

# ELFIN

**OWNERS and DRIVERS CLUB Inc.**

# NEWSLETTER



**NUMBER 135 - December 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:

They say "*All good things must come to an end*", and so it is with one of the most enduring of all Elfin partnerships. The car is a famous one-off Elfin and has only ever been in the possession of one proud owner. Somewhat reluctantly the time has come for the relationship to cease and the car is on the market.

Our current Clubman of the Year, **MIKE BARKER** continues his great form in competition, and you can read about his latest success in this issue. Mike will also be continuing his role as coordinator of our EODC display at the Australian F1 carnival in March 2015. Information on how to apply is being e-mailed to members – those who receive hard copies of the newsletter can phone Mike on 0407 825 545. Several other EODC members have been doing great things in competition as well and we acknowledge their achievements in this issue.

It was great having a fine lineup of Elfins and owners taking part in this year's Historic Sandown meeting, and to see so many members proudly wearing the latest club polo shirts and Elfin caps. We have an extensive supply of merchandise ready to dispatch in time for the festive season, and Santa's little helper, Cheryl is on standby ready to take your orders. They make great Christmas presents!

And being that time of year again, here is the annual reminder about renewing your membership of the EODC. Rising costs have forced us to slightly increase the membership fees to \$25. As well as receiving your quarterly newsletter and free admission to the annual BBQ, your contributions help pay incorporation fees and our affiliation with CAMS. This means you are able to apply for or renew your competition license through your current membership of our club. Please complete the enclosed renewal slip and return with your subs as soon as possible, or you may prefer to do this through direct credit (details follow).

Finally, a Merry Christmas to you all. May you and your family and friends have a great festive season, and may 2015 be a happy and safe year for you with many happy times in your Elfin.

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:

A number of members including our patron, **LORRAINE COOPER** have been on the unwell list recently. Lorraine is still her cheery self and is being well cared for by family and friends in Adelaide.

**SHANE HUGHES** is convalescing after major surgery, and it was good to see him at Sandown enjoying the Historic meeting in November. He had his immaculate Elfin 600 Formula Ford entered with Jamie Larner driving, and following that, Will Davison drove it in the Geelong Revival sprint meeting at Eastern Beach. He is keeping himself busy having just acquired a Ralt RT1, and also has a Ford Mustang under restoration.

Former Bathurst 1000 winner and EODC member **BRIAN SAMPSON** has had some major health issues in recent times, but was a welcome attendee at the Olds and Bolds lunch in Melbourne on December 1. The Olds and Bolds is an annual gathering of former members of the Light Car Club of Australia, and 'Sambo' was in good spirits. He has just bought back his old Toyota Celica and is quite excited with the prospect of restoring it back to its former glory.

To any other members who have not been travelling well, we send our best wishes for speedy recoveries.

Also attending the Olds and Bolds lunch was former international racer and EODC member **JOHN AMPT**. John looked set to enjoy a brilliant racing career in Europe back in the 1960s, but sadly a major accident ended his prospects. It was a privilege to sit next to this modest farmer from country Victoria and hear some of his stories when he raced his Brabham overseas against the likes of fellow Aussies Frank Gardner and Paul Hawkins. Someone needs to sit down with John and record his tales for posterity.

Two special Elfins had great successes at Sydney Motorsports Park, Tasman Trophy Meeting - 29th and 30th November.

**PETER LARNER** won his event in his Molybond Elfin 700. He has returned to racing after a long absence. His grin is wider than the Sydney Harbour!

**LAURIE (BENNETT)** competed in the Tasman Trophy Series held at Barbagello, Sandown and Sydney. He finished third in that having competed at Sandown and Sydney only. This is in his Elfin 600 B Formula Two.

BUT.....here's the best news. Laurie (pictured in the centre) won the race in Sydney very comfortably with his ability to drive in the wet. After a scorching hot two days a lot of cars suffered overheating and mechanical issues. During the race before Laurie's, the heavens opened and the track was extremely flooded. With a reduced field and his wet driving skills he outpaced all contenders comfortably. Nerve wracking to watch...

