

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 133 - June 2014



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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:

Four months have passed since our last newsletter, and plenty has happened in that time. Our March issue came out in February to give everyone sufficient notice to plan for our annual Grand Prix barbeque, and for invitees from our club to prepare their Elfins for our guest appearance at this year's Clipsal "500" meeting in Adelaide. Reports on these major events follow in our June edition.

You can also read **MIKE BARKER's** report on the CAMS Club General Assembly for club presidents and committee members. Mike attended in my absence, and I thank him sincerely for making himself available for the day-long gathering and providing this summary of the proceedings. We have certainly made Mike work for his 'EODC Clubman of the Year' award!

It is with great sadness that I report the death of an esteemed EODC member in Tasmania, **LYN ARCHER**. Lyn played a significant role in Tasmanian motor sport since the 1950s, and was also a highly respected civic figure in Hobart for many years. A tribute to him follows.

On a happier note, another former 'EODC Clubman of the Year', **GRAHAM HOINVILLE** has recently been inducted into the CAMS Australian Rally Hall of Fame at a ceremony in Canberra – a fitting reward for his many successes in rallying and his tremendous contribution to motor sport. (We make special mention of his famous outright win against all the Porsches in the 1991 Grand Prix Rally, driving his Elfin Clubman).

No doubt **JOE RICCIARDO** is a very proud man right now, and well he should after son Daniel's brilliant win in the 2014 Canadian F1 Grand Prix. Through Joe we will be sending a message of congratulations to Daniel on his inaugural victory, and let's hope many more successes will come his way as he establishes himself in the top echelon of motor sport. Maybe we should make Daniel an honorary member of the club?

So many of our recipients of the 'Clubman of the Year' award continue to play a key role, not only in motor sport but in our club activities, and **IAN HOBBS** is no exception. As well as compiling a brilliant collection of Elfin photos over many years, he has recently edited the text for an article on the Elfin 300 sports car and supplied the photographs. We will commence this interesting article in our September newsletter. Many thanks, Ian!

And now to some really exciting news. Cheryl has put her creative energies to good use and has come up with some classy new club merchandise. Many members were disappointed when our 50th anniversary caps sold out so quickly, but don't despair – a smart new cap is now available. And then there are the latest Elfin polo shirts *BEAUTIFUL!* Read on to see how to order, and enjoy the contents of this newsletter. Don't forget to let's know what is going on in your part of the Elfin world.

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:

ELFINS CENTRE STAGE AT 2014 CLIPSAL "500"

The EODC was invited to provide a field of Elfins for a special display and demonstration laps of the former Grand Prix circuit at its four-day carnival (Feb. 27 - Mar. 2). Adelaide being the spiritual home of Elfin, it was important to have a representative cross section, given there was only provision for 20 - (we had 40 the last time we were invited take part at the Australian F1 Grand Prix meeting).



Unfortunately we had a couple of late withdrawals, but this didn't detract from the excellent static display in our first class pavilion that was visited by a constant stream of spectators.

Our on-track time was generous over the four days, and several members

providing additional entertainment along the way with their antics at the chicane. MIKE BARKER put in overtime working through the night and missed quite a bit of the action with what turned out to be a relatively minor problem with his Type 3 Clubman.

Another bonus was our very own corporate area at the chicane, an excellent location to relax and enjoy the catering as well a close up view of the racing action. And Saturday night was time for more celebration with a dinner at a popular Adelaide pub chosen by someone who knows all the local haunts, **MARK GOLDSMITH**. Thanks, Mark. Well chosen.



A special visitor to the Elfin pavilion was **STEVE COOPER**, son of Garrie and Lorraine. First thing was to buy a new Elfin polo shirt and cap before inspecting the cars on show. Steve proudly displayed his 40th birthday present to himself - an Elfin tattoo - (*not sure if this was acquired with his mother's approval!*). Another highlight was his first opportunity to sit behind the wheel of the famous ME5 'big banger' sports car now back from Germany and raced by **TREVOR LAMBERT**.





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BITS 'N' PIECES:

VERN SCHUPPAN also attended this year's Clipsal "500" meeting in Adelaide, and generously gave some of his time to come across to the Elfin pavilion and inspect the cars taking part in the demonstration runs. He and wife Jenny took a keen interest in the Elfins and chatted to the owners and drivers. Vern also had his photo taken with a number of the cars, especially the Formula 5000 - a model he was closely associated with during his great racing days.



