

ELFIN

OWNERS AND DRIVERS CLUB INC.

NEWSLETTER



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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.

In this edition of the Elfin newsletter it gives me great pleasure to introduce you to our new President **MIKE BARKER**. Mike was enthusiastically elected to the position at the AGM at the Elfin BBQ in March. Many of you will already know Mike through his club activities as organiser of the Elfin display at Australian Grand Prix for many years, his racing career and/or as a regular participant (and engaging grin) at the EODC BBQ's. As 2013 Clubman of the Year, he has already shown that he is willing to work hard for the club and to continue to develop its many strengths.



I would also like to acknowledge the efforts of **BILL HEMMING** for his willingness to step into the role temporarily earlier this year despite his own very heavy workload, both personally and professionally. Thanks Bill and I know that you will be enjoying the racing scene in U.S.A. , as I speak. We look forward to hearing 'some' of your exploits in future newsletters!

A big thank you to all those members who have taken the opportunity to pass on the exploits of fellow members and their Elfins at Mallala, and in the New South Wales Hillclimb Championships. I'm sure there is plenty of Elfin action all around Australia so keep me updated.

Someone who has seen plenty of action all around the world has been recently rewarded for his achievements. Read on to discover who it is....

Finally, the EODC has a wonderful opportunity to provide a display of 20 Elfins at this year's Adelaide Festival of Motorsport, December 9 - 10. This would be a feature of the event and include a tribute to **BRIAN REED**. Our cars would also participate in demonstration laps. If you are interested please contact me as soon as possible.

CHERYL REID

Thank you for your introduction Cheryl - and for those who don't know me here is a snapshot. My father was a mechanic in the early 50's so I developed an interest in motor sport (was 'bitten by the bug' as they say) back then. In the 60's and 70's my interest in motor sport led to an ambition to own a clubman (Lotus Seven or Elfin Clubman).

I was not to realise that ambition until 2005 when I purchased my Elfin Clubman Type 3 as a kit. I completed the build and registered the clubman on 31st May 2006, and since then have competed regularly in hillclimbs (including Australian and Victorian Championships). The clubman is fully registered, and unusually for a clubman, still runs a catalytic converter and two mufflers! I try to drive it at least once a week and have covered 35,000 Km in it!

I joined the EODC when I bought the clubman back in 2005 and since then, along with enjoying the Elfin on the road and in hillclimbs, I have written the occasional article for the newsletter as well as organising EODC displays at the AGP as Cheryl mentioned above.



Keep on Elfin'ing

MIKE BARKER

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ELFIN OWNERS AND DRIVERS CLUB INC.

AUSTRALIAN HALL OF FAME RECOGNISES VERN SCHUPPAN

Whilst many of us were munching into a sausage at the Elfin Barbeque on the Friday prior to the Grand Prix, a few miles away **VERN SCHUPPAN** was being inducted into the Australian Motorsport of Fame.

While Vern is a household name in Booleroo and Whyalla where he was raised, and much of Europe where he raced, the achievements of one of Australia's and the EODC's most accomplished and versatile drivers had previously gone mostly unrecognised by the general public.

Born in Whyalla, South Australia, Vern Schuppan grew up around cars. His father had his own car dealership and garage and he started driving from an early age. One of his earliest memories is of sitting on his dad's lap steering the family car. Schuppan started racing karts in his late teens. He had wanted to start racing earlier but his dad was not overly keen.

"I started karting when I was 17 or 18 and always thought I'd build a car and go racing."

"I started work when I was 14; I started getting some parts together for a Formula Junior, a Volkswagen transmission, stuff like that.

"When I was in school in Adelaide, I'd ride down to **GARRIE COOPER's** after school and watch the work going on at Elfin.

"Dad put a stop to it, he wouldn't let me go push bike racing either, so he foolishly encouraged me to go go-kart racing, thinking that would get it out of my system.

"But I did very well, I was a South Australian champion - I won a couple of titles - and also won Victorian titles."

In 1965, Schuppan undertook a working holiday, travelling around the world. He went to Goodwood, did some overseas racing then returned to Australia to get married and decided to give racing a proper go for a year or two. Vern took off to Europe in 1969 with a self-imposed two-year limit of "making it" and being in a "good F1 car" by the age of 30.