He thus won the Drivers Award for the Meeting, the Leo Geoghegan Trophy which was presented by Leo himself. This was a cup he held for half an hour and returned to the archives!



**JAN TAYLOR**





# ELFIN OWNERS and DRIVERS CLUB Inc.

Thank you to **MARK JUDD** for the following detailed report.

## 2014 AUSTRALIAN HILL CLIMB CHAMPIONSHIPS

The event this year was held over the Melbourne Cup weekend at the newly refurbished and extended Ringwood Park hill climb track near Newcastle NSW. The fine weather and 100+ entries made for a great weekend of motor sport.



Australian Hill Climb Championship 2014 - The extended Ringwood Park NSW

The field included 4 Elfins - 2 Juniors, a Formula Vee and a Type 3 Clubman. **BRIAN LEAR** and **DOUG ANDERSON** with their Juniors, Luc Botton in his Elfin Formula Vee "EP" and **MARK JUDD** with **GREG HOINVILLE** double entered in the Elfin Clubman Type 3.



**Doug Anderson** (left) and **Brian Lear** (right)



**Greg Hoinville** (with daughters Rosie and Kelly) and **Mark Judd**

The complex circuit is made for measured use of the accelerator with good positioning required in the many corners to achieve a smooth and speedy exit in pursuit of a fast time. The final corner down the hill provided many an anxious moment for the best and handy drivers alike.

The good organisation by the Newcastle MGCC supported 4 competition runs on the Saturday and 3 final runs on the Sunday. The 4<sup>th</sup> run on Saturday was interrupted by a brief rain storm with many competitors choosing not to chance the complex corners in the wet. Many thanks to the Newcastle MG Car Club, the sponsors and the many volunteers, who without, the event would not run.



## ELFIN OWNERS and DRIVERS CLUB Inc.

### 2014 AUSTRALIAN HILL CLIMB CHAMPIONSHIPS continued

#### Results - Outright

Malcolm Oastler in his Hyabusa powered hill climb special recorded the fastest outright time with a track record of 32.80 secs. Of note, Malcolm worked as a designer and engineer in the BAR F1 team, and later with the Jaguar F1 team (Ref: Wikipedia).



#### Group N Historic.

**DOUG ANDERSON** (Elfin WR375) and **BRIAN LEAR** (Elfin Peugot FJ61) with the winner's trophy at left.

One of these gentlemen did win the class, However in their words, it wasn't about winning it was very much about enjoying the weekend of hill climbing. The picture tells the story, so who am I to reveal the results.

#### Group 2A - Sport Cars over 1600cc

Congratulations to **GREG HOINVILLE** (right) for his 2nd place in class with **MARK JUDD** one second behind in 4th place (somewhere in the crowd).

Greg also set a new Clubman record for the class with a time of 41.75sec. The results show that Luc Botton set a new record for the Formula Vee 1200cc Class of 42.61sec. Well done Luc.



.... For the sake of history

#### Elfin Junior (Peugout) Chassis 622 - BRIAN LEAR - Newcastle

This car was originally ordered by **ALAN FERGUSON** after an Elfin track day at Warwick Farm in 1961. The background was that **GARRIE COOPER** had bought the prototype Elfin Junior to Warwick Farm for the first Junior race in Australia with the car driven by Arnold Glass. Garrie hired the track on the following Monday for invited guests to drive the Junior prototype. **ALAN FERGUSON** was one of the invited guests.

The car passed on to Malcolm Bailey who retired the car in the late 60's after a few years of racing. Friend John Collins continued to race the car in 1972 as a Formula Ford with the car again retiring in 1973 after a prang.

In 1983, Brian became the 4<sup>th</sup> owner of the Junior and after purchasing the original Peugeot engine sometime before returned the car to its original Junior specification in 1989. In 2014, Brian is still running the car in hill climbs and is clearly enjoying the run at the 2014 AHCC. Brian has owned and run an Elfin Mono in the past.