Well done to all who took part and presented their cars in such pristine condition. Special thanks to **SHANE HUGHES** for doing 'all-nighters' from Melbourne to Adelaide and back with his Elfin 600FF as a last minute inclusion, and for **BILL HEMMING** and **JEFF BROWN** who had to make hurried trips back to Melbourne - but returned in time to further enjoy the occasion.

Certificates (thanks for Cheryl's artistry) were presented to all participants, as well as to Clipsal organiser Jeff Mattner and our excellent assistant in the pavilion, Graham Juttner. A letter of thanks was sent to Richard Blanden and members of the Sporting Car Club of S.A. for their enthusiastic support.



This was an important undertaking for the Elfin Owners & Drivers Club in helping keep the Elfin name alive. It was somewhat sobering to meet locals who had either never heard of Elfin or realised these great cars were home grown products of Adelaide. **Let's keep the legend alive!**

ELFINS ON SHOW AT AGP CARNIVAL

You have to be lucky to get an invitation to take part in the Historic Demonstrations at the Australian F1 Grand Prix carnival. This year three EODC members were lucky enough to be accepted, and their cars looked great on track and on static display. **COLIN SULLIVAN** proudly drove his Elfin Streamliner and is shown driving his daughter around the Albert Park circuit. Another equally beautiful Streamliner was entered by **JOHN BECKER**, and John's passenger for the Sunday's laps was wife Chris.



Our third participant was **BILL HEMMING** with his splendid rear-engine Elfin 300. Unfortunately Bill didn't have a trouble-free run, but at least Bill and new member **JAMES GUTHRIDGE** managed some track time. Well done to our lucky trio in 2013 - hopefully other EODC members will have the opportunity to participate at Albert Park in the future.



ELFIN OWNERS and DRIVERS CLUB Inc.

EODC MEMBERS CONTINUE THE GOOD FORM....

Our club can be rightfully proud of the achievements of its members, especially in Historic events.

IAN ROSS stayed on for the Mallala Easter Historic meeting after Adelaide's Motorsport Festival and won a Groups Q & R race in his Beatrice Lola Hart. This was the troublesome car that caused so much angst for world champion Alan Jones back in the early 'eighties. It's good to know Ian seems to have the car sorted and is driving it so capably.

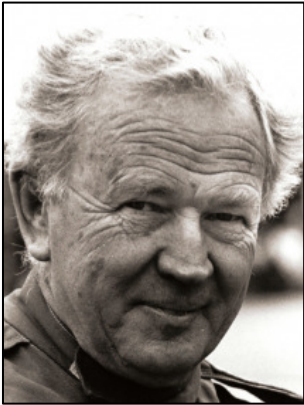
As usual there was a battle royal between the Elfin's of **RICHARD CARTER** and **LAURIE BENNETT** in the Groups M, O & FF races. Richard grabbed two wins in his Mono, and Laurie levelled the score in his 600B. These clashes continued their great on-track rivalry everyone enjoyed at Phillip Island, and we look forward to their future encounters.

More good results for the Elfin marque followed at the inaugural Retro Speedfest when **RICHARD CARTER's** Elfin Mono led home the Elfin 600 of **STEPHEN WELLER** to win the Dawson-Damer Trophy for Groups M & O cars. **SEAN WHELAN** scored as third place in his Ralt RT4 in the Q & R race.

Our 2013 Clubman of the Year, **MIKE BARKER** continues his great run of success with another outright Fastest Time of Day in Round 1 of the 2014 Rob Roy Interclub Championship. In miserable weather conditions, Mike took his Type 3 Elfin Clubman to victory and is part of the current points leading team from the Victorian Historic Racing Register.

LAURIE BENNETT won two of the four Groups M & O sports and racing car events at the 2014 Historic Winton, and **NORM FALKINER's** 1970 Elfin 600 was driven brilliantly by David Hardman who was fastest qualifier and won all three Formula Ford races.

Congratulations to our EODC members on their excellent efforts!



Hearty congratulations also to another former 'Clubman of the Year', **GRAHAM HOINVILLE OAM**.

