.

Note the giant PBR brake shoe from old Templestowe Hill Climb in the background.



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THE EODC and its link to FORMULA ONE

One of our W.A. members, **JOE RICCIARDO** (at right) is the father of Toro Rosso F1 driver, Daniel Ricciardo. Strangely it has taken me this long to make the connection.

I recently contacted Joe and he very promptly responded to my e-mail with answers to several questions I put to him, saying "I'm glad to help with your request". The questions went like this....



Q1. I'm interested in your surname and its origins. Where did your forebears come from, and how do you pronounce your name) (Riccardo, or Ricciardo)?

Ans. In English, our name "Ricciardo" is pronounced "RICARDO". I was born in Sicily, and my family emigrated to Perth when I was eight years old.

Q2. I believe you have a collection of cars. What is/was your interest/involvement in cars and motorsport? Any Elfins?

Ans. I have always had an interest in sports cars, and especially single seater race cars. My favourite era was the 'thirties, 'fifties and 'sixties. I still have the ex- **ALFREDO COSTANZO**/Alan Hamilton Tiga Formula Pacific car that I bought back in 1983, a Van Diemen RF89 Formula Ford (Daniel's car), and I have a Cooper Formula Junior - but no Elfin as yet!!! (According to a spectator, "Alfie" drove the Tiga in a spirited fashion at the recent Historic Barbagallo meeting).

Q3. Daniel just seemed to burst onto the F1 scene. What was his background in the sport, and how did he get started in F1?



Ans. It's a long story with Daniel which I can better explain over the phone, but in short he started out in go-karts at the age of nine. He then did a little bit in Formula Ford, then the Asian Formula BMW championship and then off to Italy for the Italian Formula Renault championship. By the end of that season Red Bull had picked him up and have taken him through to F1. Obviously there is a lot more than that in between, but I am a loader driver* and not good at writing long e-mails.... *(Joe runs a company called Ricciardo Earthmoving).

Q4. He's had a very encouraging year with Toro Rosso and has been re-signed for the 2013 season. What are his long term aspirations?

Ans. Long term aspirations, even when he was racing karts.... world champion.

Joe summed up by saying "Daniel has had a good year with Toro Rosso. He's learned a lot and can only get better. Fingers crossed the team can produce a good car for next year."

**Many thanks, Joe, for sparing us some of your time. Everyone in the EODC wishes Daniel all the best for the 2013 Formula One season. Many of us will be at Albert Park in March to see him in action in the opening round of the championship. Ed.*

*Following the land speed record story in our previous newsletter, we received several responses including this one from **DEAN RAINSFORD**.*

"I note your reference to world speed records don't forget ELFIN also features prominently in the Australian record scene. www.gregwapling.com/...speed.../land-speed-racing-australia-records
The car still sits in my office with the Lake Eyre slicks fitted."



Congratulations to our club's hard working assistant, **CHERYL REID**, who recently received a CAMS Fabulous Official award for her valuable contributions to the Elfin Owners & Drivers Club.

The award is an initiative of the Australian Officials Commission to recognise those many tireless CAMS volunteer officials who so often go unnoticed. Cheryl has received a personalised letter and certificate from the chairman of the AOC in recognition of her dedication to the EODC Inc. We offer her our sincere thanks and congratulations for all she has done (and continues to do) for our club.



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QUICK PIXIES – Elfin in the East continued from September newsletter...

and Tan's Mono represented the Elfin marque. The landscape had become too competitive for the outdated 600B. Henky Iriawan had meanwhile progressed to a Palliser single-seater.

Iriawan continued to successfully race his 600C when the Palliser engine gave trouble, taking second place behind New Zealander Kenny Smith (Lotus 69) at the second Penang Circuit Race held a week after the Selangor event. The jovial Indonesian, who reminded some of a smaller edition of Jackie Stewart complete with long hair, would lose his life in a kart accident at the Ipoh Kart Prix on 6th May 1972.

Almost everything came together for Cooper in Macau in 1971. The 600D, now with a twin-cam engine to conform to new regulations, was in a class of its own. Cooper lapped everyone except top Malaysian driver Sonny Rajah and darling of Hong Kong motor sports Albert Poon by lap 12, and was cruising to victory before being unceremoniously taken out by a slower

'Tuppence' Ford. Two other Elfins entered at Macau that year – Maw's 600 and Filipino Joey Bundalian's 600C purchased from Henky Iriawan. Bundalian finished a disappointing 6th while Maw pulled out early with overheating problems. Cooper set FTD that weekend.

