

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 142 - September 2016



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:

It's marvellous where the name "Elfin" pops up. You wouldn't expect to see an Elfin decal in Paris, but that's exactly what we came across – or was it an optical illusion? Read on. In fact, Elfin people appear in the most unlikely places – even the MCG. It's great to welcome back to the fold someone whose husband was a key figure in the great Formula 5000 days of Ansett Team Elfin. Very nice to make contact again, Margie!

Our hard working clubman **MIKE BARKER** has busy putting together his thoughts on motor sport over the past year and his own busy schedule. Well worth reading, and thanks Mike for your ongoing contributions.

MARK GOLDSMITH and **RICHARD NITSCHKE** have been helping promote the Elfin name overseas lately – and having a great time as well. We look forward to their return, and hopefully reading about their exploits once they rejoin the real world.

Sadly it seems to happen all too frequently these days, but this edition pays tribute to three esteemed members of the EODC who have passed away since our last newsletter. All three made lasting contributions to motor sport, to life in general and the Elfin name in particular, and we offer our condolences to the families and friends through our EODC tributes.

Coming up is "The Return of the Thunder" celebrating 25 years of Historic motor sport at Sandown Park. Highlights include the Tasman Challenge for Formula 5000s, a round of the World Championship for Formula Juniors, upwards of 80 Group N touring cars including Camaros, Mustangs and Chargers hundreds of classic display cars, and the opportunity to meet many of the past 'greats' of the sport. Included are champions such as **JOHN McCORMACK**, **ALFREDO COSTANZO**, **JOHN BOWE**, Fred Gibson, Bob Jane, Larry Perkins and Kevin Bartlett – all drove Elfins at some stage of their racing careers. The meeting will also pay tribute to Sir Jack Brabham and the Brabham Repco V8 BT19 – the famous car in which Brabham won the World Drivers' Championship and created history back in 1966 – 50 years ago. Historic Sandown is on November 4-6.

Our Christmas edition will appear in December so if you have news, items for sale or Elfin gossip, let's have it ASAP. Also, we have a great range of Elfin merchandise that will make excellent Christmas presents. Details are included in this newsletter and we'll make sure Santa has them in good time before the big night.

Happy Elfinning!

Brique

EODC DIRECT CREDIT DETAILS

Bank Account No. 5003785

BSB 633-000

Bendigo & Adelaide Bank

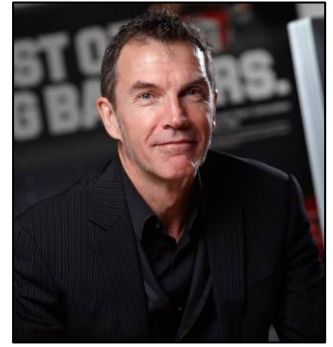
Make sure your **NAME** appears on the transaction so your payment can be identified.



ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES:

Ex EODC member **MIKE SIMCOE** (right) has been appointed Chief Designer at General Motors in the USA where he will be in charge of 2,500 designers. There have only been seven Chief Designers in the entire history of GM to occupy this position, and Mike is the first non-American to be appointed. Previously he was responsible for designing the last Holden Monaro, and joined the EODC after designing the last Elfin Streamliner and Clubman. **NICK KOVACH**, who worked in Detroit for five years, said "Mike is very well known in the States, and is held in the highest regard at GM". We wish him well in this very important role.



An Elfin sticker seen in the streets of Paris? What's that doing there?

On our recent travels to France we had a visit from a friend from Oxfordshire, David Heale, who travelled across by motorcycle to spend a day with us in Paris. David and his mate decided to make the journey on the train under the Channel, visit us, and then ride on to other motor sport locations such as the old Reims circuit. Parked out the front of our digs on Ile St. Louis were the two motorcycles, and David's helmet was proudly displaying an Elfin sticker. Back home, David races a stove hot Hillman Imp in Historic events. He enjoys reading his copy of the Elfin newsletter and sporting his Elfin cap around the Historic events in the UK.

Email us with photos or stories of some of the unusual places where you have seen the Elfin badge.



Apart from us, a number of EODC members have caught the travel bug lately. Only difference is they have been overseas racing their cars. **LAURIE BENNETT & JAN** have been in Ireland, before heading over to GB to run at the Goodwood Revival with the McLaren M1B (at left).