Graham has recently been inducted into the CAMS Australian Rally Hall of Fame in Canberra, with the presentations being made by 1981 World Champion rally driver Ari Vatanen. His motor sport career began immediately after WW2, and teaming with Harry Firth they soon made their mark on the Australian rally scene. Successes included the 1953 Alpine Trial, the 1954 Sun Rally, and over the next 10 years, five more wins in the Alpine Trials. They also won three successive Experts Trials from 1958 to 1960, the 1964 Ampol Round Australia, and the first Southern Cross Rally in 1966. Hoinville and Firth won the inaugural Australian Rally Championship series in 1968, and in the same year competed in the London to Sydney Marathon.

As well as racing his Elfin Mono, Graham Hoinville drove his 1962 Elfin Clubman to victory in the 1991 Grand Prix Rally (Melbourne to Adelaide), breaking the Porsche stranglehold on the event.

Graham has also been a key administrator, representing CAMS at the FIA Racing Commission in Paris, and has been Chief Steward at many top level rallies.

Now 85, Graham Hoinville still competes and is a worthy recipient of this prestigious award.

Well done, Graham!





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ELFIN GRAND PRIX BBQ - ANOTHER GOOD FUN NIGHT

Our traditional annual gathering at the Elfin Heritage Centre on the Friday night of the AGP carnival was held on 14 March, 2014. As usual the setting was excellent and tastefully decorated (Cheryl again!), and Arthur did his usual great job cooking the barbeque. **BILL HEMMING** was mien host extraordinaire and wife Debbie did a great job with the food and kitchen chores. Thanks, Bill and Deb. Our numbers were down a bit this year (around 60), plus a trainee guide dog, brought along by **JOHN DEAN's** wife, Jan. That's the latest for Jan, and one in a long line of trainee hounds she has handled - how does she hand them back?

IAN HOBBS made the trip from Adelaide with his excellent Elfin photo albums, and our 2012 'EODC Clubman of the Year', **MIKE BARKER** was presented with his well earned trophy. A continuous showing of the Elfins at the Clipsal "500" was featured on the big screen - (enjoyable background entertainment).

We are privileged to have the Elfin Heritage Centre as the location for our annual gathering. Thanks again, Bill.

2014 CAMS CLUB GENERAL ASSEMBLY

On Saturday 15th February CAMS staged a General Assembly for affiliated club Presidents and office bearers with clubs represented from all states. As Brique was otherwise committed, he asked if I would represent EODC at the General Assembly.

The General Assembly commenced at 8:00 am with registration and concluded at 5:00 pm with breaks in between for morning tea, afternoon tea and lunch - it was a full day which went well - to give you an idea, by the time we broke for lunch at 1:30 pm, it didn't seem like 5.5 hours!

CAMS President Andrew Papadopoulos welcomed the group and CEO Eugene Arocce gave a presentation that outlined what CAMS had done to date in 2013 and the plans for 2014 and beyond.

Eugene was also the MC and ran a tight ship, keeping the speakers to their allotted time (typically half hour) and keeping questions till after the presentations were completed.

The message from CAMS was very much about giving everyone confidence that CAMS was on the right path and that what CAMS are doing is for the benefit of the sport.

Presentations during the day included:

Susan McLean - social media - Internet, cyber safety/bullying - cyberspace is a public place! website cybersafetysolutions.com.au

Andrew Fisher - Integrity in Motor Sport

Bruce Keys - Track development and safety issues

Karl Reindler - Driver development

Gary Connelly and Michael Henderson - FIA Institute and AIMSS Driving Motor Sport Safety

Belinda Taylor and Karyn Hamer-Finn - WAMS getting more women involved in motor sports

Geoff Morgan - AMSF role in motor sports

OAMPS - Insurance cover, issues and processes

Michael Smith and David Mori - Officials. issues, training & development, succession

John Murphy and Ben Pretty - sport and club development, membership participation and growth.

* EODC's **JEFF BROWN** - CAMSEventEntry a run through on how to use this system, developed by Jeff and given to CAMS by Jeff.

CAMS will conduct more General Assemblies in the future, it is just a question if it will be next year or the year after. Future Assemblies will be conducted in other states, very likely in conjunction with the National Champions Evening of Honour.

MIKE BARKER



ELFIN OWNERS and DRIVERS CLUB Inc.

CHASSIS 6313 - THE LAKE EYRE CATALINA

Australian Speed record engine located

After many years of fossicking, I have found the original engine that Andrew Mustard/ Michael McInerney used in their Australian speed record attempts at WRE - October 1965. The 1965 records set by Andrew Mustard are recorded by CAMS and stayed with Catalina 6313 for many years.

