

ELFIN

OWNERS and DRIVERS CLUB Inc.

NEWSLETTER



NUMBER 143 - December 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

Is it just me, or have others noticed it too? Like the speed of an Elfin, 2016 has just flown past and here we are thinking what best to buy our friends and loved ones for Christmas. Don't forget some Elfin merchandise to put in the Christmas stocking!

On the local scene, Elfins continue to acquit themselves with distinction in Historic events, and well done to all those proud owners who help maintain the fine tradition of our marque. From Formula 5000 to Formula Vee and everything in between, Elfins are well to the fore, and we salute everyone who is out there competing and having fun.

And then there are those especially lucky members who venture further afield and wave the Elfin banner overseas. This year **BILL HEMMING**, **MARK GOLDSMITH** and **RICHARD NITSCHKE** have kept us well informed of their exploits....(well, some of them!), while **LAURIE BENNETT** continues to do great things in his big McLaren sports car and again had the Australian national anthem played at Spa after yet another class win. He plans to be back in Europe in 2017 and we wish him continued success.

Off the track, EODC members continue to occupy key positions in the administration of motor sport. **BOB CRACKNELL** does a fine job as chairman of the CAMS Historic Commission, while **PAUL HAMILTON** continues to represent Australia internationally on the FIA Historic Commission. Paul succeeded another highly respected EODC member **GRAHAM HOINVILLE** in this key role.

In Adelaide we have **PETER WHELAN** who is President of the Sporting Car Club of S.A., and in this issue you can read of his recent activities. All around Australia we have people doing great things in the name of Elfin and motor sport.

Looking back over 2016, a highlight was our EODC Grand Prix barbeque held as usual at the Elfin Heritage Centre in Melbourne. It was special this year in that members of **GARRIE & LORRAINE COOPER'S** family attended – daughter Julie and son Steve came across from Adelaide and had a thoroughly enjoyable night. It will be on again in 2017 on the Friday night before the Australian F1 Grand Prix, so put it on your “must do” list now – March will be with us before we know it! Many thanks to **BILL HEMMING**, Deb, **CHERYL** and the team of helpers who make this our big social event of the year.

It's also that time of year when we ask you to part with \$25 for your membership renewal of the EODC. Also keep your eye out for new members. They don't have to be owners or drivers, but just have a love for the cars we love.

Finally, Cheryl and I wish you all a very happy, peaceful and safe Christmas, and may 2017 be memorable for us all. 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:

BEST OF BOTH WORLDS FOR PETER WHELAN:

It's good to welcome back **PETER WHELAN** as an Elfin owner after several other makes in between - and it's best of both worlds for the South Australian. "I've always loved Elfins" he said at the recent Historic Sandown meeting, "and I also have a passion for Alfa Romeos". What better car to buy than **DAVID MEDLEY'S** Elfin 600 Alfa (chassis No. 6805).

This car was originally fitted with an Alfa 1600 engine and was first owned by Jim McGuire of Sydney. Peter thinks that McGuire didn't race the car himself, but put others in the driver's seat before selling it to Noel Potts. Subsequent owners were Bruce Rae and A.C. Simpson before the 600 moved to **DAVID MEDLEY** in 1988.



The Elfin Alfa was not used in competition before Medley undertook a complete restoration between 2000 and 2005, after which it was raced by Ross Hodgson. However, it hasn't been campaigned in the past four years.

"I hope to have the car ready early in 2017", said the enthusiastic new owner. "A new engine has to be built, and that's the main job. It would be great to have the Elfin ready for the Phillip Island Classic meeting - but maybe that's a bit ambitious". It will be good to see this car back in action - and to see **PETER WHELAN** back behind the wheel of an Elfin again.

ADELAIDE MOTORSPORT FESTIVAL RE-LIVES THE GRAND PRIX DAYS:

Adelaide hosted 11 memorable F1 Grands Prix between 1985 and 1995. These days the memories live on with the Adelaide Motorsport Festival centred in Victoria Park and taking in part of the original Grand Prix street circuit. That man again, **PETER WHELAN** was one of the driving forces behind establishing the Festival and was obviously delighted with the outcome of the 2016 event held on 17-20 November. As well as a diverse range of trade tents and food stalls, various classic car clubs were out in force displaying their beautifully presented vehicles.