## **ELFIN OWNERS and DRIVERS CLUB Inc.**

### **2014 AUSTRALIAN HILL CLIMB CHAMPIONSHIPS continued**

#### **Elfin Junior Chassis 625 - DOUG ANDERSON - Yamba**

Doug owns 2 Elfin Juniors (#625 and #629) plus an original Clubman. Doug purchased the first Junior (629) in 1999 to compete in historic racing. After a prang in 2008, Doug purchased another Junior (625) continuing historic racing to this day. This Junior was originally owned by Frank Matich. It is only in recent times that Doug has taken up hill climbing with this his first AHCC. Doug's first Junior (629) has been returned to its former glory. Doug is looking to sell one of his Juniors, so given the results today you will be getting a good car.

#### **Elfin Clubman Type 3 - MARK JUDD and GREG HOINVILLE - Melbourne**

Built by **BILL HEMMING** and **NICK KOVATCH** in Bentleigh in 1999. The car is owned by **MARK JUDD** and often raced with mate **GREG HOINVILLE**. Mark is yet to beat Greg but enjoys the challenge. Clearly the team rules are not working. **MARK JUDD**

Well done to our members who are doing us proud in competition. Over in South Australia **STAN KEEN** has scored a class 2<sup>nd</sup> in the SA Hillclimb Championship driving his Elfin Clubman C3 in the Marque Sports up to 1600cc class.

Also in SA, **GRAHAM JARRETT** won all three Group N races in Round 3 of the SA State Championship Race Series at Mallala. **JOHN PAYNE**, winner of the Vintage Hillclimb Trophy was presented with his award at the Historic Racing Register's AGM. He followed this up by winning the Vintage Collingrove Hillclimb on October 5 driving **DEREK GRENEKLEE's** Cooper Mk.5.

Overseas, **LAURIE BENNETT** scored a second place at Jerez, Spain driving his McLaren M1B. He finished behind Pedro Macedo de Silva/Andy Newell (Lola T70 Spyder) in the pre-'66 FIA Masters Historic Sports Car race. Laurie scored 13 points in the only championship races he contested at Zandvoort, Spa and Jerez.

Since returning to Australia he has followed up with a brilliant performance in the wet at Sydney Motorsport Park, (formerly Eastern Creek) by winning the prestigious Leo Geoghegan Trophy. (Jan's excited email was published earlier in the newsletter.)

Also at Sydney Motorsport Park, **PETER LARNER** proved he hasn't lost his touch by scoring a fine win in his Elfin 700. Peter had retired from competitive driving to concentrate on preparing cars for others (including Elfins) and has only recently bought back his 700 to have another go in the sport he loves. This was the car he drove to victory at Sandown Park in 1977 to win the Australian Formula 2 championship.

In Victoria, **MIKE BARKER** took fastest time of day at the Rob Roy Club Challenge Series on November 2 driving his trusty Elfin Clubman Type 3. Mike scored a narrow win over Gippsland's top performer Col Hunter (Subaru WRX) and continued his great run of success in hillclimb competition. He also clocked a 13-and-a-bit seconds run over the quarter-mile at the recent Geelong Revival meeting.

Well done to all members who represent our club with distinction at various race venues locally and overseas.

Congratulations also to **PETER WHELAN** who has been appointed to the Management Committee of the Sporting Car Club of South Australia. Peter has been a keen motor sports competitor over the years as well as a long standing member of the EODC



## ELFIN OWNERS and DRIVERS CLUB Inc.

### INTERESTING ADDITIONS to "Elfin Sports & Racing Cars"....

The following article by **BARRY CATFORD** relates to the development of the original Clubman on Page 27 .

"For many years Victorian Elfin enthusiast Graham Hoinville believed he was the owner of this Clubman. But when a letter was received by the editor and author of this book from Vincent de Gouw in New South Wales, complete with a 'rubbing' of the identification chassis plate indicating that he in fact appeared to have purchased the former original Granton Harrison Elfin Clubman, some investigation became necessary.