McInerney competed in the car the day after the record attempt (Labor Day - Mallala 1965). The car was entered in the open category as an Elfin 1500 s/c and run as shown in the photo alongside. I was there (competing in my Simca Sportsman) and can remember the paint scorching marks on the upper chassis tubes and the noise of the Mustard entered car.



I first bought the car from Mustard in 1966 when he had a mildly tuned pushrod 1500 installed.

The supercharged engine has been found in Gawler (not far from WRE) - see at left sadly without supercharger.

Now if someone could help me find a Norman Supercharger The blower would go well with the slicks which the car was built for at Lake Eyre!

DEAN RAINSFORD

NEIL SETS THE STANDARD:

NEIL SIVYER purchased his Elfin F Vee (chassis No. 6719) in 2013 and immediately began a research program to establish his car's history. "The research was not necessary for a C of D as I had enough information for 1983 and 1984 to meet the age requirements (for CAMS eligibility)", Neil said. "It has actually turned into a personal project to establish the full history of the car." According to Neil, he may have "a car made up of pieces of the other Vees", (My recollection is that 4 F. Vees were purchased in 1967 by Jack Bono in kit form, and yours was No 4 in this transaction. Bono was the NSW agent Elfin Sports Cars), but believes he has provided enough evidence to enable significant conclusions to be drawn."

Thanks Neil for supplying such detailed history to the club. This is the sort of thorough research that should be undertaken by ALL owners of Historic race cars, especially those being presented to CAMS for the issuing of a Certificate of Description and Historic log book. Ed.





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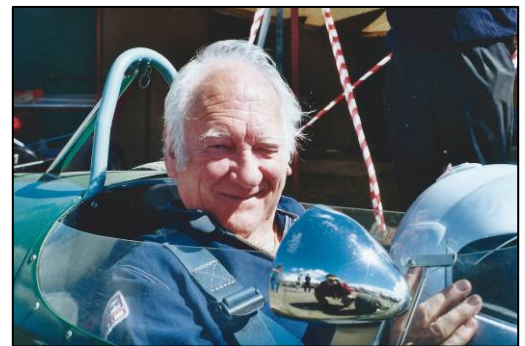
BARRY CATFORD'S INTERESTING ADDITIONS to

"Elfin Sports & Racing Cars"....

The following article relates to the Mono MKII on Page 43. Insert half way into paragraph 2 after".... replaced by a twin cam Ford."



"In a letter written in June/July 1965 to Tony Alcock, Garrie explained how he had built up a Ford twin cam engine for his prototype Mono MKII gradually increasing its power and then later the car's designer detailed the behaviour of the chassis of the new model Elfin on the Mallala circuit. *Even with the extra power I was not lapping much quicker 1.21 as I was having quite a bit of trouble with understeer on the slower corners. OK on the Hangar and Repco. On the rest the front would wash out alarmingly as soon as the power was applied even on a steady throttle it was bad with the wheel locked right over. There was a bit of play in the rear trailing arm on one side which was altering the toe-in and toe-out approx one sixteenth of an inch we discovered after. I am modifying the rear wishbones and trailing arms to minimise wear. Toe-in is now adjusted by trailing arms with LH and RH rod ends with bore of same vertical so as to take greater loading and therefore reduce wear. The ANF 1.5 litre cars would have a power-to-weight ratio similar to last year's GP cars. I drove Granton's car which was quicker than my pushrod and it is quite slow compared to mine with the T-Cam. I reckon my car would do a standing 1/4 mile in about 11 sec, or just over. The engines are putting out 155 bhp average with the best 160. I gave Norm Butler and RON LAMBERT, from work, a drive and as expected they got a hell of a shock and throttled off before getting into top. I would like you to have a drive it goes like hell and you have to think fast for you are no sooner out of a corner into top pulling peak rpm and then stopping again.*



VALE - LYN ARCHER (Member No. 19)

One of the stalwarts of Tasmanian motor sport, **Geoffrey Lyndon Archer (Lyn)** died on May 4, 2014 in his 84th year. Lyn was a well known business figure in Tasmania and for many years served as an Alderman on the Hobart City Council (1986 to 2007).