THE LAST HURRAH

For the 1972 South East Asian race series, Grace Brothers, the Sydney department store giant, spent A\$80,000 sponsoring seven drivers and one motor cycle racer. The eight would contest the Singapore and Malaysian races with three going on to Japan. Together with the drivers was motoring journalist John Smailes and *Racing Car News* editor Max Stahl. It was the biggest contingent the Australians had ever sent out, signalling a show of confidence for the Asian race series. Cooper had a new 600D, Malcolm Ramsay a new single-seater designed by talented Tony Alcock (who perished in the plane crash that killed former Formula 1 world champion Graham

Hill in 1975) and Tony Stewart had Teddy Yip's 600B.

Ramsay's car, initially mistaken for an Elfin, was the first Birrana 272 model that his engineering firm built. Alcock worked at Elfin for a while and Ramsay initially approached Cooper to order a new Elfin for the 1972 season, but eventually went on to set up his own manufacturing facility producing superbly-built light cars which, according to many, were a delight to race.

John Walker's Elfin 600SA now belonged to American pilot Harvey Simon (who some alleged was a Borneo human rights activist). Filipino Joey Bundalian, with Henky Iriawan's old 600C, was in Singapore for the first time. Neither ran well in Singapore but Simon astounded everyone by winning the Selangor Grand Prix that year, a fitting climax for the 600-series as the South East Asian championship became even more intense and competitive.



Airlifting the Team Longines Elfin 600D to Macau for the 1971 Grand Prix.



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QUICK PIXIES – Elfin in the East continued...



Ian Ross (right) with Malcolm Ramsay (centre) and the writer in Sydney by Ross's Elfin 600 Repco V8 which Ramsay raced in Singapore in 1970.



Garrie Cooper on his way to victory with his Elfin 600 Prototype in the 1968 Singapore Grand Prix.

By 1972, Cooper's Elfin Cars was sufficiently popular in Asia such that an order for sixteen 620 Formula Three and Formula Ford chassis was not out of the ordinary. The word was that delivery was to have been for an Asian race circuit. Formula Ford was already growing from strength to strength as the cheapest form of single-seater racing around

and there were plans to import the versatile 600 chassis to Asia for driving schools. Nothing came of it, although a pair (a 620 and a 622) arrived in Manila for Filipino racer Dante Silverio.

Three Elfins were entered in the 1973 Macau Grand Prix. Bundalian had the 600C Elfin-Getty, Hong

Kong enthusiast K.N. Suen running under Teddy Yip's new Theodore Racing banner had Yip's 600B, and Australian-racer Max Patterson had the ex-Malcolm Ramsay Elfin 300C sports car. Suen started from the back of the grid and was never a contender; Patterson exited with mechanical troubles; and Bundalian was still coming to terms with single-



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QUICK PIXIES – Elfin in the East continued.

seaters and his Elfin. 1973 was the last year competitive Elfins were represented in the region aside from Yip's much-abused 600B in 1974 and 1975 in Macau before he too parked his car permanently in the Macau Grand Prix museum.

MANILA'S PIXIES

By the mid-70s, the Elfin 600 and its derivatives were long in the tooth and short on development when compared to the monocoque Brabhams, Marchs and Ralts that were dominating Formula Atlantic/Pacific racing. This in no way stopped those with tight budgets in Asia from running what was available. Dante Silverio met Garrie Cooper at Macau in 1971 and purchased two Elfins - a 620 with a Toyota Celica twin-cam engine and a 622 with a smaller Toyota Corolla push-rod engine. The Silverios had been dealing with Toyota cars for years and had a ready supply of engines, even if they did not pack enough to match the engines the international drivers had.

In 1972, Toyota works driver Kiyoshi Misaki took the Elfin 620 Toyota twin-cam to second place in the Greenhills Philippines Grand Prix while Silverio achieved the same result with the 622 Toyota 1.3 in the Automobile Racing Association of the Philippines (ARAP) Open. Persuaded by Silverio, Hong Kong-racer John Macdonald had a crack in the Elfin 620 in the 1973 ARAP Open and walked away with the win, his first and only go in an Elfin. Another Filipino Butch Viola ran the smaller-engined 622 on a number of occasions, all confined to the Philippines, though with little success.

