

ELFIN

OWNERS AND DRIVERS CLUB INC.

NEWSLETTER



NUMBER 147 - December 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.

I don't know about you but I find this year has just flown by, it's now December already!

A lot has happened since our last newsletter including the Legend of the Lakes Hillclimb – see **RICHARD WRIGHT's** article. This is a great event so if the opportunity for you to compete comes along, grab it. **GEOFF RUSSELL** has provided pictures of the “Elfin Action” here at Wakefield Park and we have news from overseas at Dijon. Also **BILL HEMMING** continues “Making America Great again”.



GRAHAM HOINVILLE, former EODC Clubman of the Year (1991) and a CAMS Australian Rally Hall of Fame recipient, turned 89 in December – Happy birthday Graham!

The Adelaide Festival of Motorsport took place over the weekend of Saturday 9th and Sunday 10th December and a big thank you to **MARK GOLDSMITH** and **CHERYL REID** for organising The Elfin Tribute to Brique Reed – display, parade laps and dinner. Also a special thank you to all those who participated with their Elfins. (More details and photos in our next edition.)

It is that time of year again when we ask you to renew your membership which, at \$25, is one of the best value CAMS affiliated clubs. Membership renewal attached.

Speaking of membership, we had 6 new members join recently including Julie Vihermaki and Steve Cooper. Julie and Steve have close ties to Elfin as they are the daughter and son of **GARRIE** and **LORRAINE COOPER**.

Best wishes for a very Merry Christmas and a happy and safe 2018 to you and your family and friends.

MIKE BARKER



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.

ELFINS AT LEGEND OF THE LAKES 2017

Every year in November the South Australian town of Mt Gambier plays host to a fantastic hillclimb event called 'Legend of the Lakes' which is highly regarded as one of the most enjoyable and well organised hillclimbs on the motorsports calendar.

2017 was no exception and saw close to 150 vehicles compete over three days to find the limit of both man and machine on a course comprising a 1.5km section of road, taking competitors uphill from Valley Lake towards the famous 'Blue Lake' to a look out at the top of the climb. Legendary Irish rally ace and Youtube sensation 'Frank Kelly' (at right) was the ambassador for the event and was giving very lucky passengers a run up the hill over the duration of the weekend in his impressive Ford Escort that was flown over from Ireland for the event.



The weekend is split up over two events, the first part being on Friday for Historic & Clubman cars and the Saturday and Sunday being the main event with results based on the best times posted over the two days followed by a shootout run on the Sunday afternoon.



Friday saw two Elfin's competing in the clubman class, **DICK** (Richard senior) **WRIGHT** in his Supercharged 4AGZE Type 3 Clubman and Dylan Scott (at left) driving a beautiful Elfin Clubman prototype, originally built for Dick Johnson, running a 1 litre BMC "A Series" engine. Both enjoyed the tight competition and improved their times considerably over the course of the day but the class was ultimately won by Rolly May in a Puma clubman with a time of 60.64, followed very closely by Barry Edson in his Kestrel clubman - only 0.14 seconds behind.

Saturday saw **DICK WRIGHT** (below) hand the keys of the Elfin over to his son **RICHARD** who would join in the clubman competition on the remaining two days. Conditions were favourable to quick times and every clubman was fast right out of the gate, Kym Ninnes promoting himself straight into second place in his Fidini with a 59.36 behind Richard with a 57.00. Subsequent runs over the two days saw times drop, lots of PB's, thrills, spills and running repairs.

Heading into Sunday Richard was just 0.03 seconds from the class record of 56.46 which he was able to eclipse with a 56.37, finishing the weekend with a new benchmark time of 55.71. Ultimately, fun was had by all, everyone drove away chuffed with their weekend and the camaraderie shared between drivers - plus an Elfin holding the class record, an extra bonus!

"If you were ever considering taking your Elfin along to 'Legend of the Lakes' do yourself a favour and go for it, you certainly won't regret it!"