But the main interest was on-track, incorporating the Classic Adelaide Rally, the Shannon's Prima Tour and the Victoria Park Sprint. A great selection of historic touring cars, sports cars and classic motorcycles took to the track for spirited laps of the circuit, but most interest was the return of three F1 stars of yesteryear to take part in the sprint events. Stefan Johansson (1985 Ferrari), Pier Luigi Martini (1989 Minardi - the car that qualified 3rd that year), and Ivan Capelli (1989 Leyton House March) were back in action some 30 years later, and gave the fans a taste of what F1 was like in a previous era. And how about the scream of the 12-cylinder Ferrari through Victoria Park - they don't sound like that any more! Joining this illustrious group was EODC member **IAN ROSS** with his Beatrice Lola, the car Alan Jones drove unsuccessfully in the 1985 Australian GP. Ian had a great weekend, and my thanks to him for providing me with an admission pass.

Other EODC members taking part were **PHIL CARTER** (Elfin 700), **PHILLIP LANE** (Elfin 700), **MARK GOLDSMITH** (Lotus Elan) and **RON GUPPY** (Lola Formula Ford).... there may have been others, but these were the ones I met.

Congratulations to the Sporting Car Club of SA., Club President **PETER WHELAN** and the hard working AMF Advisory Board, and may the Festival flourish in the years ahead.



(**PHILLIP LANE** obviously enjoyed his track time in the Elfin 700).



ELFIN OWNERS and DRIVERS CLUB Inc.

BITS 'N' PIECES

PENNY'S HILL CELLARS HOSTS TRIBUTE TO ELFIN & GARRIE COOPER

The following day, November 21, a fitting tribute was paid to **GARRIE COOPER** at Penny's Hill Cellars (at right) in South Australia's McLaren Vale. The occasion was a fine lunch with an accompanying selection of Penny's Hill wines, and the function was attended by 70 motoring enthusiasts including a number of EODC members.



Our host for the day was **TONY PARKINSON**, and MC was former Adelaide Grand Prix PR man, Mike Drewer. Mike drove his Elfin Clubman Type 3 (below left) to the lunch and said he stopped for coffee at Kangarilla. When the owner recognised the car he told Mike that **CLIFF COOPER** used to live opposite.

(I bet Mr. Cooper's roses are looking magnificent right now....ed.)



Inside two Elfins were on display - the prototype Formula Junior (below right) of **MARK POOLE**, and **TREVOR LAMBERT'S** mighty ME5 sports car.

Various Elfin people were called upon to share their memories of Garrie and Elfin Sports Cars, including **BARRY CATFORD**, author of the Elfin book, Dale Koennecke, one of Garrie's leading employees, **BILL HEMMING**, founder of the Elfin Heritage Centre, and **DAVID DOWSEY**, who is currently writing a new book on Elfin. Others interviewed were **IAN HOBBS**, Elfin historian and well known for his Elfin photo albums, **STAN KEEN**, **NOEL HURD** and **MALCOLM RAMSAY**, top Elfin competitors,

and Australian Sports Car champions **PHIL MOORE** and **HENRY MICHELL**. (Phil looked resplendid in his Elfin "Tour to Tarrengower" T-shirt, although it appears to have shrunk over the years).

The evergreen **IAN BROCK** came along, and **IAN HOBBS** recounted the story of how each year the veteran racer used to add another number to the race number on his Elfin Streamliner. "Last time I saw his car it was showing 91", said **IAN HOBBS**. Unfortunately **IAN BROCK** lost his role delivering Meals on Wheels because they always arrived cold....(he does enjoy a chat). "I think he should go back to racing", said **IAN HOBBS**.

The new owner of the Brock Streamliner, **DAN JEFFRIES** also came along to enjoy the celebrations. Another attendee was Steve Harkness who drove the transporter during the Ansett Team Elfin era. One notable absentee was Steve Cooper who unfortunately had to sort out a problem at home with a house repairer.



