

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 128 - March 2013



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:

Welcome to our first newsletter for 2013, and let's hope it is going to be a great year for you and the EODC. As usual, the March issue comes out in February to give members plenty of time to make plans for our annual get-together at the Elfin Heritage Centre. Our traditional barbeque is held during the Australian Formula One Grand Prix carnival, and this year it will be held on **Friday, 15 March**. The BBQ is free for current financial members and their partners, but as of this year any friends and guests attending will be required to pay \$20 per head. This is to help towards the costs (approx. \$800) which, until now has come out of club funds. If you intend joining us on the night, it is important you let us know in advance – March 8 at the latest – so that catering arrangements can be finalised.

Once again our club will have a display of Elfins at this year's AGP, and we're very grateful to **MIKE BARKER** for taking responsibility for the display.

Many thanks also to all who have renewed their 2013 membership so promptly. The fact that so many members receive their newsletters by email and now pay by direct credit means budgeting for club activities for the year is so much easier.

Our last club event for 2012 was a Sunday run to Aireys Inlet, and 25 members, wives, partners and friends enjoyed a visit to Freestone's Diner and car museum followed by a meal at the Aireys Pub and afternoon tea at Reed's. A report follows in this newsletter.

The mighty Elfin Mono features in this issue, and we're grateful to our club historians **IAN HOBBS** and **BRIAN LEAR**, ably assisted by **JAMES LAMBERT** for their terrific research.

A number of members have been enquiring about the future of Elfin Sports Cars and whether there has been any progress towards its purchase. Unfortunately I have nothing further to report at this stage, but let's hope the current owners are prepared to negotiate a more realistic figure than their last proposal.

It's also that time of year when we announce the EODC Clubman of the Year, and as usual it is someone who has made a special contribution to our club. It's not an easy task selecting a winner, as so many club members do so many worthwhile things to help preserve the Elfin marque. Our congratulations to the 2012 winner....now read on, and see who it is!

Happy Elfing, and we'll see you at the BBQ – don't forget to let's know if you are attending.

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.



ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES

Our membership fee of \$20 per annum has been retained for 2013, making the EODC a popular club to join. As we are affiliated with the Confederation of Australian Motor Sport, it also means that anyone wishing to hold a CAMS licence finds it very cost effective to be able to list us as their nominated club.

Every year we have a number of our club members who add something extra to their payment, and whilst it is not the usual custom to name them personally, there is one long- standing member who deserves a mention this year. **REX COLLIVER** served his apprenticeship with the late **JACK HUNNAM** back in the 1960s, and worked on various race cars at Jack Hunnam Motors in Caulfield. (Jack was the Elfin distributor for Victoria and was an exceptional driver. He was made a life member of the EODC, but sadly passed away last year).

Rex later established his own business in Moorabbin, not far from where the Elfin Heritage Centre is today, working on 'up market' cars such as Lotus, Jaguar and Aston Martin, but always retained his passion for Elfins. He purchased and totally rebuilt the Elfin Mono originally raced by John Walker (#6652) and campaigned it with considerable success. (This is the front-running car that is currently owned and driven so brilliantly by **RICHARD CARTER**). In more recent years Rex has worked on Lotus, MG, etc. at Zagami's in Melbourne, but when the company changed direction late last year he was made redundant. In spite of this Rex continues to send a donation to the club, such is his love of Elfins.

"I haven't a job at the moment," he said, "but I did rebuild a Morgan with a Ford CUH engine which was never sold in Australia in any Ford product (and therefore no parts were available in Australia). "I did the job for Chris Van Wyck at Morgan/Caterham Cars but it was an absolute nightmare".