RICHARD WRIGHT

(Photographs courtesy of Turn 8 Photography)





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ELFIN ACTION - thanks to GEOFF RUSSELL

Below: Alex Kelty (Venom) watches as **BILL ROBERTS** (Elfin 500) is placed in position on the dummy grid at the HSRCA Spring Festival at Wakefield Park.



At right a view of part of the combined grid (L, M, FJ, FV & F3) - **BILL ROBERTS** in **NOEL BULL**'s Elfin 500 in the foreground and Don Greiveson in his blue and white Spectre two places up the grid.



PAUL HAMILTON (above and right) in his Elfin 600 with **HERB NEAL** in his Neal Ford Mk2 holding in close formation at the HSRCA 2017 Summer Festival at SMS.



OVERSEAS ACTION:

Three titles in the HSCC Historic Formula 2 FIA-sanctioned International Series were decided during the final event of the season at Dijon on 7th/8th October. (The HSCC Historic Formula 2 International Series is open to single-seater racing cars built to the appropriate Formula 2, Formula B and Formula Atlantic regulations between 1st January 1967 and 31st December 1978, running to their original specification and using components of a type used in period.)

The weekend marked rounds nine and ten of the year, which saw excellent support for the championship across double-header races at Donington Park, the Nurburgring, Magny Cours and Oulton Park. 45 drivers from a variety of countries participated in the 2017 season.

Returning for the decider of the season with a handy lead, Australia's and EODC's **STEVE WELLER** (Elfin 600B) clinched the Jim Clark Trophy for the early non-winged F2, Formula B and Formula Atlantic cars. *Well done Steve! We are delighted by your efforts.*



ELFIN OWNERS AND DRIVERS CLUB INC.

MAKING AMERICA GREAT AGAIN continued from previous issue...

18th June 2017)

WARNING! These BLOGS (Bullshit, Lies, Overstated, Glorified Stories) are meant for Australian consumption only. It has come to our attention that the stories are being sent to the worldwide Formula Junior membership, who must be miffed that their trials, tribulations and triumphs are not being covered. Perhaps I should offer a heartfelt apology to any Poms, Scots, Americans, Canadians, South Africans, New Zealanders and Norwegians who feel they deserved mention....but sod 'em! I don't do "sorry". Our tales will only cover those brave lads who have crossed the Pacific. We pick up at Indy, where after a great weekend, Niel McCruddin from Perth has joined us with his Lotus 20/22 to venture over the border to Canada and The Canadian Tire Motorsport Park. This is the unchanged ex Grand Prix Mosport track 100kms east of Toronto.

Despite a grid of 35 Formula Juniors, and a field of "Masters" F1 cars, plus banners promoting "Celebrating 50 Years of F1 in Canada", the meeting has a lovely feel of a small country/picnic event (like Mallala or Morgan Park). The officials are friendly, the drivers briefings are short and happy and driver behaviour is based on an honour system (many of you may have to look up "honour" in the dictionary) where if you spin or make contact with anything or anybody, you take yourself to the stewards for a chat.

Test day on Thursday showed this famous old track to be 100% opposite to Indy. Very fast, very flowing, very undulating and very daunting. And you can see trees instead of grandstands. It takes some learning and experimenting. We were advised as first time drivers, to expect 10 seconds per lap improvements by the end of the weekend. We all tested except John Rowe who tested his skills at engine swapping.

Practice on Friday was on a thankfully dry track after a very wet night and morning fog. For afternoon qualifying, the conditions were perfect. **MARTY BULLOCK** was second by less than .1 sec to Greg Thornton who was flying, even after getting out of his airline business. **BRUCE EDGAR** and David Watkins did Elfin proud with 6th and 8th, followed by Niel McCruddin 9th, Lance Carwardine 12th, **BILL HEMMING** 19th, John Rowe finally getting a run (but down on revs and power) at 24th. David Kent with a terminally rattly motor limped in at 29th. Unfortunately Peter's Pink Panther expired beside the track and both Marty and David Watkins elegantly spun on a very oily track. That night the party kicked off with a roaming meal. BBQ wings at one end of the paddock, turkey subs at another end and ice cream at the start/finish line. All with lashings of the sponsors ale: Steam Whistle Pilsner (well worth a free plug). A fantastic band (The Mud Men) played into the night and inevitably the ANZACS were first on the dance floor and the last to leave.