It was a great occasion, and a fitting tribute to **GARRIE COOPER**, Elfin Sports Cars and the world class racing machinery that came out of the factory at Conmurra Ave., Edwardstown.

My thanks to **BARRY CATFORD** for providing accommodation for journalist Steve Normoyle and myself, to **RON GUPPY** for transporting us to and from the airport, and mien host **TONY PARKINSON** and his friendly staff at Penny's Hill Cellars for their excellent hospitality.

No doubt about the stamina of **BILL HEMMING**. Bill competed at Sydney Motorsport Park on the Saturday, drove his transporter back to Melbourne over night, then caught a plane to Adelaide in time for the lunch. Lucky he has youth on his side!



ELFIN OWNERS and DRIVERS CLUB Inc.

TECHNICAL - ENGINE MOUNTS SWAP IN AN ELFIN MS8

I acquired my Elfin in February 2016, purchasing it from first owner Leroy Day (Port Macquarie). Getting to know a new car you invariably find things you want to change or update. I'm no exception and as someone who is a bit fussy when something isn't quite right, I have to fix it. We had the car on a hoist recently and noticed the standard engine mounts had deteriorated to the point you couldn't slide a cigarette paper between the sump and the cross member. Probably due no doubt to Leroy's 'track enjoyment' in the past and yes there were score marks on the sump from hitting the cross member! Clearly the mounts had failed and needed replacing.

Fellow club member and brother in law, **ROHAN MAY** suggested instead of the standard dunno door one's I try Tuff Mounts from Muscle Garage in SA. He's fitted them in his GTM and so I ordered a set. The standard VZ LS1 mounts were not suitable as the bottom bracket thread was too short. I contacted Jason @ Muscle Garage and he quickly made up a new set with the bottom thread length 30mm longer. Joel Beatson from JRB in Bright, north east Vic where I live took about an hour or so and the job was done.

So why this article? Well first thing to highlight is that parts wear out, my car has done 17kms and in speaking with other owners, this was not an issue they had identified in relation to wear and tear. I wanted to alert others as it's not something you'd ordinarily go looking for every day. Second in fitting the mounts they must go north-south. On the top bracket, each is stamped either "D" for driver and "P" for passenger - hmmm make sure you note this as they can kinda go in east-west which is not ideal and I'll fess up - we put them in the wrong way first time.

The job can be done on a hoist - engine removal is definitely not required! Removing the old mount was straight forward by supporting the engine and lifting it enough to enable the engine bracket to be removed. This enables the original mount to be removed. Tuff mounts are a two piece item joined by a nylon bush and bolt so they are easy to separate. Fit the top half of the Tuff mount to the engine bracket and reattach to the engine block. Then the bottom bracket was installed and the extra few mm of thread trimmed so as not to foul the sway bar. The engine can then be lowered and the mount bolted back together. All up cost was \$350 for the mounts plus fitting. So for less than \$500 you get peace of mind that the sump isn't going to drop its lunch on the road somewhere and end up with a costly engine rebuild. The photo (at right) shows the driver side mount installed.

Other changes in addition to the mounts I've made are the exhaust came out the side pods and I've changed it so it now exits factory style out the rear courtesy of Matt Dove from Wodonga Exhaust Centre. The pod exit exhaust sounded amazing but half an hour on the road and your ears drums were shot. Besides I really want to the car to look as close to factory as I can. With new boots and "7ELFIN" number plates in club colours, my son Morgan and I had a great time at the Winton Festival of Speed.



And yes, can't help myself but include a photo our '07 Clubman at Winton parked next to my other fave, a 6 banger E38 big tank Charger.

Thanks for reading and happy Elf'ing,

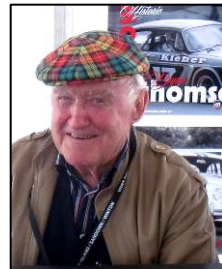
ANDREW MANNING member #645

(....and thanks Andrew for this useful article.ed.)