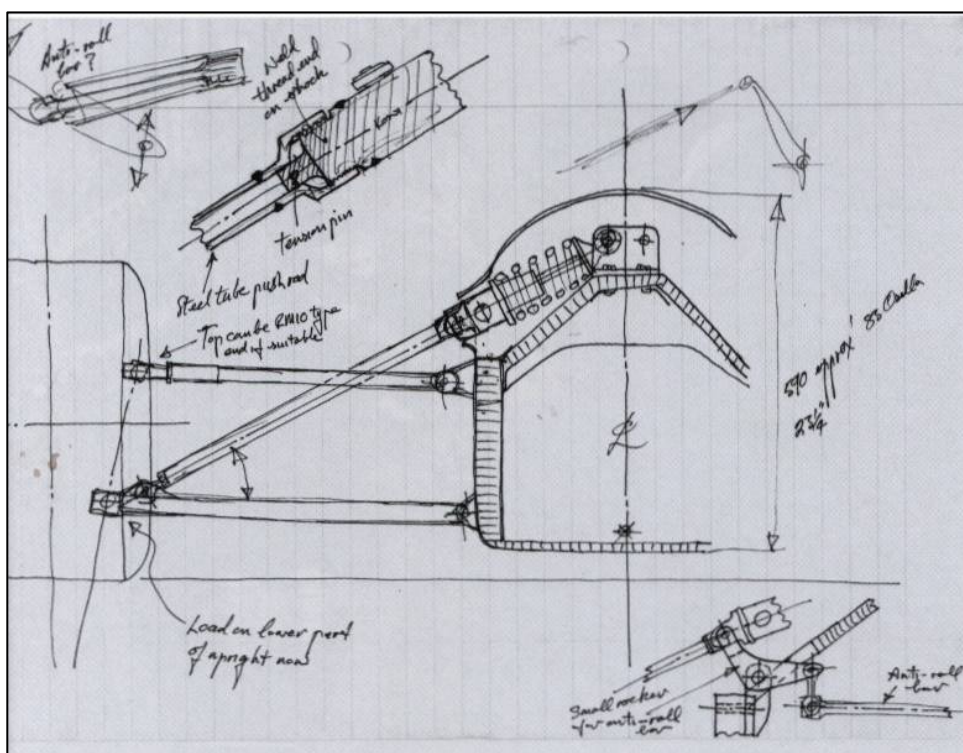
The car and engine had been dismantled by a previous Zagame employee (who subsequently left), and Rex inherited two or three boxes of bits, and no technical data to re-assemble the car. He eventually finished the task in November, much to the owner's satisfaction, and is now looking around for "a new challenge".

If anyone is looking for a highly skilled engine/car builder, Rex can be contacted on colliver@myone.com.au or mobile 0400 173 365.

WHAT IS IT....?

Author of the Elfin book, **BARRY CATFORD** has sent in this brain teaser for readers to grapple with. Any ideas...?

(See Page 10 for the answer.)





ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES



There's an exciting new stopover for visitors (especially motorsport buffs) to the Great Ocean Road. It's Freestone's Roadhaven and Diner on the GOR in Aireys Inlet - and well worth a visit.

The venue is a former landmark in Aireys Inlet, having been the location where Howard Hughes made his famous surfboards, and when the facility became vacant, Paul and Chris Freestone seized the opportunity to make their dream a reality.

The Elfin Owners & Drivers Club was the first club to enjoy a visit to the new attraction on Sunday, 9 December. Around 25 members, families and friends drove from Melbourne to Aireys Inlet in a fine mix of Elfins MS8s (including one that Scott Phillpott won in a promotion), C3s and Type 3 Clubmans.

Paul gave an overview of the display cars, and our group then adjourned to the Aireys pub for lunch. After a photo shoot on the lawns adjoining the pub everyone drove to Reed's for coffee and cakes before making the return trip to Melbourne. (The pub owners were so impressed with the cars that they intend putting photos of the lineup on their website). A good fun day out in our Elfins!



ELFIN COUPLE SCOOP FASHION STAKES!

More than 800 classic vehicles took part in the RACV 2013 Great Australian Rally from Melbourne to Mornington Racecourse on January 20 - an annual major fundraiser for the Peter Mac Cancer Clinic. A highlight of the day was the judging of the best presented cars and best dressed participants, and it was in this latter category that our Elfin couple scooped the pool. Mornington residents and keen EODC members **JOHN & CHRIS BECKER** drove from their home to Melbourne for the start of the rally in their magnificent 1963 Elfin Streamliner, and were judged the "Best Dressed Couple" in a keenly contested competition. The Beckers looked resplendent in their Goodwood Revival overalls -

Chris made her own matching pair to co-ordinate with John's which he brought home from the Revival. The matching Elfin badges no doubt clinched the win. Congratulations to our glamorous pair.

