

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 139 - December 2015



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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:

Another year is rapidly coming to an end and it has been another successful chapter in the history of the Elfin Owners & Drivers Club. Many of our members continue to keep the Elfin marque well to the fore in motorsport as you will read in this issue of the newsletter, and some have brought great credit to our club overseas. (See also the conclusion of BILL HEMMING'S article 'Bourne to the USA'). We also had two members competing at the year's Goodwood Revival in the UK, and another opportunity to hear the Australian national anthem at Spa. Read on!

There is also a warning about a spate of thefts in Victoria right now, and a number of EODC members have been affected. It's time to be diligent and make sure our Elfins and other property are secure.

2015 was also a sad time in that we lost our much loved patron, LORRAINE COOPER. Initially Lorraine was reluctant to take on the role, but quickly warmed to the task and went about things in her quiet, unassuming manner. Her strength and determination especially in the latter months were inspirational to us all.

Being the December issue, it's that time of year to renew your membership of the EODC, and there's a simple renewal form enclosed for you to fill in. Please attend to this promptly before Christmas shopping cuts into your budget. Fees have been kept a \$25, and payment can be made by direct credit (details included) or by cheque to me (address included). Remember, early payment helps us to budget for the coming year. And as a special Christmas deal for EODC members, our club polo shirts and caps have been reduced substantially, so how about putting in your order now. They make terrific Christmas presents!

That just leaves one more thing to add. Merry Christmas, everyone, and all the best for the coming year. Let's hope 2016 is a great year, and I look forward to receiving your contributions for future newsletters. Keep up the good work – you have been terrific in the past.

Happy Elfining!

Brique

EODC DIRECT CREDIT DETAILS

Bank Account No. 5003785

BSB 633-000

Bendigo & Adelaide Bank

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



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BITS 'N' PIECES:

GEORGE SPANOS, who has been on the unwell list lately, has sent in two references to Elfin's from a book titled "1001 Cars to Dream of Driving Before You Die" by Simon Heptinstaf:

T5 CLUBMAN - ELFIN

2011

- * 346 cu.in/5,665cc V8
- * 329bhp/245kW
- * 0-60mph/97kph in 3.7seconds
- * 175mph/281 kph.

Australia has never been a big player in the world of mass-produced motor vehicles, so learning that Elfin is the world's second-largest producer of race cars comes as a surprise. **GARRIE COOPER** founded the South Australia-based company in 1957 and produced 250 race and sports cars up until his death in 1982. His father sold the company, but production never ceased and continues to this day. That is a pretty good survival story in a country littered with evidence of the work of failed automotive visionaries.

Manufactured from premium-grade aluminium sheeting painstakingly hand-riveted then sealed for maximum strength, the chassis of the T5 Clubman is built to exacting race-standard specifications. All fixing points are welded for rigidity and longevity. The completed chassis is prepared for sandblasting, and then painted to a mirror like depth of 50 microns. The T5 is another Elfin doorless design (although a cloth roof and "doors" are options) and the cockpit is easy to climb into and out of. Drivers with neck trouble or loose fillings should avoid taking it over rough or corrugated roads however, as every bump is keenly felt.

A modern incarnation of Elfin's original 1961 Clubman, the rear-wheel-drive T5 is a mix of Formula 1 and pure hot rod. The British press had criticized Elfin's MS8 Streamliner for being too heavy, possessing too much brute force, and being difficult to handle. In response, the Clubman was given a lighter frame and an upgraded suspension that was more "user friendly". But do not think for a moment that performance was sacrificed. The T5 Clubman still has a better power-to-weight ratio than a Porsche 911 Turbo. (p.919).



MS8 STREAMLINER - ELFIN

2011

- * 346cu.in/5,665cc, V8
- * 328 bhp/245 kW
- * 0-62mph/100 kph in 4.5 seconds
- * 171 mph/275 kph.

Anyone who ever wanted to be a Formula 1 driver and gets excited by high-tech specifications is likely to fall head-over-heels for the Elfin

MS8 Streamliner. This car has everything to make the would-be Formula 1 driver feel like a winner: suspension springs by Eibach, Koni 8211 shock absorbers, ventilated disc brakes with alloy mounting hats, aircraft-quality braided brake hoses and suspension arms, to say nothing of its 0.001mm-tolerance nuts, bolts and threads.