Louis Camus, another Filipino enthusiast who had ventured out to race in Malaysia, later ended up buying the Elfin 620 from Silverio. He immediately had it converted for the ultra-competitive Unlimited Formula Super Saloon class of racing in Asia. His 620 took on a saloon body with the passenger compartment shifted

to accommodate the wider cockpit. Everything else was just the Elfin spaceframe.

THE OTHER SIDE

Cooper continued building race cars, venturing into Formula 5000 as well. The 600 series had a robust chassis and most have stood the test of time. Several of the cars that raced in the region continue to be campaigned in historic racing in Australia – including Cooper's original 600 Prototype, the pair of Elfin Monos, and the Elfin 600 Repco V8. Teddy Yip's 600B remains interred in the Macau Grand Prix Museum.

Cooper passed away in 1982. As Elfin researcher Barry Catford wrote in the May 1982 edition of *Racing Car News*, "...we can't be sure Garrie is at last going to be able to rest. One can be certain that Tony [Alcock], Max [Stewart] and Col [Trengove] – and even Granton [Harrison] – have something lined up for him to do on the 'Other Side'." ◀

MEMBERSHIP:

We welcome the following new members to the EODC....

No. 592 – ROY RAYMOND (Vic)

Roy has a Gen.3 M58 Clubman built in 2006 and it came to Victoria from the North Shore Auto Group.

No. 593 – SPENCER MARTIN (NSW)

Spencer won the Australian Gold Star Championship twice (1966 and '67), and amongst the many cars he drove was the ex-Bob Jane Elfin 400 sports car now owned by **BILL HEMMING**.

No. 594 – MAX PEARSON (QLD)

Max is the proud owner of the ex-**ADRIAN TWEDDLE** Elfin MR5-F5000 (#5712) that contested the 1972-'73 Tasman Series in New Zealand and Australia in the hands of John Leffler.

No. 595 – DAVID FOGG (Vic)

David is a true blue motor sport enthusiast and has driven some interesting cars during his career. He has also written a fun book called "Foggy Memories".

No. 596 – DAVID NUTTER (Vic)

David has bought employee **DES PIGGOTT**'s 1970 Formula Vee. The original owner was **KEITH POOLE**. He writes "The car appears to be in good condition, and was rebuilt in one of my workshops before Des retired. There are only a few minor finessing things we will do to the car now..."

We welcome our new members and hope they have a long and happy association with the EODC.



ELFIN OWNERS and DRIVERS CLUB Inc. FOR SALE:



I have owned and driven this lovely **ELFIN 300** since 1979. The 300 is in race condition powered by Twin-cam 1600. Together, we have held the lap record for Group O Sports on most Australian tracks.

Wonderful to drive. Great to look at.

Priced to sell at **\$135,000**

BRUCE LYNTON 0408 753 752

ELFIN 600 FORMULA FORD

Chassis 70004 This car was completed at Elfin Sports Cars in May 1970 and was purchased by "Chequered Flag" before eventually finishing up in W.A. in recent years with Glen Stewart-Richardson.

Great Price at **\$23,000 ono**

GLEN 0408 888 784

VALE:

DR IAN BARKER

Ian was a radiologist at Shepparton Hospital, an Elfin owner and avid car collector. He was tragically killed while testing a vintage autocycle belonging to the Shepparton Motor Museum where he was a board member. Our condolences to his wife, Jo and family.

JACK HUNNAM

Jack was the Victorian distributor of Elfin Sports Cars and was a top open wheeler driver in the 1960s. He took part in many epic battles with Leo Geoghegan and helped shape the career of the late Rocky Tresise. Like Garrie Cooper, Jack was a quiet achiever, and passed away virtually unrecognised by the motor sport community. Jack was a life member of the EODC.



2013 EODC MEMBERSHIP RENEWAL

I, (please PRINT) Membership No

POSTAL ADDRESS..... P/CODE.....

ADDRESS P/CODE.....

PHONE ()(h) ()(w) MOBILE.....

E-MAIL.....

wish to renew my annual membership of the EODC for 2013.

☐

I enclose cheque for \$20 (no cash please)

☐

I have paid my membership via direct credit - Bank A/C No. 5003785 BSB 633-000

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SIGNATURE.....

☐

please tick if email details have changed in 2012

☐

tick if other details have changed

Return ASAP to Brian Reed, Box 447, AIREYS INLET 3231

or email brianreed.motorsport@yahoo.com.au



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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

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