Last year the RACV Great Australian Rally raised \$60,000 for the Peter Mac Cancer Clinic, and it is hoped this year's event will exceed this amount.





ELFIN OWNERS and DRIVERS CLUB Inc.

THE ELFIN GRAND PRIX BARBEQUE:

The annual Elfin Grand Prix barbeque will take place at the **Elfin Heritage Centre - 29 Capella Crescent, Moorabbin** - on **Friday, March 15th**, commencing at 6:30 pm. For catering purposes it is important you let us know if you are attending. It's a great way to get into the Formula One spirit, and an opportunity to catch up with other members and revisit this fabulous venue.

Please email **CHERYL** - reidywithchampers@yahoo.com.au

BRIQUE - brianreed.motorsport@yahoo.com.au

or phone **CHERYL** 0419 581 815 or **BRIQUE** 0427 395 296 by **MARCH 8th**

To find the Elfin Heritage Centre use Melways map - 78 B7
(from the city, turn right into Cochrane Rd. off Warrigal Rd. at Bunnings).



PLEASE NOTE:

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 on non-members.

EODC members and their partners will continue to enjoy the night free of charge.



MARK BISSET has sent in a great photo (at left) taken at Longford, Tasmania in 1967 (or possibly 1968). It shows two 'big banger' Elfin 400s leading Alan Hamilton in his Porsche 906. Leading the charge is Bob Jane driving the 400 that was later driven by **SPENCER MARTIN** and is now owned by **BILL HEMMING**. Sandwiched in the middle is **NOEL HURD**.

Getting a great view of the action are the two flaggies - it wouldn't happen these days! What a fabulous road circuit.



As in previous years the EODC will be part of the car club displays at the AGP Carnival. 8 cars will be on show and our sincere thanks to **MIKE BARKER** for organising this exhibit. We will feature a report in the next issue.

THE MAGIC OF THE MONO:

Our club historians **IAN HOBBS** and **BRIAN LEAR** have been grappling with the mystery of the Mono, why there were five different models and what were the differences. **JAMES LAMBERT** joined the investigation which included valuable input from James' father Ron, an ex-Elfin employee, and over a 12-month period the team studied hundreds of photographs, sent out and received over 100 e-mails and made lots of phone calls.

One interesting point is that Mono #6447 was, according to Garrie's famous exercise book, ordered by Ron Tonkin, the man who did the fibreglass work for Elfin. **IAN HOBBS** has spoken to Ron's daughter, son, son-in-law and work mates and no one ever recalls this car and there is no subsequent history. "If anyone can shed any light on this car or any other details, I'd be pleased to hear from them," said Ian. He adds "If this car was not built then there were 18 Monos and not 19."

Given the amount of research undertaken, the trio is hopeful this information is "quite accurate." Sincere thanks to our team of detectives on a job well done. Read on...



ELFIN OWNERS and DRIVERS CLUB Inc.

Elfin-Australia's Sports and Racing Cars

Elfin Monos 1964 - 1969

The design of the Elfin Mono, Type 100, came from the fertile mind of Garrie Cooper. It consisted of two, waistline, steel rails clad in aluminium below the rails using a monocoque design and fibreglass body above the rails and in front of them. There is a bulk head front and rear with one between the engine and driver's seat and one above the driver's knees locating the dash and fuel filler. With the exception of one V6 engine, the rear engine race cars had four cylinders. According to factory records there was one Prototype, 9 Mk 1s, 2 Mk 2Bs, 2 Mk 2Cs, 4 Mk 2Ds and 1 Mk 3, 19 race cars in total. Generally there were three front suspension variations and four at the rear.