The results of intensive research by Graham revealed that the Hoinville Clubman was the fifth built (#C1624), and the second fitted with wishbone front suspension, and was originally acquired from Elfin Sports Cars by Bill Gates.

In a detailed letter to Vincent de Gouw Graham in part stated, *Another point I must comment upon is the position taken in The Book (sic) that your car and my car share the one identity. I have to 'own up' that I believe I was the origin of this anomaly as I shall relate. Around 1989 or 1990 when my wife and I had run the Clubman in the Grand Prix Rally (winning the Post-Classic u/2000cc class) we attended the Elfin Owners Club barbecue at Lorraine Cooper's house and there I became involved in lengthy discussions with Barry Catford. Barry was putting together a history of Clubman cars and as I recall a problem he faced was that he had no knowledge of the existence of the first Granton Harrison car, yet he appeared to have accounted for all units built. We discussed this problem and I suggested it might have been the case that Granton had 'traded back' his car to the factory, and the need to have a production spec Clubman on show at the Sydney Motor Show could have been met by refurbishing that car with fibreglass panels etc. Given the Sydney Motor Show car was believed to be my car, this theory solved Barry's problem. That theory seems to have remained and appeared in The Book. My recent research corrects this error as I shall relate below.*

*Incidentally in making that (wrong) proposition I did have some 'feel' for the situation at the time. In the '60s I was with BP providing technical support to lubricants. My Adelaide-based counterpart Tom Stevens was very close to Elfin. In fact BP were strong supporters of Elfin and whenever I made a business trip to Adelaide a visit to Garrie at the factory was on the agenda. I knew Elfin were a small company and did not have large resources. Also I knew Granton Harrison and Andy Brown as fellow competitors from the 1950s, and they were very close to Garrie Cooper. That proposition seemed logical at the time, but I was WRONG!*

Graham also presented in the letter to Vincent his understanding of the development of the Elfin Clubman as a model and a variation he detected in the front suspension top wishbone inner pivot locations between his Elfin Clubman and other later examples.

*Firstly without seeking to denigrate their status in any way, the first three cars (those of Johnson, Kelson and Burke) I believe can be regarded as 'developmental prototypes'. These cars all differed from the specification of the 'main stream' of production Clubman in that they used 'split-axle' front suspension, one was derived from a Streamliner frame and another left the factory as a 'kit', the detailed specification of the finished car open to variation. I believe your car, the first Granton Harrison car, represents the 'production prototype' of the Clubman, with the qualification that it is without any fibreglass body panels, provision for a windscreen, wiper etc. All evidence points to your car providing the 'models' used for constructing the moulds used to produce the fibreglass nose, bonnet, scuttle and front and rear guards which were to be used on all subsequent cars produced. Without going into detail at this point I suggest my car was the next one produced, being the first 'production specification' car having fibreglass panels, windscreen, etc. For some years I have been aware of a change in the front suspension design which apparently Garrie made early in the production of the Clubman displayed at the Sydney Motor Show of September 1962 (it appeared in the December 1962 issue of SCW)*





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### INTERESTING ADDITIONS to "Elfin Sports & Racing Cars"....

*there is an excellent 'full frontal' photo of the car. This depicts the upper wishbone being near horizontal - actually it slopes downwards slightly towards the inner pivot. My car has precisely this configuration. From the pictures in my archives, the next car produced (for Brian Shaw) has a similar configuration: I have yet to 'eyeball' this car but in time I will chase Alby Middleton to have positive confirmation. I have personally examined subsequent cars - those now owned by Bedgegood, Leith, Reed and Williams and all these cars have the inner pivot of the upper wishbone in a lower location - with the result there is a distinct downward slope on the upper wishbone as it passes to the inner pivot. This configuration is shown in photos included in the road test of Brian Reed's car published in March 1964 AMS.*