P.S. Laurie qualified 6th and finished an excellent 5th in the wet. Next stop Spa!



MARK GOLDSMITH (at right) and **RICHARD NITSCHKE**



(left) have also been enjoying an extended trip on the continent racing their Elfins, and we look forward to reading about their exploits in a future newsletter. Here we see them during their time at the Croft Circuit in North Yorkshire UK.



ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES:

THE STORY OF BILL ATHERTON'S ELFIN STREAMLINER - (from 2016 Historic Winton program)....

BILL ATHERTON last ran his Elfin Streamliner at Winton Motor Raceway on Sunday 7 March 1971 in The Les Lawther (Butcher) Trophy Sports Car scratch; they came second to **PETER BEASLEY** in the ex Doug Whiteford Datsun Fairlady. "We chased Peter Beasley in the ex Doug Whiteford Datsun Fairlady for five laps but just as we were pulling past him at the top of the back straight, he ran wide and did a Jack Brabham trick of putting a few stones down our open SU carbies and we had to settle for second. A trip back to Winton in the Spring finished badly when a water hose blew in qualifying for the 6 Hour Race and we cooked the old Consul block. Her racing days were over and she was retired to the back shed until 1989, when we started on restoration to her former glory." The vehicle was ordered by Brian Morrell after the 1960 Easter meeting at Port Wakefield and was in the first batch of production Elfins by **GARRIE COOPER** in 1960. Brian Morrell took delivery in Sep 1960 and his first race was the Oct 1961 Labour Day meeting at Mallala, where he came third. Brian raced at Mallala and Calder over 1962 and won the Under 2 litre class in the 1962 Australian Tourist Trophy at Mallala in December. He came 4th outright to Bib Stillwell in the Cooper Monaco and Bob Jane in the E type Jag. The Ricardian was third. Brian sold the car through Rod Murphy at Esquire Motors in Feb 1963 at Calder to Frank 'Snowy' Elkins who raced until 1968, when it went to Frank Brewster and **GEORGE MAKIN**. Randal MacLurkin and Bill Atherton bought the Elfin Streamliner from George on 13 Nov 1970: "after the December Winton meeting, Randal wasn't impressed with its tired condition", said Bill, "and I bought his share". Bill Atherton has owned the vehicle ever since. "As I was a lover of historic race cars, she wound up in the right home! We're really looking forward to bringing her back to the scene of her last campaign."



It certainly pays to use your Elfin key ring! A couple of months ago I was contacted by a good Samaritan in Stirling, Adelaide who had found a set of keys (on an Elfin key ring) and was eager to return them to their owner. Being overseas at the time I did not have access to the Elfin database but turned to the Elfin Facebook pages to get the word out. A month passed without success when out of the blue I had a message from someone who knew of the possible owner. I was able to pass on the phone no of the finder and the keys and their owner were soon reunited. (They had fallen off the top of a car).

Many thanks to **Adam Nettleton from Adam Plumbing & Gas (0418 808 637)**, for his honesty and diligence in using great detective skills to track down the EODC and thus facilitate this reunion.

(Elfin key rings - \$12. See details on Membership page.)



FORMER 'CLUBMAN of the YEAR' MIKE BARKER REFLECTS ON HIS HILLCLIMBING EXPERIENCES....

Thinking about putting this article together it occurs to me that I have been lucky enough to own three really good cars in recent years - a Morris Minor (yes, you heard right), Elfin Clubman and Hayward Formula Libre 1300cc

I had a lot of fun with the Morris over the years and, whilst it wasn't the fastest car around, it gave a good account of itself managing a 28.08 secs at Rob Roy!

The Type 3 Elfin Clubman followed the Morris and this has been a particularly good car - and successful, counting among its successes class wins in 2 Australian Hillclimb Championships (Collingrove/Bathurst), 2 Victorian Hillclimb Championships and a South Australian Championship.

The Hayward shows every sign of being as much fun as both the Morris and the Elfin.

Perhaps I should provide a snapshot of how the Formula Libre foray all started.