Models	Chassis No	Date	Original Owner	Comments
Prototype	M6441	1964	Elfin Sports Cars	<ul style="list-style-type: none"> • Engine; Ford 1500 Second car started but the first one finished. Top front upright was located with a tie-rod end
Mk 1	M6440	1964	Ron Tonkin/Ron Bach	<ul style="list-style-type: none"> • All these cars including the Prototype had: • Front; inboard springs. Top, lateral link/radius arm with vertical rod end on tub directly above bottom arm's location. Bottom, very wide based wishbone. • Rear; inboard springs. Top, swept-back wishbones. Bottom, reverse wishbone/trailing arm located in a recess at the bottom of the monocoque tub. • Engines; M6440-Hillman Imp, M6442 & M6446-Ford 1500, M6548-Clisby V6, M6549-Holbay 1100 and all others cars had Ford T/C.
	M6442	1964	Bill Pile	
	M6443	1964	Jack Hunnam	
	M6444	1964	Bob Jane	
	M6445	1964	Grant Harrison	
	M6446	1964	Mel McEwin	
	M6447	1964	Ron Tonkin *	
	M6548	1965	Andy Brown	
	M6549	1965	Mal Ramsay	
Mk 2B	MB6550	1965	Garrie Cooper	<ul style="list-style-type: none"> • Prototype Mk 2. Engine; Ford T/C • Front; inboard springs. Top, lateral link/radius arm with horizontal rod end fixed to a bracket on the tub forward of the bottom arm location. • Rear; bottom trailing arm is located on the tub lower than the Mk 1s with a horizontal rod end. • Engine; Ford Holbay 1100. • Front; inboard springs. Top, lateral link/radius arm with vertical rod end on tub directly above bottom. • Rear; Both cars had rear inboard springs. Top, swept-back wishbones. Bottom, reverse wishbone/trailing arm.
	MB6551	1966	Allan Grice	
Mk 2C	MC6652	1966	John Walker	<ul style="list-style-type: none"> • Engine; Both cars had Ford T/C, Inboard springs front, outboard rear. • Front; Top, lateral link/radius arm with horizontal rod end fixed to a bracket on tub forward of the bottom arm location. • Rear; Top, lateral link/trailing arm attached to
	MC6653	1966	Phil Hotchkiss	



ELFIN OWNERS and DRIVERS CLUB Inc.

ELFIN MONOS 1964 -1969

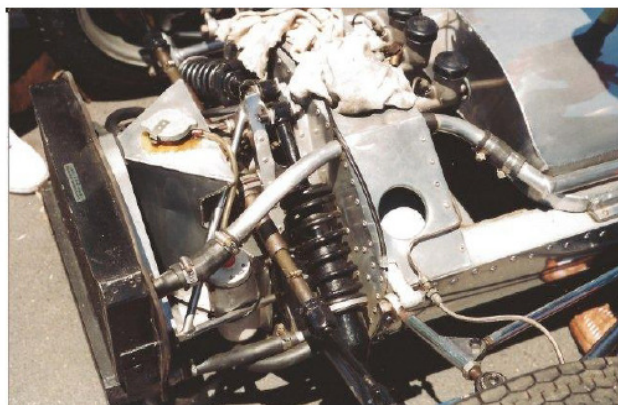
				tub & roll-bar with a cone shaped spacer. Bottom, reverse wishbone/trailing arm.
Mk 2D	MD6754	1967	Jack Hunnam	<ul style="list-style-type: none"> • Engine; Ford T/C. Outboard springs. • Rear; Top, trailing arm attached to tub & roll-bar with a cone shaped spacer.
	MD6755	1967	Garrie Cooper	<ul style="list-style-type: none"> • Engine; Ford T/C. Outboard springs.
	MD6756	1967	John Ampt	<ul style="list-style-type: none"> • Engine; Ford T/C. Outboard springs.
	MD6757	1969	Chris Milton	<ul style="list-style-type: none"> • Engine; Ford Cosworth 1100. Outboard springs • Front; Top, lateral link/radius arm with horizontal rod end fixed to a bracket on tub. Bottom, very wide based wishbone. • Rear; Top, lateral link/trailing arm attached to tub with a fabricated bracket. Bottom; reverse wishbone/trailing arm.
Mk 3	No Number	1969	Bob Mills	<ul style="list-style-type: none"> • Ford Cosworth 1100, Outboard springs. The tub is about 50 mm (2") longer at the rear to locate a frame to provide suspension points closer to the drive shafts. • Front; Top & bottom, lateral link/short radius arm. • Rear; Top, lateral link/trailing arm located on a bracket outside the tub directly above the lower arm, Bottom; reverse wishbone/trailing arm located on a bracket below the tub.