ELFIN OWNERS and DRIVERS CLUB Inc. MULTIPLE GOLD STAR CHAMPION A SPECIAL GUEST AT HISTORIC SANDOWN

Three-time winner of the Australian Drivers' Championship and EODC member, **JOHN McCORMACK** (right) was a welcome guest at this year's 25th anniversary Historic Sandown meeting on November 4-6. John won his first CAMS Gold Star in 1973 driving an Elfin MR5 Repco, and followed this achievement two years later in an Elfin MR6. His third success came in 1977 driving a McLaren M23. Most of his successes came under the Ansett Team Elfin banner, including back-to-back wins in the New Zealand Grand Prix (1973 and '74), and runner-up twice in the Australian GP. John is one of several Ambassadors - famous drivers of yesteryear who are invited along as special guests of the Victorian Historic Racing Register to meet the fans, sign autographs and enjoy the hospitality of the organising club. Others include **JOHN BOWE**, **ALFREDO COSTANZO** and **BRYAN THOMSON**.



Other "greats" associated with Elfin who have won the prestigious Gold Star award include Kevin Bartlett (1968, '69), Frank Matich (1972), John Walker (1979), **ALFREDO COSTANZO** (1980, '81, '82, '83) and **JOHN BOWE** (1984, '85), although **JOHN McCORMACK** was the only driver to win in an Elfin.

BRYAN THOMSON SPEAKS AT MOSS GREEN AUCTION PREVIEW



As a former owner and racer of the Monza Special, EODC member **BRYAN THOMSON** (left) was guest speaker at the recent Moss Green auction preview. The famous Australian 'special' was about to go under the hammer after an exhaustive restoration had been completed by Melbourne expert Gavin Sala. "Thommo" gave a well researched presentation on the car's early history and its racing exploits. He had sourced photographs which were mounted and framed showing the car's ownership trail, and even had one of the original number plates when the Monza had been road registered in Tasmania. He generously made these items available to the new owner.

The Monza 'Special' sold for more than \$240,000 - a substantial figure, although somewhat less than what was expected.

An Enduring Obsession – Ron Guppy's Life in Racing

By Alastair Dow

Club member Ron Guppy is in his seventh decade of motor sport – as a participant. His story spans virtually the entire post War epoch, from primitive Port Wakefield to the promised splendours of the new Taillem Bend multiplex, from a Morris Minor to Elfin Formula cars.

Ron's Dad used to do all kinds of fixing things in his shed, including his kids' bikes. "I loved all that", recalls Ron, "and I soon started building bikes with a friend. Then, when I was about 17, we decided to build racing cars. This was around 1957".

"Dad did take me to what in those days were called 'the scrambles', like motocross, but he was not particularly into motorsport, so I don't really know why I was interested in racing – I just was".

What inspired him to build his first racing car? "Well I couldn't afford to buy one (laughs). Even now I am almost as much interested in working on the Lola (his historic Formula Ford) as I am in driving it".

His association with the legendary constructor Garrie Cooper also started around this time. "In fact I knew Garrie (Cooper) before he started building cars. He had an MGA and I had an



The 100E Special about to be tested in Kaitpo Forest

MG TD, and we all lived in the Brighton area".

But before building his own racer Ron raced a Morris Minor convertible at Port Wakefield. It was a low light converted to a high light, and the asthmatic flathead engine was invigorated with an Australian-built Mazengarb overhead valve conversion with two Amal carbs. Reviews of the time claimed (perhaps a little optimistically) that this conversion would 'give the car the take off of a startled rabbit'. But this was the austere post-War school of hard knocks, where money was scarce, you ran what you could afford and the track conditions were rudimentary in the extreme. "People used to sleep under their racing cars in the dirt", recalls Ron.



ELFIN OWNERS and DRIVERS CLUB Inc.

AN ENDURING OBSESSION - RON GUPPY'S LIFE IN RACING continues...