The Elfin Sports Car Company, founded in 1957, is the oldest continually operating manufacturer of sports cars in Australia. It has given the world some of the most desirable and competitive open-wheel and sports racers of its era.

The rear-wheel-drive Streamliner, designed by Elfin and styled by a team at Holden Design, is a hand-built supercar with gull-wing doors that open forward rather than out, making it easier to park in tight spaces. The interior is beautifully crafted with sunken leather seats bringing the





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wide door sills to shoulder-height, giving drivers a snug sense of being cocooned as they attempt to come to grips with its 328 bhp (245 kW).

Oil and water gauges are flanked by aircraft-like heater vents, and the tachometer has no red line. There are no side windows, and the roof is a removable hardtop. Low-backed racing seats come equipped with four-point racing harnesses, and there individual driver and passenger roll bars. Body panels are made from glass-reinforced plastic (GRP), and the chassis is rose-jointed to prevent flexing. The list goes on.

The Streamliner can outrace a Porsche GT3, costs less than half the price, and is built to win. (p. 926).

Thanks, George. Although some things have changed since the book was published, the sentiments expressed still hold true today. (ed.)

ANOTHER ELFIN WORKER FOUND

Keeping his eye on the ball is resident detective **BARRY CATFORD**. Barry has discovered another former employee of Elfin Sports Cars, Carlo Lunetta .



In early November the Sporting Car Club of SA advised members that the guest speaker at the next monthly general meeting would be Carlo Lunetta formerly a racing car mechanic with Osella ('84 -'89), Elfin Sports Cars ('89 - '92), Birrana Cars ('93 -'98) and Ferrari ('99 -2000) in the racing composite department. The latter employment was during a brief return to the country of his birth, but his first impressions of Adelaide were such that he soon returned to Australia and set up a business in Adelaide, "CL Components", making Kevlar and carbon fibre panels and components for V8 Supercars. This really got my attention as I had never heard of this man. Having subsequently spoken to Carlo I learnt that he did indeed work for Elfin Sports Cars during the Don Elliot/Tony Edmondson era.

During this very likeable Italian's motor racing experience in Italy Carlo acquired the art of making parts using composites which explains the use of carbon fibre while working for Elfin. Tony's employees at the time were **FULVIO MATTIOLO** and Jon Porter and, through a friend, Carlo was taken on by Tony to help him to build a Honda Prelude based Sports Sedan using aluminium honeycomb, tubular steel and carbon fibre in the construction. Carlo said that car was sold Tasmanian driver Greg Crick.

Had **GARRIE** survived, I think he would have seen Carlo as a saviour, given the increasing use of composite materials in racing car construction around that time.

BARRY CATFORD

Overseas, the EODC had two drivers competing in this year's Goodwood Revival meeting. **JOHN BOWE** co-drove a 1966 Chev. Corvette Stingray in the RAC TT Celebration Race over 41 laps. The race was dominated by E-Type Jaguars and Cobras, and John and his team mate finished 24th.

Also at Goodwood was **LAURIE BENNETT** (at left) behind the wheel of his 1965 McLaren Chev.



M1B. Laurie moved from 9th and finished a credible 6th outright in the Whitsun Trophy. He was just 17s behind the winner when the race was black flagged. Then it was off to Spa where he followed up with a brilliant class win on September 20. Spa has become a happy hunting ground for Laurie, and how good it must have been to hear the Australian national anthem yet again acknowledging his latest success.



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ELFIN DRIVERS TO THE FORE

Of approximately 350 entries at this year's Historic Sandown meeting (Nov. 7-8) there were 27 Elfins taking part - a terrific representation. And there were some terrific performances, none better than **BILL HEMMING's** fighting 2nd place in the F5000 race. **RICHARD CARTER's** and **LAURIE BENNETT's** efforts in the Group M races were noteworthy, and **DANIEL BANDO** cleaned up in the Formula Vee events. But the gutsiest performance was by **SHANE HUGHES** who is still recovering from serious illness and major surgery. Shane drove his Elfin 600 in the Formula Ford races and was rewarded with 2nd placing in Group Fa. The presentation of the Elfins was first class, such as the MR5s of **MAX PEARSON** and **GEOFF MUNDAY**. The beautiful Mono of **NORM FALKINER** always looks in concours condition, and performed well on track. And how about the 1963 Penrite Elfin Clubman driven by young **JAMES PEPPER**. Then there was the fantastic restoration carried out by **RICHARD NITSCHKE** on his 300. In fact, all the Elfins were a credit to their owners, and made us onlookers feel proud at Sandown.