Mk 1 front & rear suspension locations



Mk 2D front & rear suspension locations



Mk 1 front inboard springs, lateral link & radius arm

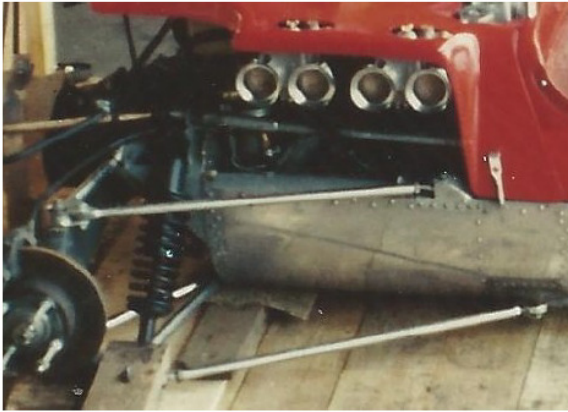


Mk 1 rear inboard springs, swept back (top) & reverse (bottom) wishbones



ELFIN OWNERS and DRIVERS CLUB Inc.

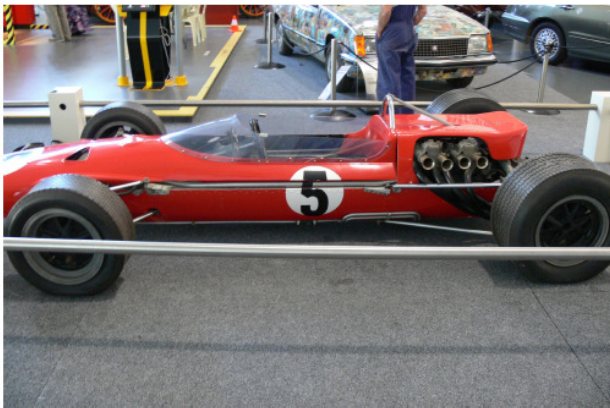
ELFIN MONOS 1964 -1969



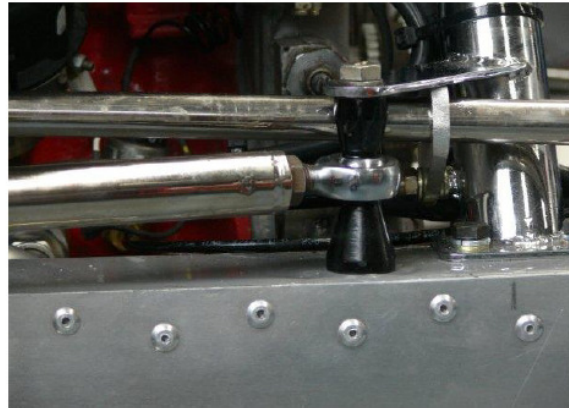
Mk 2D rear outboard suspension. Note top trailing arm fabricated bracket on top of tub



Mk 2 rear lateral link & trailing arm located on tub & roll-bar with a cone shaped spacer



Mk 3 has a longer tub and suspension similar to later model Elfin 600



Rear top trailing arm horizontal rod end and the cone shaped spacer located on top of tub on two Mk 2Cs & one Mk 2D cars

In summary;

The **Mk1s** had inboard springs at both front and rear suspensions with the trailing arms bolted to the monocoque tub.

The **Mk2Bs** relocated the front top trailing arm to a bracket riveted to the steel waist-line side rail on top of the tub and was further forward.

The **Mk2Cs** moved the rear springs from inboard to outboard and located the top trailing arm to the top of the tub with a bracket welded to the roll-bar. The lower rear trailing arm is located approx 25 mm (1") lower.

The **Mk2Ds** had outboard springs in both front and rear suspensions and the rear top trailing arm was located in a fabricated bracket riveted to the steel side rail.

The **Mk3** was a redesign of the suspension and was similar to the Elfin 600 which replaced the Mono. The tub was longer at the rear moving the rear lateral suspension location points about 50 mm (2") rearward. Wishbones were used top and bottom for the front suspension.

* According to factory records M6447 was allocated to Ron Tonkin, but no records exist to show that the car was ever delivered. If this car was not completed the total number of Monos was 18.