His racing career began back in 1953 behind the wheel of a Jaguar XK 120. Successes in a number of Coopers followed including a Mk. 5, a Cooper Climax T39 'Bobtail' and a T41 open wheeler. Lyn finished 6th in the 1959 Australian Grand Prix at Longford driving his 1100cc T39 'Bobtail' and won races at Baskerville and at various Tasmanian hill climbs.

Early in his career he also raced an Austin Healey 100/4 in local hill climbs and sprints, and for 20 years commencing in 1964 Lyn successfully campaigned his Elfin WR 275 fitted with a 1500cc engine - "or possibly 1600cc", he once said. I called on Lyn over the years during Targa Tasmania events and remember a huge 10ft. X 5ft. photograph of his beloved Elfin on his office wall in Sandy Bay Road.

Amongst his race colleagues Lyn was affectionately known as "Noddy" (a nickname he earned from a famous occasion when he went to sleep in his race car after the three-minute board had been displayed).

Over the years, Lyn was a great supporter of Targa Tasmania and regularly attended the Special Stage at Ridgeway. In 1996 he was invited to flag off the cars at the start in Hobart.

Lyn Archer was a valued member of the EODC, and we extend sincere condolences to wife Pamela, son Lyndon and his many friends and associates.



ELFIN OWNERS and DRIVERS CLUB Inc.

MEMBERSHIP:

No. 612 - PHILLIP LANE (SA)

Phillip has one of the seven Elfin 700s, his car being chassis no. 76648 and originally owned by Dean Clough. It was fitted with a 1300cc Ford engine and now runs a 1598cc Ford Kent Crossflow. Phillip purchased his 1976 700 in 2008 from **DENIS LESSLIE** and took part in our Elfin Demonstrations at the Clipsal "500" meeting.

No 613 - JAMES GUTHRIDGE (Vic.)

James has the dubious honour of being related to **BILL HEMMING**, but at least had the honour of driving one of Bill's cars (the Elfin 300) in the Historic display at this year's AGP meeting at Albert Park.



No 614 - PAUL SPENCER (Vic.)

Paul recently bought a 1999 C3 Clubman from Joe (John) Farmer of Brisbane, who was the Queensland Elfin agent in the early 2000s. We look forward to seeing him at future Elfin events.

No 615 - SAM SHAHIN (SA)

Sam is the proud owner of a 2007 Elfin MS8 bought in 2011 from a deceased estate in Sydney. Sam participated at Clipsal during which he had an altercation with a wall and required the services of Arthur, our versatile resident chef who was flown over to Adelaide to fix the problem. Arthur and some helpers worked throughout the night, and Sam was back in action next day. Sam is also heavily involved in the establishment of a new motor sport complex at Murray Bridge.

No 616 - PAUL DOUBE (SA)

Paul promptly joined the club after meeting me at this year's Phillip Island Classic. He doesn't own an Elfin, but has a Kestrel KC4 Clubman which has some Elfin connection. His Kestrel was designed by Greg Mobbs, a fabricator trained at Elfin. Another connection relates to his childhood days as "an Edwardstown boy" when he rode his bike to the factory at Edwardstown, and stood peering in at the door to see what was going on inside. One day Mr. Cooper handed him a broom and said "if I was going to be there I might as well make myself useful!" Paul has other stories for another time.

Welcome to our new members, and we hope you have a long and happy association with the club.

**Don't
FORGET!**



EXCITING NEW CLUB MERCHANDISE NOW AVAILABLE!

Now is the time to purchase your smart new Elfin polo shirt and matching cap. If you missed out on a 50th anniversary cap, you can now feel good again by getting the latest addition for your sports wardrobe. And then there are the shirts - absolutely fabulous in traditional black and gold with a subtle Elfin badge, and 'Elfin Owners & Drivers Club' lettering around the sleeve, (see flyer).

These are top quality garments we can all be proud of. Sizes S - XXXL available.

In the interests of club members, costs have been kept to a minimum - \$35 for shirts, \$20 for caps, or \$50 for both. Add another \$10 for postage.

**To place your orders,
email Cheryl (reidywithchampers@yahoo.com.au) or phone - 0419 581 815**

Payment by cheque or via EODC DIRECT CREDIT

Bank Account No. 5003785

BSB 633-000

Bendigo & Adelaide Bank



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 brianreed.motorsport@yahoo.com.au

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