Here is the list of Elfins and their owners at the 24th Historic Sandown meeting:

BILL HEMMING(1977 Elfin MR8 F5000)	MAX PEARSON(1971 Elfin MR5 F5000),
GEOFF MUNDAY (1975 Elfin MR5 F5000)	Mike Glynn(1977 Elfin MR8-BC F5000),
LAURIE BENNETT(1969 Elfin 600)	PHIL OAKES (1970 Elfin 600)
Stephen Weller (1971 Elfin 600)	SHANE HUGHES (1972 Elfin 600 FF)
GUY MILLER (1982 Elfin 620C FF)	MARK GOLDSMITH (1974 Elfin 622 F2)
Andrew McLaren (1974 Elfin 623)	PHILLIP LANE (1976 Elfin 700)
RICHARD CARTER(1966 Elfin Mono)	NORM FALKINER (1967 Elfin Mono)
SHANE LEE (1965 Elfin Vee Type 500)	Geoffrey Stone (1981 Elfin NG Vee)
MATT SCOTT (1984 Elfin NG Vee)	DANIEL BANDO (1985 Elfin NG Vee)
MIKE FFRENCH (1961 Elfin Clubman)	JAMES PEPPER (1963 Elfin Clubman)
JOHN EVANS (1959 Elfin Streamliner)	BILL ATHERTON (1960 Elfin Streamliner)
Eddie Woods (1961 Elfin Streamliner)	TIM WRIGHT(1963 Elfin Mallala)
PETE FFRENCH(1963 Elfin Mallala)	BILL HEMMING(1966 Elfin 400)
RICHARD NITSCHKE ...(.1967 Elfin 300)	

Given the theme of the meeting was "Big Banger" sports cars, it was unfortunate that **ROBERT TWEEDIE** was a non-starter in the 1974 Elfin MS7 due to a back injury. We hope to see Rob and the big MS7 back in action soon.

The Victorian Historic Racing Register had some of its Ambassadors attending the meeting including two who are also EODC members - **BRYAN THOMSON** and **JOHN McCORMACK**.

"Thommo" won the Australian GT Championship in 1986, and drove a number of Elfins during an illustrious career. These included an Elfin Mallala fitted with a 2 ½-litre Coventry Climax motor and the ex-**VERN SCHUPPAN**, **JOHN BOWE** Elfin F5000. He currently is the proud owner of a road registered Elfin Streamliner.

JOHN McCORMACK is a three-time winner of Australia's top motor racing award, the CAMS Gold Star. Twice this was achieved in Elfins (1973 in the MR5 F5000 and 1975 in the MR6 F5000). He also won the New Zealand GP in 1973 and was inducted to the Tasmanian Motorsport Hall of Fame in 1992.

The special Guest of Honour at the 24th Historic Sandown was EODC member **VERN SCHUPPAN** accompanied by his wife, Jennie. Vern raced a big CanAm Elfin in the USA (the MR8A-C), and was very successful in Elfin F5000s. But his greatest achievements were at Indianapolis when he finished 3rd in the 1981 "500" and won the Rookie of the Year award, and at Le Mans in 1983 when he won the famous 24-

(JOHN McCORMACK, BRIAN REED and VERN SCHUPPAN)





ELFIN OWNERS and DRIVERS CLUB Inc.

hour race for Porsche. Vern was awarded an AM for his services to the sport of motor racing.

All three members were kept busy at Historic Sandown meeting the fans, signing autographs and posing for photographs. Vern was also generous with his time helping present trophies, and doing an extended interview on Channel 31's 'In Pit Lane'.

We're proud to have these famous drivers as members of our club.