Back in 2014 Peter Weichard sent me an email saying that he had heard I was interested in joining the Formula Libre class and that he had a car for sale. I hadn't been thinking seriously about this, but I discussed the idea with Eileen, deciding that (at my age) if I was going to do it then it should be now or never.

One thing led to another and I bought Peter's car - The Hayward 06 (originally Suzuki HC2, Brett Hayward's 3rd Hillclimb special). The Hayward weighs 370 Kgs. The engine is a Suzuki Hyabusa of 1300cc and puts out around 190 BHP.

I had no idea of what to expect of this type of car as I had never driven an open wheeler nor had I driven on slicks. I was expecting the Hayward to be very nervous in handling with an engine that was a bit of an "all or nothing" type of thing.

I first drove the car in 2015 at Winton, in order to get a feel of the car before the 2015 VHC season. After a couple of laps at Winton I found I had a puncture on the front right tyre. Not having any spare slicks I had the choice of packing up and going home or running on the trailer wheels! These were 5" wide with 4 odd radials all very old and hard - Made for some interesting driving, but gave me the opportunity to feel the limits at a very much lower pace - this gave me the confidence to have a go once on the slicks.

2015 was a learning curve. One of my early events in the car was at the VHRR Rob Roy - this was in the wet, on slicks! The car behaved much better than I expected under the conditions but I just couldn't get any traction - using the accelerator just altered the amount of wheel spin making little or no difference to the speed. But it was an interesting experience. I finished the 2015 year 3rd in class and 4th outright in the VHC.

At Rob Roy for round 1 of the 2016 VHC Gary Martin said to me that he thought he and I would be battling for the championship - I just laughed and said yeah right!!

Realistically mid field should have been the best I could hope for. But the year finished with Gary Victorian Hillclimb Champion for the 2nd year in a row and myself as runner-up.





ELFIN OWNERS and DRIVERS CLUB Inc.

Continuing FORMER 'CLUBMAN of the YEAR' MIKE BARKER REFLECTS ON HIS HILLCLIMBING EXPERIENCES....

At one point during the year it was pointed out to me that this was the twitchiest car Brett had ever built! Whilst the car is inclined to get the tail out, it has never felt like I wouldn't get it back again. Nonetheless this started me thinking about what is wrong with it. All sorts of things were considered - from the rear track being much wider than the front track (apparently hillclimb cars require the other way around), suspension geometry was considered and E.T.C. Eventually I thought "hang on a minute, It did a 20.84 at Rob Roy earlier in the year and it has been up the pointy end so there can't be too much wrong with it so I thought don't get carried away - just drive it!"

In summary the 2016 VHC consisted of 5 rounds for the Formula Libre classes.

The Hayward's outright results for the 5 rounds were:

Round 1 Rob Roy - 2nd

Round 2 Bryant Park - 7th

Round 3 Mt Leura - 5th

Round 4 Bryant Park - 4th

Round 5 DECA - 1st



*Thanks, Mike. Always good to read about the achievements of our members, and to know your Elfin Clubman Type 3 has played such an important role in your hillclimbing activities.
(ed.)*



TONY PARKINSON has issued an invitation to attend the next Men's Motoring Lunch in S.A. on November 21 (immediately following the Adelaide Motor Sport Festival). The occasion will be "celebrating the great tradition of Elfin" and will be held at Penny's Hill Cellars, McLaren Vale. Contact (08) 8557 0800 for further details, but get in early as places are limited to 110.

How good to run into **MARGIE LANYON** recently at the MCG, although the footy result wasn't favourable for Tiger fans. Margie's late husband, **JOHN LANYON** was a key figure in the great days of Ansett Team Elfin, and basically managed the racing pursuits, sponsorship, travel, and the general running of the team. The Lanyon tapes in **BARRY CATFORD'S** Elfin book give a fascinating insight into John Lanyon the man, and Ansett Team Elfin....he pulls no punches! Margie is now back on our mailing list and has already expressed her intentions to come to the 2017 Elfin BBQ at Grand Prix time.



ELFIN OWNERS and DRIVERS CLUB Inc.

FACEBOOK:

For those interested in social media don't forget that some of our members have set up the following Facebook pages - **ELFIN 60's Sportscars**, **Elfin Types 600 to 600E** and **Elfin Monocoque Aficionados** - devoted to the sharing of Elfin information and history.