The first racer that Ron built was a space-frame sports car with a Ford 100E engine, Morris Minor gearbox, and 100E brakes. "I called it the '100E Special'. The first streamliner that Garrie Cooper built included front and rear panels that he didn't like. He wanted to change it so he sold me those panels for my car, so it looked a bit like a streamliner. I ran this car at Port Wakefield before selling it to Helene Bittner, who developed it a bit more and entered it in one of the Grand Prix at Mallala in the very early days. This car is still in existence, owned by John Veale".

Ron wryly describes the special's performance as 'faster than the Morris Minor', not quick enough to be really competitive, but it allowed him to get involved in racing. Testing of this car was conducted on Cement Hill south of Brighton – on the public road, unregistered, almost certainly not roadworthy – but this was normal practice at the time, and the statute of limitations should shield Ron from any prosecution.

While he claims that participation was more important than competition, Ron's excursion into hillclimbing did bring competitive success. He bought a rear-engined machine and in this he won The Advertiser Trophy in 1960. Looking not unlike a John Cooper Formula 3 500cc, the frame, front uprights, rear carrier and rear uprights of the car were also built by Garrie Cooper, who initially intended it to be powered by a BMC engine mounted transverse. When Ron acquired the car it was BSA twin powered, a foretaste of today's motorbike powered screamers.

At this point in Ron's life there was a near 20-year absence from four-wheeled motorsport while he and his young family focussed on motocross.

Then in the late 70s he bought an Elfin 600, in the late 1980s an Elfin 623, in the early 90s a 630B Formula Atlantic and finally in 2007 the 1971 Lola Formula Ford, his current racer. The beautiful Elfins, each powered by a twin cam Ford engine, were serious pieces of kit, and are now highly prized by collectors.

Ron's plans to race the 1970 Elfin 600 as a historic racer were interrupted when he left Adelaide for Cairns. Ron was now 40 and looking for a change, and a holiday in Cairns led to a stint of 18 years running businesses there. He replaced the 600's engine with the correct Lotus Cortina engine and after a couple of years sold the car without racing it.

But during the 18 years in Cairns Ron would fly down to race the 623 (1300cc Formula 3 car) in the southern States – Mallala, Phillip Island, Sandown. He had a couple of wins at Mallala, but he most enjoys Phillip Island, with its long sweeping corners and billiard table surface.

Ron says the 623 was his favourite racer. "I should have kept that car, it was special - easy to drive and comfortable. The 630 gave me the most fun because it was so fast and powerful. The

9



The BSA Hillclimb Special in action.

acceleration with these little engines was fantastic, as they weighed under 1000 pounds. And the grip was fantastic."

Ron says he does not recall any particular races and that he "just loved it all". But with the passing of the years he's not enjoying so much the preparation, long interstate tows and the late nights on the tools, but once he gets in



Ron receives The Advertiser Hillclimb Trophy

the car and into form up, 'it's just LETS GO boy! I like to go fast and beat the next guy, but I am not obsessed with winning, especially since I've been racing in historics'.

The 1971 Lola T204FF/3 was purchased sight unseen from America. "I was very pleased when I got it. It was pretty original, including matching engine and gearbox numbers. I rebuilt it, but otherwise I have not changed it from the original". It's a 60s racing car like the Brabhams and Coopers of the time, with exposed outboard suspension, but from the mid 70s onward the Formula adopted technical changes such as inboard suspension, narrower wheelbase and more power.

Ron says that he doesn't much enjoy driving in fields which include more modern Formula Fords, as they have another 20 years of technical development, and are faster in every way with younger and more aggressive drivers. "You spend all the race looking in your mirrors". Ron's view is that any Formula Fords post 1985 should be running in the State Series. He now most enjoys running in M and O historic fields.

After over 50 years in the cockpit, what it is that still motivates him? The answer is tentative and hesitant. "I dunno. Why does



The Elfin 630 in action



ELFIN OWNERS and DRIVERS CLUB Inc.

AN ENDURING OBSESSION - RON GUPPY'S LIFE IN RACING continues...