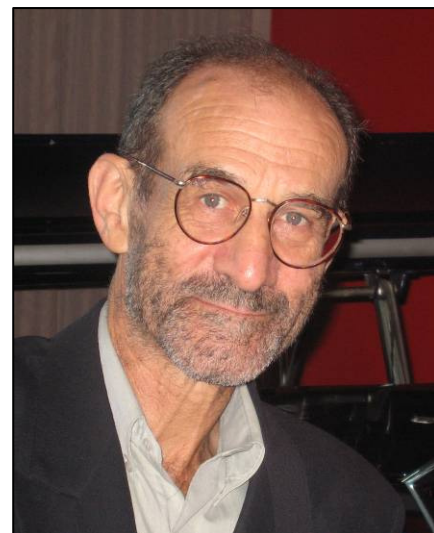


ELFIN OWNERS and DRIVERS CLUB Inc.

ELFIN CLUBMAN OF THE YEAR - 2012

After conferring with our patron **LORRAINE COOPER**, it has been agreed that our 2012 EODC Clubman of the Year is.... **JEFF BROWN**.

Jeff joined the club in 2008 and is an 'ideas' man. He is a persuasive character and was instrumental in the move to have **BILL HEMMING** honoured by CAMS. Jeff owns a delectable collection of Historic cars (including an Elfin 622) and is always keen to show them and/or parade them in demonstration runs. But Jeff's greatest contribution has been his willingness over a number of years to organise our highly successful club displays at venues such as Sandown, Phillip Island and the AGP meeting at Albert Park.



JEFF BROWN joins an illustrious list of recipients of our 'Clubman of the Year'....

PREVIOUS WINNERS:

1984 - Ian Hobbs (SA)	1985 - Paul Hamilton (NSW)	1986 - Bob Minogue (Vic)
1987 - Harley Boggis (NSW)	1988 - Albert Middleton (Vic)	1989 - Barry Catford (SA)
1990 - Stuart Kostera (WA)	1991 - Graham Hoinville (Vic)	1992 - Grahame Ward (Q'land)
1993 - Brian Lear (NSW)	1994 - Ross Williams (Vic)	1995 - John Blanden (SA)
1996 - Richard Harris (Q'land)	1997 - Stephen Knox (NSW)	1998 - Brian Lear (NSW)
1999 - Aaron Lewis (NSW)	2000 - George Spanos (Vic)	2001 - Bill Prowse (Vic)
2002 - Ian Ross (NSW)	2003 - Cliff Cooper (SA)	
2004 - Bill Hemming and Nick Kovatch (Vic)		2005 - Brian Sampson (Vic)
2006 - Bill Hemming and Nick Kovatch (Vic)		2007 - Laurie Bennett (Vic)
		2008 - Tony Parkinson (SA)
		2010 - Laurie Bennett (Vic)
2009 - The Hamilton Family and the Lambert Family		
2011 - Ian Brock (SA)		

MEMBERSHIP:

We welcome the following new members...

No. **597** - **GEOFF KARGER** (Q'ld.)

On his Membership Application Form Geoff lists himself as "Elfin enthusiast". It's always good to have new members join who don't necessarily own or race an Elfin.

No. **598** - **CHRIS SORENSEN** (NSW)

It's also good to have family involvement in the EODC, and Chris is the son of Sean, one of our current members.

We hope you have a long and happy association with the EODC.

WHAT IS IT? - BARRY'S ANSWER....

"I was confronted with this somewhat familiar sketch done in 1983 by Tony Southgate for an Osella F1 car he was designing. 'Familiar' because I first thought I was looking at one of Garrie's sketches of the front suspension of his Elfin Mono first built 19 years earlier!

The only major difference in Southgate's design is the two small bell-crank either side mounted to the chassis just below the bottom of the shock absorber. Presumably this was to stabilise the actuating rod connection to the shock absorber as the units are not quite in line."

In his book "From Drawing Board to Chequered Flag", designer Tony Southgate described his sketch this way....

"One of my freehand sketches of the proposed front suspension system for the Osella FA1E. Note that I have schemed two different types of anti-roll bar linkages. I went for the co-axial one, top left corner."

This just goes to show what a great innovator **GARRIE COOPER** was - a man ahead of his times.

Thanks, Barry.



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

If undeliverable, return to:

Brian Reed

Box 447

AIREYS INLET 3231

**SURFACE
MAIL**

POSTAGE
PAID
AUSTRALIA