Race 1 the next day (Saturday) went for a very, very long 27 minutes (at our ages, this felt like a significant slice out of our remaining years). David Kent (Lynx) and Peter Boel (Panther) elected not to start, Lance (Lynx) ran hot and retired, and David Watkins (Elfin) drenched his motor in oil from a loose fitting. This left Marty (Lotus 27) to assume his normal position as bridesmaid, 28 seconds ahead of the 3rd placegetter. Niel McCruddin (Lotus 20/22) drove hard and well for a 6th, Bruce Edgar (Elfin) 7th, Bill (Tojeiro, but should have brought his Elfin) 15th and John (Lotus 18) 19th. Getting ready for Race 2 due at 5pm brought rain, and more importantly, a real live Canadian Tornado warning! We all had to take cover and racing was cancelled. What a fizzer. A bit of lightning and rain and half an hour later it was all over. Crocodile Dundee would have said: "You call that a tornado?".

So we lined up for race 2 about 45 minutes late and took to a slightly damp track. Everyone was circumspect and the only casualty was Dave Watkins Elfin which was parked on lap 2 with lost bearings (not just in his engine, he was facing the wrong way on the track).

This time a hot local driver relegated Marty to 3rd. Neil 8th, Bruce 11th, Lance 12th and Bill 14th after John retired his Lotus after 5 laps with oil loss issues.



ELFIN OWNERS AND DRIVERS CLUB INC.

MAKING AMERICA GREAT AGAIN continued...

Saturday night was another show of Canadian hospitality with a beautiful hot meal and yet another band in the camping grounds.

Sunday morning was billed as our championship feature race, so we all polished our cars and got to the dummy grid on time, except for the dearly departed Elfin (Watkins), Lynx (Kent) and Panther (Boel). At the 1 minute, start your engines sign we were all revved up with no place to go, when the grid marshals ran up and down screaming "get out of your cars". Another bloody storm warning!

This time, just as we all huddled and cuddled in the marshals tent, it really did piss down. At the all clear after 20 minutes, we were back in the cars and went swimming.

Boy was it wet! And slippery! On the rolling start warm-up lap, 3 cars went off into the wall (including Neil McCruddin. At the green start flag, a leading Cooper spun into the wall on the straight. John Rowe's Lotus gave up after one lap when his carby socks filled with water. 15 cars didn't make it to the end. Only 18 cars did the 21 minute distance with everyone nearly 1 minute a lap slower than the previous day.

At the chequered flag (he could have waved a pair of frilly lace knickers and it wouldn't have looked any more appealing) Marty finished 7th, Bill 12th, Bruce 14th and Lance 17th.

The final race of the weekend started well enough...but not for long! Bill's Tojeiro lost its distributor cap at the green flag and fortunately got missed by all those following. Lance's Lynx broke a rear stub axle after 1 lap and his own wheel beat him to the side of the track. John's Lotus had oil everywhere but in the motor and he bailed out after 2 laps.

But on the final lap we saw a monumental prang when Ed Moore from Texas in a very rapid Cooper T59 went over the front wheel of the Sadler of Nigel Russell from NZ. The Cooper took to the air, missing a bridge by inches, then barrel rolled 3 times. Both cars were totalled and Ed taken for neck MRI's and a busted hand.

Finishing under a red flag saw the surviving Aussies Marty, 2nd (again!), Niel 9th and Bruce 12th. Despite a disastrous final race, our Mosport weekend was a triumph. Several cars are now off to JR Mitchells Connecticut workshop for minor and major rebuilds for Mid Ohio next weekend. Those with wives are going via Niagra (probably armed with Viagra) Falls.

25th June 2017

On the road south towards Mid Ohio, we got lots of messages of GOOD NEWS!