He won the British Formula Atlantic Championship and received a test with BRM's F1 team, before qualifying a BRM for the 1972 Belgian Grand Prix. However, he had to give up his start for teammate Helmut Marko. Schuppan was signed by BRM for the 1973 season, but lost the ride to a cashed-up Niki Lauda and he became a test and reserve team driver.

"I got offered other rides in 'shitty' F1 cars, but I chose not to take them," said Schuppan.

"Anytime I got offered a decent ride in any sort of car I said 'yes' and that gave me a great career all over the world."

Schuppan achieved so much in his career, headlined by his 1983 Le Mans 24 Hour victory and runner up on a further two occasions (1977, 1982) and third in 1975. His 1983 Le Mans 24 hour victory is an obvious motorsport highlight, but Schuppan has been an accomplished open-wheel driver in Europe, North America, Japan and Australia. He had 15 Formula One starts and competed in three Indianapolis 500s, winning Rookie of the Year in 1976 and finishing third in 1981.

He also placed second in the 1976 Australian Grand Prix at Sandown Park in Melbourne driving an Elfin MR8 Chevrolet and runner up in the 1978 Rothmans International Series, driving the same car for fellow South Australian **GARRIE COOPER** and his factory run Ansett Team Elfin.

Vern was obviously thrilled at his recent award.

"I think 99 per cent of drivers would consider recognition like this as an honour," said Schuppan, "It's terrific to have your driving career acknowledged."

"There are lots of Halls of Fame, but to now have a national register for all sections of the motorsport community is a terrific initiative."

Congratulations Vern!





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AT LAST STEVEN COOPER DRIVES AN ELFIN

Each year in South Australia the weekend closest to Anzac Day is always a good time to catch up with Elfin owners and drivers and other Historic racing enthusiasts, local and from interstate. Such was the case for Steven Cooper, son of **GARRIE** who passed away on Anzac Day in 1982. For Steven it was one Mallala meeting he had been eagerly looking forward to ever since last year's event when **JOHN EVANS** promised him a drive in his Streamliner. Fittingly this car was the first to carry the Elfin badge and also the one of the batch of four that Garrie allocated to himself.

When he was 13 years old Garrie bought a VW Beetle with a seized up engine for Steve when he reached driving licence age and Steve and his Dad worked on it together. Naturally the end product was a desirable little car for Steven to drive when he turned 16. In fact a couple of unforeseen things delayed this for 10 months. Six months later "my Dad was gone and at the time I took it as a sign for me not to take up racing." After his death Doug Trengove told Steve that his dad had been building a Formula Vee for him as an 18th birthday gift. This Steve was able to confirm later when he discovered an Elfin FV chassis plate in a drawer at home.

Unaware of his dad's project, Steven pursued the hot rod scene, preparing his classic Ford Falcon GT for the Nationals concours. He achieved the Best Modified GT award. His next acquisition was a LHD 1978 Ford Mercury convertible. He had already acquired a couple of desirable motorcycles and had taken part in a few drive days at Mallala. Now for the first time, almost 35 years since gaining his licence to drive, Steven Cooper was about to drive his first, and fittingly the first, Elfin to emerge from the Elfin Sports Car factory at Edwardstown. No wonder he was anxious for that day to arrive.

Sleeping in on the Sunday morning of the second day of the 2017 historic meeting was not an option for Steve. He arrived at the circuit before the Elfin's owner, John Evans, who arrived at 9am. His sister, Julie, and her family, Joachim and Jordan followed soon afterwards. The commencement of the parade laps was scheduled for 11.30am so for the

already big beaming Steven Cooper the wait was almost over. Unfortunately for the track car drivers and spectators, the parade also included numerous cars from many of the South Australian car clubs led by the pace car, they were almost nose-to-tail and any semblance of even a bit of extra pace was not possible. That also applied for **PETER FFRENCH** (photo above) and his young passenger in the Elfin Heritage Centre Elfin Mallala. While, unbeknown to us, Steve was unfazed, John was verbally urging his driver on. A separate parade would have been preferable. At the end of what seemed forever, Steven returned to the garage his grin even wider. After just over 35 years owning a driver's licence Steven Cooper had at last achieved a major milestone in his life.

BARRY CATFORD

*Above - Steven Cooper, son of the late Elfin creator **GARRIE COOPER**, driving the original Elfin Streamliner in the parade at Mallala. Couldn't get the smile off of his face and couldn't get him out of the car for a while!*

*At right, Steven with his sister Julie and long-time family friend and Elfin historian **BARRY CATFORD**.*



Photos by **JOHN LEMM**



ELFIN OWNERS AND DRIVERS CLUB INC.

