

ELFIN

OWNERS AND DRIVERS CLUB INC.

NEWSLETTER



NUMBER 146 - September 2017



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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.

Amongst the articles in this issue you can read about some of our more intrepid members and their overseas exploits – **MARK GOLDSMITH** in County Durham, with some of the problems encountered along the way; **BILL HEMMING** and the Aussie FJ team attempting to make America Great again (Bill not in an Elfin!! – although **BRUCE EDGAR** and David Watkins were); **RICHARD NITSCHKE** having a corner knocked off his car, with Bill coming to the rescue supplying parts off his FJ – where would we be without people like Bill in our club? **LAURIE BENNETT** is also in Europe, Holland this weekend (2nd & 3rd of September) then Spa in 2 weeks (any chance of an article or two Jan/Laurie); **STEVE WELLER**, our newly re-joined member, also flying the Elfin flag in Europe with his 600B.

Not as far (but still over the water) **GRANT TWINING** visits the annual St Marys Community Car & Bike Show on the east coast of Tasmania where the Clark/Byers Elfin 700 F2 was on display.

Seen at the Winton Festival of Speed were **BILL ATHERTON**, **COLIN SULLIVAN**, **DAN JEFFRIES**, **JOHN EVANS** and Eddie Woods in Elfin Streamliners. The Streamliners are becoming very active in motor sports. It's great to see drivers enjoying their cars as they were meant to be enjoyed – that is driven!

This year we will have a display of 23 Elfin's in a marquee at the Adelaide Festival of Motorsport – Victoria Park Sprint – on the weekend of 9th and 10th of December. The EODC display will include a tribute to **BRIQUE REED** with our cars doing demonstration runs on the Saturday and Sunday. Hope you can come along and say hello.

We extend a welcome to our three new members – **LYN GARDINER**, **KEITH MORGAN** and **TONY BROOK**, also to **STEVE WELLER** a past member newly re-joined.

Happy reading!

MIKE BARKER



EODC DIRECT CREDIT DETAILS

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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

NEWS FROM TASSIE....

Young Isaac (below left) trying the **CLARK/BYERS** 700 out for size at the St Marys' Car Show in June. (Note the smile on his face). It was very cold, hence the coats and beanies.

Next year I am taking my Elfin Vee, and James Curran will take his 623.
GRANT TWINING

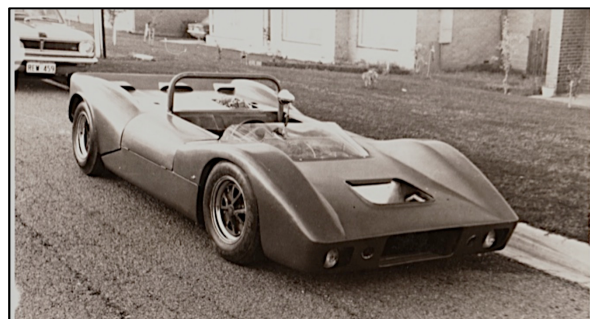


The photo below shows the Noel Clark putting the 700 through its paces at Mallala earlier in the year!



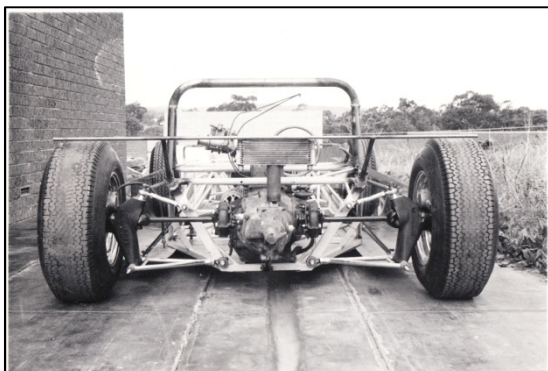
Seen a couple of months ago at the Winton Festival of Speed, **BILL ATHERTON** in his 1960 Streamliner (pictured here at turn 1). He was joined at Winton by **COLIN SULLIVAN, DAN JEFFRIES, JOHN EVANS** and Eddie Woods in their streamliners too.