After a couple of days in hospital, Ed Moore of the Mosport crashed Cooper, is expected to make a complete recovery, despite a small skull fracture. Even better news is that the Chassis plate that was ripped off in the colossal prang has been found in the long grass by a search party led by Duncan Rabagliati. It was spotted by David (no wonder I can't get away with anything at home) Kent's missus, Leslie. Pity she can't find us a cold beer when we ask for it. The plate was badly damaged and half worn away, but enough of the important stampings are there to maintain the cars' important historic significance.

Even more good news is that, after closer inspection, Nigel Hunter's pretty Sadler is indeed repairable. Work has begun!

David Watkins Elfin and Marty Bullocks Lotus 27 are getting fresh spare engines. Bruce Watkins Elfin is hoping for a new gearbox, John Rowe (Lotus 18) and David Kent (Lynx) and Peter Boel (Panther) are trying to get their engines rebuilt. Lance Carwardines Lynx is getting a couple of new driveshafts turned and, so he doesn't look useless and lazy, Bill Hemming is also working 24/7 fitting a 20 cent clip to his distributor on the Tojeiro. Niel McCrudden is doing sweet bugger all to his sweet running Lotus 22.

Lucky we've got 3 days between race tracks.

It's always a joy crossing from Canada to the USA, especially in a foreign registered right hand drive vehicle. Bill's Fiat van/motorhome/transporter totally threw America's finest at the gate.



ELFIN OWNERS AND DRIVERS CLUB INC.

MAKING AMERICA GREAT AGAIN continued...

"You can't bring that to the US (but sir, - which is how you address a 6'3" American carrying a gun - I came from the US). What's that? Another car in the back! You can't do that! You'll have to go INSIDE!"

After 2 hours INSIDE, watching 12 people all with guns and bullet proof vests doing nothing but talk to each other, Bill was summonsed to counter 13 (counters 1 to 12 were vacant) and a man with a gun asked about the van and the car with right hand drive. The photo of the Tojeiro (with middle drive) totally threw him and he had trouble matching the paperwork for the van to the car. In the end, he got so much documentation that he guessed someone else had approved everything and we were on our way.

With bureaucrats like this, Trump is a sure thing to Make America Great Again! At least they all apparently had sufficient IQ to be allowed to pack a weapon. Scary! Reminds us of the story where a guy walks into a crowded bar waving his pistol around yelling "I've got a 45 Colt with 7 rounds in the magazine and 1 in the barrel, and I want to know who's been sleeping with my wife!". A voice at the back of the bar responds "you're going to need more ammo!".

We arrived Mid Week at the beautiful Mid Ohio Sports Car Course in various states of disrepair. Peter's Panther and David Kent's Lynx were non-starters, David Watkins Elfin had its spare engine fitted, Marty's Lynx had 2 new drive shafts that didn't quite fit and John's Lotus had an out-of-body gearbox with new seals. Both Marty and John got things together for Thursday practice.

For private testing on Wednesday, Neil McCruddin made a magnanimous offer to non-runners David Kent, Peter Boel and Nigel Russell to have a session each in his Lotus. Just to say they'd driven Mid Ohio. This came to nothing when the three mechanical cripples weren't allowed on the track without a full entry fee. Oh well, it's the thought that counts.

Another bloody tornado warning, just in time for our first practice session at 8.30am. We managed to start in light rain and slithered around the track to get a time. Just as well because racing was cancelled for the rest of the day. Tony Olisoff from NZ was fastest by seconds in his front wheel drive Emeryson Elfin. Marty was 3rd, Bruce 4th, David Watkins 6th, Bill 7th, Neil 12th, John 16th and Lance 17th after he forgot to bleed his rear brakes when he changed his stub axles. Then back to our vans, motorhomes, motels for the rest of a miserably wet day.

Not everyone went out in the wet practice session. At Indy, we saw winners get a celebratory drink of milk. At Indy, they have a special brand of milk for those who don't go out in the wet.

Saturday morning saw beautiful weather and all 26 Juniors braved the sunshine for Qualifying and for Race 1 mid afternoon. Marty (Lotus 27) started 3rd but finished his customary second when the pole sitting Stanguelini didn't front up. Niel McCrudden (Lotus 22) started 11th and finished 7th, Lance (Lynx) went from 12th to 8th, Bruce (Elfin) jumped from 14th to 10th, Bill (Tojeiro) 18th to 15th, David (Elfin) was still having intermittent oil feed issues but improved from 21st to 17th and John Rowe (Lotus 18) from 26th to 20th. A great race on a great circuit.