Why not join all pages!



YOUTUBE:

I stumbled across a link on YouTube the other day featuring our Elfins in action. Great viewing! I know there are other Elfin links out there so email them to me so I can include them in future newsletters. Here are a few:

Elfin & JWS Sports Cars - Eastern Creek 2010 (Sports cars during practice for the HSRCA Tasman Revival at Eastern Creek, in November 2010, featuring the Elfin ME5, Elfin MS7, Elfin 300 and JWS sports cars.)

<https://www.youtube.com/watch?v=ot3HGgexUNs>

1984 Australian Sports Car Championship R1 H2 (1984 Australian Sports Car Championship Round 1, Heat 2 - Calder Park Raceway - in which **ALAN NEWTON**, in his Elfin MS7, was lucky not to be seriously injured after an horrific accident on the first lap.)

<https://www.youtube.com/watch?v=LTzXEM7IMp4>

Elfin - Australian made sportscars (showcasing the features of the MS8 Streamliner and Clubman. Both cars were designed by **MIKE SIMCOE** - see article in Bits 'n Pieces.)

https://www.youtube.com/watch?v=yi_XudG2X0A

Elfin 400 Steve Webb (interview with **STEVE WEBB** about his Elfin 360)

<https://www.youtube.com/watch?v=EbIboLaVpMA>

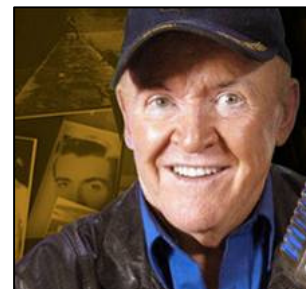
Thanks **CHERYL** - reidywithchampers@yahoo.com.au



KEN SPARKES - well known Sydney and Melbourne DJ and television personality has died suddenly whilst hosting a river cruise in France. He began work as a junior radio announcer at 2MG Mudgee in 1956, aged 16. By the age of 19, he was Sydney's youngest DJ, working for 2GB. Ken hosted Australia's first chart show

'The All Australian Hit parade from 2GB for the Macquarie Network, before moving to Melbourne to take over the night show on 3UZ. Ken also worked on music television in the 70s, on Bandstand and Kommotion and as an occasional actor on Homicide and Division 4. Most recently Ken had been hosting Jukebox Saturday Night for Foxtel's Aurora Channel.

During the 60's, Ken drove, amongst other cars, an Elfin Clubman in competition in NSW. It was quite distinctive, being pale green with a black and white chequered band around the nose cone.





ELFIN OWNERS and DRIVERS CLUB Inc. MEMBERSHIP:

We welcome the following new member to our club:

No. 652 - ALASTAIR MUNRO (Vic)

Alastair is proud owner of the ex-Gary Angel Elfin Clubman Type 3 (chassis #C302029). The light green "clubbie" was built in 2004 and has only limited use in competition, having contested just four race meetings and four hillclimbs.

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

CLUB MERCHANDISE: Order now for Christmas!

The latest EODC polo shirts (sizes S-XXXL) and Elfin caps are now available. Shirts are \$35, caps \$20, or \$50 the pair. (Add \$10 for postage and packaging). Also Elfin lapel badges (\$8), cloth badges (\$8), key rings (\$12), and decals (\$2).

Please send your orders to Cheryl (0419 581 815), reidywithchampers@yahoo.com.au

VALE: DON DUNOON (1932 - 2016)