NSW HILLCLIMB CHAMPIONSHIP ROUNDS 1 AND 2

Elfin Owners & Drivers Club members **MICHAEL** and **HAROLD "BILL" ROBERTS** in the **NOEL BULL** entered Elfin Type 500 and secured Mt Panorama Esses and Mt Straight hillclimb records at the recent event.

The start of the 2017 NSW Hillclimb Championship Round 1 was held at The Esses, Mt Panorama and is run in the opposite direction to racing. Bill won the class with a time of 34.39 seconds setting a class record for Historic Group Va.

Michael finished second in the class just .21 of a second behind after holding the class record on his second run. Unfortunately he had a problem at the top of the hill on his final run, but he was well ahead on the records split time.

Day Two saw the Elfin on the Mt Straight course a steep climb of 1700 metres from the rise on the straight to a point before McPhillamy Park gate. Michael reversed the results on Sunday coming away with the record in a time of 62.72 seconds while Harold finished second in class with a best of 64.27 seconds.



TONY HANRAHAN

BILL ROBERTS on the Mt Straight climb.

ELFINS SHINE AT MALLALA

There was plenty of action from the Elfin family at this year's Easter Mallala meeting. A number of photos (and comments) from several members are included below.

I received a welcoming greeting from **BILL (HEMMING)** in a Mallala garage he was sharing with **BOB ANDERSON**, his wife and **JOHN McCORMACK**, who was on hand to talk to anyone about Bob's beautifully restored Elfin MR5. Bill's Elfin MR8 (at right) was alongside of the earlier MR5 and the trusty Hemming Elfin FJ was under its usual awning of the "Tool Bus". The garage next door, sandwiching the junior and "Tool Bus" was occupied by **VERN** and **JENNY SCHUPPAN** and their lovely French racing blue 1948 Largo Talbot. The garage arrangements provided Bill with an opportunity to offer an invitation to Vern to reacquaint himself with the MR8 by having a drive on the Sunday. **BARRY CATFORD**



At left, **VERN SCHUPPAN** doing quick demo laps in the Elfin MR8.



Two Elfin NG vees sit happily next to each other.



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ELFINS SHINE AT MALLALA continued...

This is the first of the 300's. Carl Haas commissioned Elfin Sports Cars to build a Sports Racer to the US rules and sent a Holbay motor over to Adelaide. **GARRIE** and the boys took two years too long to produce it so Haas rejected it. The car went to the States anyway to the late **CHARLES KREUGER** after Kevin Bartlett and Garrie tested it at Mallala. It was always Dad's (**RON LAMBERT's**) favourite Elfin, so he was pretty chuffed to be able to bring it back to Australia a few years ago! (photo above)



JAMES LAMBERT



It was great to see fellow EODC members helping each other out throughout the weekend. **LARIE BENNETT** (right) and Jamie Larner got their hands dirty repairing a blocked pump on Laurie's Elfin 600B F2, whilst **PETER LARNER** (left) set to work on the tyres. Well done boys!



Three of the seven Elfin 700's were on show at Mallala this year. Here they are on the dummy grid (left) while Tassie's **NOEL CLARK** (right) puts his car through its paces in the wet on Friday's practice.



Later in the meeting he was seen racing hammer and tong with Sean Whelan. Noel drove the wheels off the Elfin to keep in front of Sean Whelan's later model RT4, a generation newer in chassis design with one extra camshaft and 8 more valves. The Ralt was ultimately slightly quicker, but not by much.....



"Elmo" (Elfin mono #6653) only moved under her own steam (for the first time since about 1970) on the Friday practice session, after fixing a couple of issues from a few weeks back at Phillip Island where a bung clutch meant we couldn't get out of the shed. Fortunately we got to smooth out a few rough edges and get to grips with her!

JAMES LAMBERT

Monos # 6653 (**JAMES LAMBERT**) and # 6801 (**PAUL HAMILTON**)



ELFIN OWNERS AND DRIVERS CLUB INC.

A TRIBUTE FROM ROB NETHERCOTE

As one of the latest members of the EODC, I write this with fond memories of my wonderful friend and colleague **BRIQUE REED** who, to me, was Mr Elfin along with **GARRIE COOPER**, **BILL HEMMING** and the many famous drivers who have raced in an Elfin.