The lovely Lola T204 below and at right the Elfin 623



anyone do it? It's the buzz". But the grin and the gleam in the eye are articulate and emphatic. "Once I got into racing I didn't want to change. And then there is the anticipation in the form up paddock, the waiting, the warm up lap, waiting for the flag to drop and then vroom! From my first race in the Morris Minor I knew that this was what I wanted to do".

Interstate racing trips are probably over for Ron, but he's entered in the Adelaide Motor Festival in November this year, and he may do another historic Mallala. He is guided by his instincts and does not drive unless he 'feels right on the day'.

So there is still more racing in him? "Yes, but it will be different. I reckon I'll do some track days and I want to run on the new (Tailem Bend) circuit when it's open".

I ask him what he's taken out of a lifetime of racing. There's a long pause. "Just doing it, just being involved in doing it. It's all about that moment after all the preparation and travel, when you are sitting on the grid, and then the flag falls and you're away..."

(Thanks to Jordan Bridge for assistance with this feature.)

Thank you to 'Wheelspin' magazine - SCCSA - for this article on **RON GUPPY**.

BRIQUE'S DILEMMA

*Elsewhere in this Newsletter **BRIQUE** will inform club members of his two day trip to Adelaide, but I doubt he will include an embarrassing incident on day two of the Adelaide Motoring Festival. It was a typical Adelaide spring day as we approached the assembly point we had adopted, club member **RON GUPPY's** undercover pit. His two vacant chairs were welcome, as was the shade, but Brian's thoughts were focussed on Ron's Historic Lola Formula Ford which he had earlier learnt would soon be up for sale.*

"I wonder if Ron would mind if I sat in his car?" he mused aloud. I assured him that he wouldn't and without further ado Brique shed his shoes and proceeded to carefully climb over the cockpit perspex topped side and slowly lower his body into the narrow confines of the car. From my seated view behind the action I witnessed the painstaking process. All went to plan until the top of his head ceased to sink any lower than the top of the rollover bar. From that point on progress slowed dramatically until quite suddenly Brian reached his goal.

*After what seemed to be an overly long stay I observed some squirming and writhing without much upward vertical progress. I sat wondering how I might help Brique get himself out of the predicament he had made for himself without me straining something, when club member **TONY PARKINSON** appeared. Not wanting to add to the unfortunate embarrassing situation Peter took hold of Brian's left upper arm and I then did the same on the right side. After what seemed to be an almost impossible predicament a relieved and much wiser **BRIAN REED** was again standing in the seat of the Lola. My other house guest, Chevron Publishing editor Steve Normoyle, joined us and proceeded to shed his shoes, adroitly step in to the little racing car and quickly slide into position! That evening we dined out on the incident at Brique's expense.*

BARRY CATFORD



ELFIN OWNERS and DRIVERS CLUB Inc.

MEMBERSHIP:

We welcome the following new member to our club:

No. 653 – GEOFF BALL (Vic.)

Geoff hails from God's own country – Camperdown in Victoria's Western District, and has the ex-**GEOFF COHEN**/Ross Rundle Malmark Elfin Vee originally sold to W.S. Brooke in 1971. The car has raced in Victoria, NSW, SA and Q'ld. as well as at Pukekohe in New Zealand in 2009 (driver Peter Fisher). We hope you have a long and happy association with the EODC.

JOE & GRACE PROUD PARENTS OF THEIR F1 SON

A message was sent from the club to EODC member **JOE RICCIARDO** asking if he would pass on our congratulations to son Daniel after the popular Aussie finished third in the 2016 World Drivers' Championship. Realistically, no one was in a position to upstage the Mercedes outfit, although Daniel did manage to win for Red Bull in Malaysia and team mate Max Verstappen scored in Spain. Daniel should have won at Monaco – a team stuff up lost him the one every driver wants to win. He just missed out on a podium in the opening race of the season at Albert Park, but due to skilful, consistent driving went on to accumulate enough points to finish behind Nico Rosberg and Lewis Hamilton. Well done, Daniel!

Joe sent back a nice message thanking the club, and wishing us all "....a great Xmas".

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



2017 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 2017.

☐ 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 2016

☐ tick if other details have changed

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

email reidwithchampers@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 \$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