24th HISTORIC & CLASSIC HILLCLIMB – ROB ROY

MIKE BARKER continued his excellent form in hillclimbing with a blistering run up Rob Roy on November 22. "The Elfin just gets better with age," quipped Mike. His 2005 Elfin Clubman Type 3 ran consistently in the 22sec. bracket and beat home three other C lubmans - (an Amaroo, a Fraser and a Sonic Super 7) to win his class. This was in spite of a dodgy diff!. Congratulations Mike on winning the Tony Gaze Trophy again!

Also running at the front of his class (for Group L Sports Cars 1941-'60, up to 1500cc) was **BILL ATHERTON** (at right) in his immaculate 1960 Elfin Streamliner. It has taken Bill a long, long time to get his car back on the track, but judging by the grin on his face, it has all been worthwhile.



Don't forget to send in reports on your involvement in racing, no matter how humble you may think it to be. We all like reading about Elfins and what they are up to in competition.

'BOURNE TO THE USA continues – words and music by BILL HEMMING

2a Two weeks of NO RACING (July 27 – Aug 7, 2015)

Our man John took off with the transporter back to the west coast. He promised to stop at a welder mate to act as a proctologist on the rear end issues of the Matich and Elfin.

Uncle Brian left Phil to fly back home, tired but happy. Phil went touring via Niagara Falls. (Was it his turn in the barrel?)

Bill picked up his missus to show her a good time touring New England and Eastern Canada. He spent the time reminding her how lucky it was he went motor racing to have an excuse for her to see the world. All he got in reply was "gee this would be pretty in Fall, why did you bother racing here in July". She's a hard woman!

Paul and Gay played Harleys in the mid-west.

LEGUNA SECA (Aug 7 – 9, 2015)

This is what we came for!

The Monterey week of motoring consists of two weekends at Leguna Seca, numerous multi-million dollar classic car auctions, Pebble Beach Concours for "quite nice cars", and lots of parades, eating and drinking.

The Formula 5000's were to form the feature race for the two weekends, 40 years after the last F5000 appearance (won by Mario Andretti in 1975). 38 cars fronted for the Pre-Reunion 1st weekend and over 40 F5000's were entered for the actual Reunion weekend. There were cars from all corners of the USA, a couple from the UK and Canada, 12 from New Zealand and the four Aussies. Brilliant!

So we were urged to patiently practice, and practice, and practice. (Try using the words "patience" and "Kiwi" in the same sentence.)



ELFIN OWNERS and DRIVERS CLUB Inc.

'BOURNE TO THE USA continues...

First practice (and qualifying) was interesting. Patience was not particularly practiced. But Team Australia all finished in the top half of the 36 starters with Paul at 8th, Bill 9th, Phil 15th and John Bryant a very satisfactory 18th.

Race 1 that afternoon was happy for some (Paul 6th, Bill 9th, Phil 14th), but less so for John who spun on lap 1 and retired with no oil pressure on lap 3. The subsequent engine strip down was not pretty with lots of bits of metal and valve marks on the pistons.

But we were coming to grips with the circuit. Two turns require blind faith where you do what they told you in the class room - just aim for the 2nd light pole in turn 1, and the middle tree in the corkscrew. You may as well, because you sure can't see the bloody road! But it's a blast. The corkscrew is even more of a blind drop than Bathurst. Every time you escape it, you turn religious.

On the Sunday morning, we were called to a special drivers meeting where the clerk of course gently told a couple of "drivers of race cars" to cool it and reminded us that we were there to put on a show with all the cars intact because the cars were the stars etc etc. The next session was an untimed warm up and we were again told to be patient and to practice.

All this was greeted by a few calls from the back of the room:

"Why can't this be a race?"

"I'm the fastest and just because I spun twice and caused a pace car, I shouldn't start from the back of the grid because the 2nd half of the field is too slow and won't always let me pass" (These are the actual words and a vote was called for to let this 'gentleman' move up the grid - the motion was soundly rejected.)

So it is not just Australia where "the spirit of historic racing" needs re-defining and re-emphasising.

Inevitably, a couple of cars patiently ran into the wall during the warm-up session.