My journey with Elfin began in 1956 when my father took me to the AGP which led to a lifelong love of motor racing. Although Elfin emerged slightly later, the Streamliner, Mallala, 360, Catalina, Mono, 600 and so many more Elfins came about in an era when Brabham, Renmax and Matich produced cars which all appealed to me as seriously beautiful racing cars.

My desire to own an Elfin has finally been achieved. I have bought the Type 3 Clubman EODC members may know and have driven as the factory car Bill Hemming used to promote the make. I attribute the purchase to my love of Elfin but also to a desire to honour and remember Brique.

Brique and I shared much together as great friends and colleagues (see photo at right). This began as fellow doctoral students at Melbourne University between 1992 and 1995. I had known of Brique through his Bathurst appearances with **BRIAN SAMPSON** in Toyota's AMI team and with Tubby Ritter in the Valiant Charger and, after university lectures, we would talk for hours about motorsport. But I was not to know then where motorsport would lead me.



In 1988, my brother, Andy Nethercote, had a Sabre Formula Vee which he announced wouldn't win the Victorian Championship for him. I bought the car for my son, David, and me to race. Subsequently, Andy won two Australian Formula Vee Championships in an Elfin Crusader and I won the 2005 Australian Hillclimb Championship at Collingrove in the Sabre, due more to a lack of entries than my skill.

My most memorable circuit racing happenstance in Formula Vee was that I was on pole at Phillip Island for a State Championship round. Ten of us went out together for qualifying and, in one lap, I went from tenth in the pack to first and secured pole. The two Nethercote cars were Kermit green and we were on the first row of the grid side by side. The picture of that taken from the starter's platform is a treasure in my collection. Needless to say, Andy won the race and I finished eighth but the joy of PIARC officials, that the CEO of CAMS was a clubbie who had put his car on pole, was very heartening. I never was on pole again but it did happen this once.

Within three months of joining Formula Vee, I was elected as President of FVAV. Little did I know what that would get me into but that was at the time when CAMS, under its 2000 and Beyond outline of future categories document, had decided to phase out Formula Vee as its entry level open-wheel car of choice. This was despite it fulfilling brilliantly seven of the nine decision-making criteria; particularly economical, low powered, close racing with large fields, which the promoters loved. But some at CAMS didn't like the engine sound or the relatively old technology and Formula Vee was to be assigned to the scrap heap. To counter this, FVAV decided I should drive the CAMS Board from their hotel to the CAMS platform at the 2001 AGP. This I did and, at the end of that AGP, they invited me to their final dinner, Formula Vee was saved and a year later I became their CEO. It amuses me that I rose from CAMS bus driver to CEO in a year but to give them their due, they wanted a CEO from the sport.

When at CAMS, a vacancy occurred for an Historic Eligibility Officer and I knew just the man for the job. A Guinness or three at Bells Pub in South Melbourne were enough to persuade Brique Reed to join me at CAMS and I could not have had a more qualified and dedicated staff member. I was also lucky to have **GRAHAM HOINVILLE**, an Elfin Mono owner, and people respected these two doyens of the sport for their amazing knowledge of historic racing.



ELFIN OWNERS AND DRIVERS CLUB INC.

A TRIBUTE FROM ROB NETHERCOTE *continued*....

My problem with Brique and Graham was that they were too interested in discussing the many widgets and wodgets on historic cars with all and sundry and I needed to introduce some rigour into their day. Otherwise, they'd just be having delightful conversations with others who shared a passion for historic racing. The solution was to divert the phone to reception until after lunch by which time they had achieved a good work rate on Certificates of Description for historic cars. In the afternoon they became again the happy face of CAMS.

Brique had his Elfin Type 2 Clubman but, in 2003, we decided to buy a Formula Ford together and it was much to our chagrin that we couldn't find an Elfin. So we bought and campaigned our Lola T342 Formula Ford for five years, in which it is fair to say we were moderately successful if it finished a race. It was beautiful but temperamental. Fortunately, neither of us ended up with the Lola limp. I believe our Lola is now in a Luxembourg car museum.

I enjoyed doing hillclimbs in the Lola and managed to win the Formula Ford section of the seven round 2008 Victorian Hillclimb Championship, again largely due to lack of competition. But, when there was competition, it pitted me against recent machinery. My skill was in turning up regularly and being proficient in that form of the sport, particularly getting off the line.