A familiar face arrived in the garage at Mallala to speak to **BILL HEMMING**. Graeme Burton was seeking a pair of Elfin Mono rear uprights for the Nova 3 (at right) he is restoring. Bill said he would consider the request, later telling me that he had a policy to provide Elfin parts to bona fide Elfin owners. The person responsible for the



three Nova cars was Charlie Tuckey, once an Elfin employ and **GARRIE (COOPER)** allowed him to work on the first car at the Elfin Sports Car factory. (see an earlier Newsletter for reference to the Nova's 1 & 2).

BARRY CATFORD



Rear end view of Elfin Mono showing uprights.



ELFIN OWNERS AND DRIVERS CLUB INC.

BITS 'N PIECES

Former, and newly rejoined, member **STEVE WELLER** has had a busy year. He and one of his three Elfins have been wearing a track backwards and forwards to Europe where he has caught up with fellow racers and EODC members **LAURIE BENNETT**, **RICHARD NITSCHKE** and **MARK GOLDSMITH**. The following photos show him and some of his newly acquired silverware from his exploits earlier in the year. We wish him luck in his current adventures.



First place at Nurburgring (above)

On the grid at Donnington Park (below).



Magny Cours (below)



I took particular interest in the Chris Keating article, as I am the current owner of Elfin 300 SS67-7. The car is in good racing condition with a cabin blower fitted to the top of the twin cam motor, (as run in 1968 by the original owner Dave Robertson of the Robertson Chocolates family). Many people remember the car with the Freddo Frog emblem on the dash. Dave Robertson is still around living in Queensland although it is a couple of years since we last spoke.

I think it quite possible that the car was used in the program, as Chris Keating believes, as the car was in Victoria at that time.

HOWARD BLIGHT

MERCHANDISE FOR SALE

elfin owners & drivers club

New embroidery right sleeve



ELFIN circle logo
existing embroidery
left breast

ELFIN existing embroidery with 50 years removed
Centre front of cap



ELFIN circle logo
existing embroidery
left cap panel

elfin owners & drivers club

Existing embroidery over back cap arc

We are pleased to see many members dressed appropriately in their EODC gear. Don't forget to order yours!

Our top quality Elfin polo shirts - \$35

Elfin caps - \$20

Cap and shirt.....a bargain price of \$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 Bill - bill@elfinheritage.com.au - with your orders.

PLEASE INCLUDE YOUR SIZE. You are able to pay by cheque or direct credit



ELFIN OWNERS AND DRIVERS CLUB INC.

AUSSIES (AND ELFINS) ABROAD!

*The following report comes from **MARK GOLDSMITH** who, like several other lucky members, is spending time abroad showcasing his fabulous Elfin....*

In County Durham just out of Newcastle about 300 klms from Kimbolton - a fantastic historic racing event. Great weather cool but sunny and wet track.

It's all been a bit of a challenge getting here with a few things going wrong and a fair bit of bad luck. But now it's over and we had a great time here and made some good friends. The local Geordie accent is terrific!! They still think mine needs work!

In chronological order since we arrived we had to fix the brakes on Hermann the ML and the Flying Fortress has a battery leak, but I think it was human error. We picked up a loan trailer from another Aussie racing colleague and after going through the Dartford tunnel a tyre tread flew off - taking both mudguards with it. Unfortunately we had no tools and no jack!! And interesting afternoon!! A bit of Aussie ingenuity and we had it legal as we headed north up to here. Croft put on a great festival. Not only the historic racing, but as it was an old WW2 airstrip, there are very strong feelings here toward the heritage of the place. It was a Canadian Bomber Sqn. and others at this strip. Part of this festival is opened up for the WW2 memorabilia and celebrating the role this airstrip played during the war. Hundreds of army/airforce collectors bring their stuff to show. And it's everything! Army Land Rovers, all different, by the ton, Austin Champs, one guy brings his tank, another an APC and six track crane, and at least 100 war related vehicles. Spotter planes and trainers landed in the paddock behind us and the highlight in the air was a fly past of one of the remaining two Lancaster Bombers. Sounded magnificent!

Tents showing off firearms from both sides where the volunteer's knowledge was astounding. There was even a stall on the French Resistance! With code books on demonstrations of Morse Code tappers, booby trap devices from the era. At night they had a 'Pie and Peas' night. A marquee dinner with a live band playing 40's and 50's music and 90% were dressed in period.

The infield then had the usual Car Club groups being represented with hundreds of classic cars.

This event is no Goodwood but it's a bloody good smaller model... Er by gum!!

The track is very tough, with mixes of tight corners and sweeping bends - a bit like Winton. For me it was hard to find the limit of adhesion! Went gardening a few times!