In the final race Sunday afternoon, 32 cars started, two crashed and two retired. Paul came a fantastic 4th. Bill got bounced from 6th on the second last corner to finish 8th, and Phil also picked up a spot to finish 13th.

All in all, a great weekend, except for John who will frantically try to rebuild an engine for the BIG EVENT next week.

LEGUNA SECA ROLEX REUNION (13 - 16 July 2015)

Three days of leisure saw Bill and Deb tour to San Simeon Hearst Castle and Yosemite Park before dropping the Reluctant Battery Bimbo in San Francisco to return home and avoid another weekend of car racing.

Phil and Paul went to a few of the huge number of Classic Car events around the Monterey/Carmel area. This included a magnificent catered evening at ex-pat Bruce Leeson's home which cemented the F5000 fraternity as a worldwide entity. We can expect a few US cars making the trip to Australia in the near future.

John and his crew found a competition engine at the local speed shop for \$500 (I kid you not) and with the help of a few New Zealanders and Americans, cobbled up a running motor to get back on the track by Thursday. A great effort!

In the 1st practice/qualifying on the Thursday afternoon, Paul posted a terrific 4th fastest (the organisers don't advise times to try to avoid rush of blood improvements). Phil come home in 17th. Bill stupidly forgot to charge his transponder so was relegated to the rear of the grid, but based on times from the previous week, was arbitrarily granted a 16th spot from the field of 34 starters. John completed three laps with a rev limit of 5200 before coming in to save his new, expensive engine. The 2nd qualifying session on Friday afternoon was eventful to say the least.



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'BOURNE TO THE USA continues...

The big news was that Paul got pole! He sounded like Senna - "that was the best two laps I've ever had! I was totally in the Zone! etc., etc., etc.". His second place at Road America was merely foreplay. This was the real thing!

Meanwhile, a couple of cars spun on oil and we got a full course yellow, then a black flag to stop and come into the pits. Unfortunately, Phil didn't see the black and ran (galloped) into the back of a slowing Bill. The Matich nose and a front wheel were destroyed. The "built like a tank" Elfin escaped almost unscathed except the flaggies wrongly identified the car as blowing smoke from an oil leak and wouldn't let it restart after the black flag. So Bill had to be content with a 9th place while Phil came in 15th and John again came in early to nurse his motor but still outqualified a couple of cars to come 30th.

An anomaly at this meeting is that the Clerk of Course(s) set the starting grid order based on a multitude of factors, including previous times, observation, and I think eye colour and foot size. So for some obscure reason, the starting grid for the Sunday feature event was to be:

Paul 2nd Bill 16th Phil 19th John 34th

We were all a bit shattered but with no published times, there was no recourse.

Saturday was a rest day for the 5000's so Phil and John repaired their cars and Bill and Paul went to mix with the idle rich at the Concorso Italiano. The standard of restoration of the cars paled into insignificance compared to the restoration work on some of the Wives and Girlfriends. Not a lot of movement of facial muscles and some of the breasts that came through the door were followed 5 minutes later by their owners. Record temperatures of over 90 degrees tested the melting point of the plastic surgery.

Sunday arrived as another 90 plus day but over 30 F5000's fronted for feature Rolex Race.

Paul came a fantastic, safe 2nd. Phil moved up to 11th. John was Black flagged and came in reading a water temp of 250 degrees! Bill started well and picked up five spots in three laps before his trademark ineptness crept in and he somehow flicked his fuel switch off and coasted to a stop on the main straight. 10 cars passed before he realised the problem and got going again to finish 21st. Paul kindly posted on facebook that "Bill had fuel issues", rather than "brain issues". Despite being black flagged, John out qualified a few cars to place 27th.

The final race late in the day (when it had cooled to 85 degrees) saw Paul put up the race of the day fighting for 2nd with the "driver of the meeting", Alan Dunkley from NZ. Paul finished 2nd (and got fastest lap) but was flicked to third for passing under a yellow. Phil drove well to 12th, Bill picked off seven cars to come 14th and John finally called it quits with a badly (is there any other kind?) blown head gasket.

We were all given a wonderful medallion at the award ceremony. Paul got a glass sculpture cup (which looked like a vagina) for his brilliant driving. John was given a special award for "the spirit of Vintage racing" for his never say die efforts.