The Lola was a beautiful example of that make and largely similar to the T330 Lola F5000. Bob Harborow put a submission to CAMS when I was CEO to allow F5000 to run at the AGP and, subsequently, F5000 has experienced a significant regeneration, particularly across the Tasman. Bill is currently campaigning the **VERN SCHUPPAN** Elfin MR8 F5000 against a field of Lolas T330s and other makes.

So, finally I have achieved my dream of owning an Elfin. I can now go out to my garage, look at or get in and drive my Elfin and always Brique will be there with me.

DR ROB NETHERCOTE

CEO of CAMS 2002-2006

GM of AIMSS 2006-2008



A couple of months ago I received an email from Chris Keating, a television historian and car enthusiast. Chris identified an episode of "Homicide", which featured a race sequence shot at Sandown. The car appeared to be an Elfin 300, possibly SS67-7. The film sequences would have been shot around early June 1969 and aired in July 1969 - episode 214. Although not the best quality, it was car-to-car footage and therefore subject to the camera car bouncing around, it certainly is an exciting find. Do any of our members know more about the circumstances of this footage? (The "actor" playing the driver - who is shot and killed while driving the car - was named John Bassett, a quick Google search reveals a driver of the same name who was active a couple of years later, although racing Escorts).



The footage has now been uploaded to youtube - [yhttps://youtu.be/OMxpLFTxzzM](https://youtu.be/OMxpLFTxzzM) Why not check it out!

2017 CLUBMAN NATIONALS:

This year's event is being held in Jindabyne at the base of the best clubman roads in the country. Please visit www.southern7s.com.au for further details and registration. With 60 cars already registered, this year promises to be a big one.



ELFIN OWNERS AND DRIVERS CLUB INC.

MEMBERSHIP:

We wish to introduce our new members and hope they have a long and happy association with the EODC.

No. 656 - PAUL HASENKAM (Vic)

Paul has been racing for about 10 years, especially in the Group N cars, and is currently looking around for an Elfin to own and race. What a good choice! We wish him well with his search and look forward to watching him on the track.

No. 657 - ROBERT LOGAN (Vic)

A close friend of member **BOB VERHEYEN**, Rob has been involved with motor sport for many years. He has held a long passion for GT40's, and consequently set up Roaring Forties - a company to build GT40 replicas. He is presently spending his time restoring a Gurney Eagle. Welcome Rob.

No. 658 - ANGELA KILPATRICK (Vic)

Angela is the daughter of EODC founder and President, the late **BRIAN REED** and as such, has had many years of involvement with Elfin. She proudly received Brian's trophy at the March BBQ and has decided to continue her involvement by becoming a member.

No. 659 - MARK BRUNNING (Vic)

Mark is the proud (and enthusiastic) owner of the ex- **SEAN SORENSEN's** 620B, built in 1975. He has already driven in 'Test and Tune' Days at Winton and looks forward to commence competing in August. Good luck Mark, we will keep an eye out for you!

No. 660 - JOHN LEWIS (SA)

John is a friend of **ALLAN FOSTER** and has recently purchased his green 2004 Clubman T3. He is now looking forward to weekend outings with his wife in his new toy. Happy retirement and happy driving John!



FOR SALE:

ELFIN CLUBMAN TYPE 3

Factory built by Elfin in 2004. Toyota 4AG GE 20 valve motor and Toyota T50 gearbox. Arguably one of the best looking clubman's built, with its clamshell front mudguards and inbuilt headlights. The car comes with full weather protection, comprising door covers, wind deflectors and fitted hood.

Rear axle is Escort LSD with 4.4:1 ratio; alternative 3.78:1 crown wheel and pinion is included. Disc brakes fitted all round. Motor is fitted with custom made surge free sump and has a dynamometer tuned output of 92 KW at the rear wheels. The T50 gearbox has been fully rebuilt by Neat Gearboxes and has shot peened and chemically polished gears for strength and low noise. Wheels are Performance Mini-Lights, 15" x 6".

This car is a well known performer, has been immaculately maintained, has very low mileage and deserves to be by someone who really appreciates the design and quality of this respected brand. National registration compliance. Vehicle is located in Tanunda, SA. **PRICE: \$35,000 ono**

CONTACT: **STAN WARD**

mobile **0419 214 915**

email **stanward@bigpond.com**



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 Cheryl Reid
2/6 Merton St
IVANHOE 3079

or email reidywithchampers@yahoo.com.au

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