Included in the letter were two photocopies of photographs one of the road test Clubman from Sports Car World, December 1962 showing the upper and lower front wishbones almost parallel (P.1) and in the other, which appeared in Australian Motor Sports, March 1964, the upper wishbone inner pivot was clearly less distance from the lower inner pivot (P.2). In the accompanying notes Graham wrote, *Evidence I have assembled includes the 'early' version shown in P.1 was used only up to the Brian Shaw Clubman (#1635) delivered circa January 1963. I believe all subsequent cars had the arrangement in P.2.*

Graham Hoinville also paid tribute to Brian Lear for the history of Elfin cars he generously maintains on his personal computer. Graham not only used his Elfin Clubman in historic races, but with his son Greg won the 1991 Grand Prix Rally, was 4th in 1994, 2nd in 1995, and third in the 1996 event against the usually all conquering Porsche brigade."

### FOR SALE:

And now to the very special Elfin that is on the market - at a price. Back in the early 1960s **GARRIE COOPER** designed a one-off car on a table napkin known as the GTS Coupe. Based on an Elfin Streamliner, it was the only car Elfin Sports Cars fitted with a top, and was designed to meet the requirements of Melbourne's **GEORGE SPANOS** to enable him to compete in GT events. George has owned and raced this unique car since 1961 and has now decided it is time to pass it on to a suitable new owner. Serious enquiries only will be considered - George has already refused "a six-figure offer" so he means business.

If you are interested, phone George on (03) 9885 7130.



Another very significant Elfin with attitude is for sale. It's the 1976 Elfin MR8C Formula 5000 (chassis #8761) belonging to **KEN JAMES**. Former drivers include **GARRIE COOPER**, ex-Formula 1 drivers Larry Perkins, Didier Pironi and **VERN SCHUPPAN**, as well as **BOB MINOGUE**, **PETER BRENNAN** and **GRAHAM MEIN**. This is on the market for the not faint hearted and Ken can be contacted on 0423 779 982 (work) or e-mail [jam@sconline.net.au](mailto:jam@sconline.net.au)



If you're in the market for an open wheel Elfin racer call John Sheppard on 9379 7898 or Denis Lupton on 9331 0560 to arrange an inspection of a 600E - the ex Chris Milton car, or a 630E - the ex **CLIVE MILLIS** car. Both are complete and in reasonable condition.

"After inspection, make us a silly offer!!! The prices that will be accepted will give exceptional value for money", says John.



# ELFIN OWNERS and DRIVERS CLUB Inc.

## MEMBERSHIP:

We welcome the following new members to our club:

### No. 620 - ANDREW 'Rock' WATSON (Vic)

Andrew owns the ex-Adam Roberts, ex-G.A. Robertson Type 3 Clubman built in 2004 and first registered in 2007. Registration No. is UUC 033\*.

### No. 621 - ROGER LOMMAN

\$20 has appeared in our account on September 25 along with Roger's name. We presume it is for new membership but have no details. Can anyone help?

We hope you have a long and happy association with the Elfin Owners & Drivers Club.

\*(Unfortunately there are 17 numbers and letters in the car's chassis number! Maybe we should come up with a simpler system for the newer Elfins?)

## CLUB MERCHANDISE:

The latest EODC polo shirts (all sizes) and Elfin caps are now available

Shirts are \$35, caps \$20, or \$50 the pair. (Add \$10 for postage).

Also Elfin lapel badges (\$8), cloth badges (\$8), key rings (\$12), decals (\$2).



Please send your orders (and money) to Cheryl (0419 581 815), [reidywithchampers@yahoo.com.au](mailto:reidywithchampers@yahoo.com.au) or Brique (0427 395 296), [brianreed.motorsport@yahoo.com.au](mailto:brianreed.motorsport@yahoo.com.au)  
Hurry! Christmas is just around the corner!



## 2015 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 2015.

☐

I enclose cheque for \$25 (no cash please)

☐

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

(Bendigo & Adelaide Bank)

SIGNATURE.....

☐

please tick if email details have changed in 2014

☐

tick if other details have changed

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

email [brianreed.motorsport@yahoo.com.au](mailto:brianreed.motorsport@yahoo.com.au)



# 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](mailto:brianreed.motorsport@yahoo.com.au)



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