Overall a great weekend.

RCN (**RICHARD NITSCHKE**), unfortunately was struck by the Bad Fairy of Motorsport. In his first race a car ahead of him spun out and was stationary just after a bend. RCN followed and steered behind the car to pass. Sadly the driver thought he should select reverse to get clear of the track at the precise time of passing. That took off a corner of the Catalina. Bloody disappointing. Now the panic is on! **BILL HEMMING**, the Elfin Champion, is removing one from his FJ (as we speak) in Melbourne to get us out of trouble. There is plenty more to do to get us touring again. Next weekend I am doing the Shelsley Walsh Hill Climb. Huge history. They have been running a hill climb there for over 110 years!



The cars of **RICHARD NITSCHKE** and **MARK GOLDSMITH** at Croft Circuit....



ELFIN OWNERS AND DRIVERS CLUB INC.

MAKING AMERICA GREAT AGAIN - by WILLIAM (call me BILL) HEMMING

Sunday 28th May 2017

Formula Juniors are at it again! As part of the 60th FJ Jubilee, the brilliant FJ Association has already completed tours of South Africa, UK, bits of Europe, Australia and New Zealand. Next year they're off to the Baltic region, more of Europe and finishing in China.

Right now, we're Trumping it in the land of the free and the home of the brave to dance at Indianapolis, Mosport, Mid Ohio, Leguna Seca, Road America, Lime Rock and Watkins Glen.

It's going to be so busy, there won't be any time to act Presidential and go the grope. And so busy, not all have the time or money to do every circuit.



For the first three Eastern States events, several intrepid Aussies, of various political hues, have already arrived, including David Watkins (Elfin), **BRUCE EDGAR** (Elfin), Lance Carwadine (Lynx), John Rowe (Lotus 18), Neil McCruddin (Lotus 22) and **MARTY BULLOCK** (Lotus 27) from Perth, **BILL HEMMING** (Tojeiro...not an Elfin!) from Victoria, and David Kent (Lynx) from NSW. We'll be joined for later events by Peter Strauss (Brabham) and **KIM SHEARN** (Lotus 18) from Victoria.

All the Aus cars have arrived and are being fettled at GTM Racing headquarters in beautiful Conneticut. This establishment is run by JR Mitchell, who we all met with his bright yellow Lotus 18 in the Australian leg. GTM (stands for Geenwich Mean Time...because "we never sleep") is spread over two huge warehouses, which are filled with more than 50 magnificent race cars from the 1940's, Indy cars, sports cars, Appendix K saloons and transporters. Made us all feel a bit insignificant and a lot poor.

In the workshop was also the Lola FJ just sold by Peter Boel, to be driven by Pom David Innes who bought it to use while his Lotus 27 is being repaired following a significant bingle in New Zealand. Peter, who is half Australian and half New Zealander (does this make him a half-wit?) will be here to drive the Pink Panther FJ borrowed from the West Australian Auto Museum that is run by Neil McCruddin. The ex Roger Ealand Koala is also here being repaired to be put up for sale.

By the way, Rogers' original Lotus 18 has just changed hands. Well known historic stalwart Paul Faulkner is now the happy custodian of the second Lotus 18 to be exported to Aus. Just like his ashes, Rogers FJ stable has been scattered far and wide with the Koala and Wren going to WA, the Gemini and Lotus to VIC, and his other Lotus is now owned by Kim Shearn who keeps it in America. If he wasn't such a lazy sod, Roger would be turning in his grave....but delighted his beloved historic cars are leading such an active international life.

Keeping company with the FJs, the GTM buildings also house more than 6 dogs. JR's wife saves the pooches from animal shelters and they fit right in with the cars.....all mongrels of questionable heritage. Some are not friendly and some just roll over and lie there. We can all relate to that.

The only absentee is the Tojeiro which is coming inside a Camper Van (again, ex Roger Ealand) as Roll-On-Roll-Off from England. You could fill a TV mini series with the trials and tribulations of the freight and import issues. Suffice to say, delivery has been delayed a week and Fat Bill is sitting in a Motel room sweating on being granted customs clearance because of a paperwork anomaly. It's not just Muslims who are facing import issues with The Donald.

We'll add to this riveting report correspondence as soon as something significant happens, so for now, Bye Y'all.