Don was described by CAMS CEO Eugene Arocca as "one of Australian motor sport's unsung heroes". He had been a CAMS accredited official at the Australian F1 Grand Prix since 1995, and had competed at Albert Park back in 1957 in his Austin 7. Educated at Geelong Grammar before studying engineering, Don went to the UK in the late '50s where he raced, and worked as an engineer at Rootes Group. There he played a key role in the development of the Sunbeam Alpine. When he returned to Australia in 1960 he represented the Rootes Group in the 1960 Armstrong '500' at Phillip Island driving a Hillman Minx with Bill Clemens. Unfortunately the car didn't go the distance, but he was back two years later to try again, and this time Don, his Hillman Minx and co-driver Ian Wells were rewarded with a 4th place in Class C. About this time Don assembled and raced a unique Elfin Streamliner powered by a Sunbeam Alpine engine and fitted with various other Alpine components. This very successful car was later campaigned by the late **ROSS WILLIAMS**. Don was a Senior Executive at Ford Motor Co. for more than 20 years, and in 1980 he was appointed Chief Engineer at Nissan. He was instrumental in helping to bring the Nissan GT-R onto the Australian market. Another great passion of Don's was sailing, and up to the time of his death his boat was always close to the water at Barwon Heads. Recently Don was presented with a CAMS Certificate of Appreciation for his "Services to CAMS and Australian Motor Sport". Not so long ago, and with daughter Sophie, Don had the opportunity to re-visit his beloved Elfin Streamliner - a timely reunion. He will be sadly missed by all, including along pit lane at the Grand Prix. To Nornie and members of the Dunoon family we offer our sincere condolences.



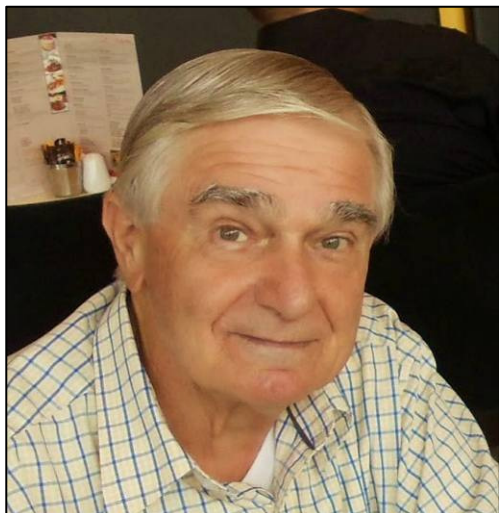


ELFIN OWNERS and DRIVERS CLUB Inc.

VALE - BERT HOWARD (1938 - 2016)

Bert passed away on August 3 and was described in 'The Examiner' in Tasmania as "....a true gentleman and a "bloody legend". Another referred to him as "....a real character on the automobile racing scene in Tasmania in the 1960s". Amongst the cars he competed in was the famous Monza sports car (later raced by **BRYAN THOMSON**), and most recently he owned the Elfin 400 before selling it to **MARK GOLDSMITH**.

Bert and wife Pat were known as "an inspirational Launceston couple" - hardly an understatement considering they had 15 children. (You might ask "How did he ever find time for motor racing - or anything else, for that matter?") Before jumping to conclusions, read the heart rendering book "What Colour is Love?" - the memoirs of Bert's amazing wife, Pat, who in 1996 was elected Barnados Australian Mother of the Year - a pioneer of inter-country adoptions. The devoted couple from Tassie paved the way for many Australian families to experience parenthood. To Pat and the amazing Howard family, the Elfin family extend deepest sympathies.



VALE - GRAHAME WARD (1939 - 2016)

"Wardie" was a well known and respected figure in motor sport for more than 50 years, both here and overseas. He had a special passion for Formula One, and established a close working relationship with the late Mike Kable, one of Australia's greatest motoring journalists. He also had a longstanding friendship with F1 powerbroker Bernie Ecclestone, and was a trusted family friend of the late Sir Jack Brabham. Grahame accompanied Sir Jack on various interstate rallies, and in later years acted as chauffeur to race meetings and various functions. In the 1960s and '70s, Grahame competed in circuit races and rallies, and drove a

Volvo 122S in the 1965 Armstrong '500' at Bathurst. He also took a Torana A9X overseas to rally in Europe. "Wardie" was "a Lancia fancier" and had several fine examples in his collection. For five years he had been Promotions and PR Manager for the late Keith Williams at Surfers Paradise International Raceway, and was responsible for initiating the successful Gemini Series in the mid-seventies. He was a member of the HQ Association, and volunteered his time to the CAMS Scrutineering Advisory Panel in Queensland. Grahame was recognised by CAMS with a Service Award for his work on the CAMS Queensland State Council, and in 1992 he received our EODC 'Clubman of the Year' award. Always dapper, always polite, Grahame Ward will be sadly missed wherever there is top level motor sport - and at Elfin Grand Prix BBQs.



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 \$25 - 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

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