That night we worked until 11pm loading the container and retired after a simply sensational couple of weekends. Just ask Darcy Russell and John Mann who spectated.

AT THE END OF THE DAY

Phil summed it up by saying "that was a hell of a road trip!"

Wonderful circuits. We actually did Australia proud - especially Paul. Made some great friends, established some important acquaintances and had a marvellous time.

We'll get home and add up the bills. Whatever the cost (probably about \$25 to \$30,000), it was worth it.

We did it.....everyone should.

BILL HEMMING



ELFIN OWNERS and DRIVERS CLUB Inc.

MEMBERSHIP:

We welcome the following new members to our club:

No. 637 - CHRIS NEIL (Tas.)

Chris works at **GRANT BINGLEY's** Mersey Link bus company and is the driver of Grant's Elfin FVee. It's a 1981 New Generation Vee (chassis no. NG 8118) which previously owner by **LYALL MOYES** (2011 - '15).

No. 638 - JONATHON STEWART (NSW).

It's always good to have new members join under the category "enthusiast".

No. 639 - TIMOTHY GALE (Vic.)

Not much info. except that Tim is the driver of a Type 3 Clubman. More detective work required!

No. 640 - SHANE LEE (Vic.)

We have a little more info. on Shane, who is the driver of an orange 1966 Elfin FVee (chassis No. 668).

No. 641 - PETE RILEY (Vic.)

Pete owns a supercharged Elfin MS8 Streamliner, one of the limited edition cars built in 2007 and painted in (appropriately!) Cooper Gold. It is fitted with a 5.7-litre V8 engine, and the chassis no. is MS8-05-008S. Photos of the car were also submitted.

Welcome, and we hope you have a long and happy association with the EODC Inc. And just a reminder - please make sure you complete all details (including known race results and dates), and send a photo of your car for our Club Register. **MOST IMPORTANT!**

ELFIN OWNERS...BEWARE!!!

In recent months there has been a spate of robberies involving valuable race cars, trailers and equipment. There appears to be a well-organised gang in Melbourne targeting the motor racing fraternity, and a number of EODC members have been affected.

A year or so ago, a Rennmax Repco V8 sports car, not belonging to one of our members, was stolen and trashed. The remains were later found, and the car has been rebuilt - at great expense.

Also targeted, however, have been some EODC members. One had his premises invaded (and damaged), and had tools, equipment and a valuable race engine stolen. They even took race suits and helmets, and apparently have no concern for CCTV or other types of security. A race trailer belonging to another of our members was taken from the same premises. Luckily this has since been recovered, and good news is the race engine has also been located and intact.

Another race car, a Hardman disappeared over a year ago, and has been miraculously found recently. The bodywork had been stripped off the car and dumped in the bush and the open wheeler was discovered under a car cover in a Melbourne suburb. It's all back together again, and was a welcome inclusion on the Historic Sandown program.

Less fortunate was a valuable and collectable road car that was stolen from a restoration business and torched. The EODC owner says it could be rebuilt, but the cost would far outweigh the car's value and so it will be written off.

The message is make sure you keep everything under lock and key and take nothing for granted - there are some unsavoury types out there ready to pounce the moment you take your eye off the ball.



ELFIN OWNERS and DRIVERS CLUB Inc.

MERCHANDISE SALE! SALE! SALE!

With Christmas rapidly approaching, take advantage of our generous, heavily reduced prices.

Our top quality Elfin polo shirts (previously \$35) - now selling for \$25.

Our popular Elfin caps (previously \$20) - now selling for \$15.

Cap and shirt.....a bargain price of \$35 (previously \$50).

All shirt sizes from S to XXXL are available. Please add an extra \$10 for package and postage charges, and the items will be posted promptly back to you.

EODC key rings (\$12), Elfin cloth badges (\$8), EODC lapel badges (\$8), EODC decals (\$2) are also available. Postage will depend on the order.



**Contact Cheryl (0419 581 815) - reidywithchampers@yahoo.com.au - with your orders.
PLEASE INCLUDE YOUR SIZE.**

You are able to pay by cheque or direct credit - see details below.



2016 EODC MEMBERSHIP RENEWAL

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☐

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

☐

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

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