ELFIN OWNERS AND DRIVERS CLUB INC.

MAKING AMERICA GREAT AGAIN continued...

11th June 2017

All the Aussie FJ's arrived at GMT Racing headquarters and vaguely made race ready for the first event at Indianapolis from 7th to 11th of June. The one big issue in touring through the US is transport of the race cars.

In the past we have hired big six car transporters, complete with driver, at a cost of about \$15,000 for a few weeks. This group of tight-arsed ANZACS are trying several "cheaper" methods. David Watkins (Elfin plus wife) sent over from Perth - via Melbourne, Sydney and New Zealand - his converted Merc Van with flash living quarters and room for the car, and is doing it easy. Bill Hemming (Tojeiro minus wife) brought his ex Roger Ealand van over from the UK with un-flash living quarters and room for the car. He's happy farting around (literally) in his own company. Marty Bullock and David Innes imported David's extra flash UK motor mansion and a 2 car trailer for their Lotus 27 and ex Boel Lola. Unfortunately, the mighty motor home wouldn't motor, so they have hired a truck to sleep in and tow the trailer. They've gone from 5 stars to 5 seashells! Lance Carwardine convinced the yanks that his West Australian Truck Licence was OK for an articulated lorry, and he, Peter Boel, Bruce Edgar, David Kent and John Rowe threw their cars (Lynx, Panther, Elfin, Lynx and Lotus 18) into a huge rig they hired for \$2 a mile. The prime mover has a living area of sorts and 3 of them are air mattressing. John Rowe wisely chose to travel with David Kent (plus wife) in the most sensible outfit...a hired motor home. Tony Olisof (Emeryson Elfin) brought his much travelled yellow transit van over from NZ via Los Angeles to join us at the circuit.



After a 13 hour drive from Connecticut, we all parked up at the HUGE Indy complex and drove in under the banner... "THE RACING CAPITAL OF THE WORLD"...a slogan obviously penned by Donald Trumps' twitter writer. But I guess when you consider that the Indy 500 pulls over 300,000 paying spectators, and has hosted Formula 1, Moto GP and weekly race meeting, the claim may actually be justified. A visit to the fabulous Indy Museum (in the grounds) certainly reinforces the sensational history of the place. And driving onto the track through the famous "Gasolene Alley" (at left) was a buzz.

On to the track for a Test Day (2 x 15 minute sessions for only \$295!) had us all in awe of the complexity of the layout. Three 90 degree corners at the end of very long fast straights, two chicane sections, and two diversions onto the banked oval track make for very hard work. Half of us loved it, and half hated it. And half of the hating half stuffed it up completely. David Kent's (Lynx) expensive new motor destroyed a push rod - out for the weekend, Bruce Edgar (Elfin) broke a valve - repaired for the weekend, John Rowe (Lotus) ran his bearings - his weak end buggered his weekend.

Friday practice saw Marty Bullock (ex Glynn Scott Lotus 27) show 'em what Aussies can do with a great 2nd fastest time behind Professional Champion Driver Joe Colasacco in his gorgeous rear-engined Stanguellini. Joe and this car have been unbeatable for years. David Watkins was great with a 6th in his drum braked Elfin, Bill Hemming (Tojeiro) was a surprising 10th, Lance Carwardine (Lynx), 11th, Bruce Edgar (Elfin) cruised in 13th, John Rowe (Lotus 18) limped his sick car for a few laps for 16th and Peter Boel (Panther) pulled in 19th.

At Indy, they have 2 Qualifying sessions, 1 Qualifying Race and 1 final "championship" race. No, we didn't understand the system, and no one could explain it to us, but grids were set based on fastest lap time so I guess everything before the final race is "qualifying". Anyway, who are we to argue with "THE RACING CAPITAL OF THE WORLD".

Qualy 1 confirmed Marty at 2nd and David at 6th. Bill dropped to 13th, Bruce to 15th, Peter 16th, and John's big end ended after 1 lap.



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MAKING AMERICA GREAT AGAIN continued...

For the "qualifying race" Marty changed his ratios and while he was just beaten to the flag by the Stanguellini, he set a quickest lap! David and Bruce brought their Elfins home in a great 6th and 7th, Bill got 12th and Pete's Panther 16th.



Saturday night and the circuit put on a big party. It was Bill's birthday and he thought they did it just for him. Apparently not! But a few rugged Australians were among the last table to leave, and in our emotional state, thought it would be a good idea to jump the fence and do the time honoured tradition of "kissing the bricks" (Winners of the Indy 500 kiss the strip of original bricks left at the start/finish line from the days of yore when the Indy Brickyard was completely paved with bricks.

Problem was, we looked like a line up of Muslims praying to Mecca, and we were a tad nervous The Donald might deport us if seen. So we drunkenly stood up and climbed onto the winners dias to pose in front of another understated slogan "THE WORLD'S GREATEST SPECTACLE".

Then back over the fence and hide in our RV's. The world's greatest riff raff strikes again. Not to be outdone, Margaret Ealand has sent us a photo of Roger in his Lotus 18, crossing the "Brickyard" strip when he came 2nd in his last ever race in 2015. He might be gone, but his media presence continues to haunt us!

On the Sunday, there was only one race for us, but it was billed as the Championship Race.

Once again, Marty drove his butt off to a fine 2nd place. David made a habit of coming 6th (and second in class for drum braked cars), Bruce's Elfyn was 9th, Bill 12th and Peter 15th.

Trophies were presented by Jennifer Revson (at right). Jennifer was sister to the late, great Peter Revson who had a distinguished career in Formula Junior before moving onto to Trans Am, Can Am Sports Cars, Indianapolis and Formula 1 before tragically being killed testing at Kyalami for the 1974 South African Grand Prix. Peter was interred in a crypt in New York with his brother Douglas who was killed in a racing accident in Denmark in 1967. Revson's replacement at Shadows F1, Tom Pryce was also killed at Kyalami in 1977. This is all a bit ghoulish, but we'd like to think that Roger, Peter, Douglas and Tom are up there looking down on us remembering them.



We're now off to Mosport in Canada, just outside Toronto. Another famous track steeped in history.

What a life....where else could you have a fabulous weekend by providing THE WORLDS GREATEST SPECTACLE in a CHAMPIONSHIP RACE at the RACING CAPITAL OF THE WORLD!

(to be continued...)



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. 661 - LYN GARDINER (Vic.)

Lyn, like many EODC members, is an enthusiast of the marque but "not fortunate to own an Elfin..." We hope to catch up with you at the Elfin BBQ at the Heritage Centre and at other events where Elfin are to be found Lyn. Welcome.

No. 662 - KEITH MORGAN (SA)

Retired RAAF pilot Keith is the new proud owner of the ex-Stan Ward 2004 Type 3 Clubman. Keith still flies helicopters actively and made the interesting observation when test driving the Clubman that it was "challenging and fun to drive too, just like a helicopter". Keith has owned a PRB Clubman in the past, but grew up admiring Elfins. He plans to continue hillclimbing the car.

No. 663 - TONY BROOK (Vic.)

Tony has bought the stylish 1984 silver Formula Vee previously raced by Luc Botton. He is new to historic racing but took the car 'out to play' at Winton and is preparing to race it again later in the year at Eastern Creek. I'm sure you will enjoy your lovely car Tony!

EODC CONTACTS:

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Memorabilia:	BILL HEMMING - bill@elfinheritage.com.au	0408 059 002

VALE IVAN GLASBY:

As member number 148, Ivan joined the EODC many, many years ago, and remained current to 2017. It was with great sadness that we were recently informed of his passing on Sunday the 7th of May.

Ivan was born in Rhodesia in 1945 into a family very involved in cars and motor racing. Following in his father's footsteps, Ivan was avidly involved in racing and during the 1950s raced a Cooper Bristol and Morris Minor. His father became close friends with John Love and Ivan, not surprisingly, became interested in Minis. Ivan was apprenticed to the family company and soon he was racing a Cooper Formula Junior but suffered a bad crash at the 1962 Natal Grand Prix and this put him out of racing for some years. In 1969 he won the 1969 Rhodesian Touring Car Championship in his beloved Cooper S.

In 1981, Ivan moved to Australia. Here he established Glasby Engineering, where he worked on racing cars as well as Mini spares and repairs - an avenue to focus on his much-loved Minis.

Elfin Mallala S6418, had been first taken to South Africa in 1964 by Henri LaRoux, and had then been owned by a number of South African owners. Ivan bought the car in 1983 and the car returned to Australia. (It was sold 4 years later.)

Ivan will be remembered by many as "a lovely bloke, and a true gentleman."





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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