Saturday night was another dinner party. They seem to have as many free food parties as they have tornados.

Our final race for this leg of the North America Silver Jubilee tour was on Sunday. Only 1 Aussie car (David Kents Lynx) didn't make the grid.

Peter Boel was so Pissed off his Pretty Pink Panther was Pathetically, and seemingly Permanently Placed in Park mode, that he succumbed to Peer Pressure, Picked up some Parts and Pampered his Pet to Perform one last time. Putting his Panther on the start line didn't Panic the other Pedallers because after 3 laps the Panther Panted Phew and Pulled off totally Phucked. Poor Peter.

The rest of us fared a lot better, except for Bruce's Elfin which lost its clutch at the half way mark. The only other non finisher was Tony "Pissedoff" Olisoff when his fantastically quick, and quickly driven, front wheel drive Emeryson Elfin broke its accelerator cable on the start line.



ELFIN OWNERS AND DRIVERS CLUB INC. MAKING AMERICA GREAT AGAIN continued...

The rear engine Stanguellini missed the 1st race with a broken camshaft, but an overnight engine rebuild saw Joe Colasacco start from 12th and drove like a demon to be second to Greg Thornton in his quick Lotus 22 - until the last lap - when Greg put up his hand to acknowledge a stationary yellow flag and slowed. Joe zipped through to claim the chequer. Apparently passing under a yellow is allowed here.

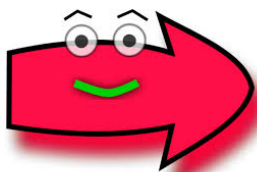
Marty again mounted the podium for 3rd. Bruce (Elfin) stormed through the field from 15th to finish 6th. Lance (Lynx) came in 9th, just holding out Neil (Lotus 22) in 10th and Bill (Tojeiro) finished 16th and John (Lotus 18) 20th.

Racing over, we trooped off to a terrific steakhouse for a wet, wild celebration.

That's it for this leg. It's been wonderful racing on great tracks with great people and cars. Packed up, some headed west for Leguna Seca in a few weeks, the rest headed East to park up at GMT Racing for repairs or storage until we return for Lime Rock, Watkins Glen and Road America in September.

Its been fun!

BILL HEMMING



I received the following email a couple of weeks ago from a genuine seller in Adelaide - BILL HEMMING checked it out. The items would probably only be of interest to owners who require specific parts.

Hi Cheryl, Attached are photos of Elfin parts that came out of the Elfin factory auction. There are also vernier adjustable cam wheels for the Golf engines. Prices are not high, the ZF DG300 LSD being the only thing that could command a price.
For more info, don't hesitate to ring me - 0403767315. Eric Ozgo



Early steering arms

Late model suspension parts



Suspension fabrication parts



Suspension, drive and hyd cyl.

Elfin wheel drive pins and wheel studs.





ELFIN OWNERS AND DRIVERS CLUB INC.

MEMBERSHIP:

We wish to introduce our new members to the EODC.

No. 664 - GRAHAM BOULTER (SA)

Graham is the new owner of Andrew McLaren's 1974 Elfin 623 - chassis 74437. Graham has already raced the car at Historic Sandown and participated in the Elfin Tribute at Adelaide Festival of Motorsport. We look forward to seeing both Graham and his Elfin at future historic meetings and EODC events.

No. 665 - ADAM DICKINSON (VIC)

Adam is another Elfin enthusiast and friend of **LYN GARDINER**, who encouraged him to join the club. Hopefully we can welcome both members to the next EODC barbeque.

No. 666 - EDDIE WOODS (VIC)

Eddie has been racing **BILL HEMMING's** Streamliner for a number of seasons now and many of us have met him at the annual barbeque - he owns the factory next door! We look forward to many more race meetings with Eddie at the wheel and popping into the bbq for a sausage or two!

No. 667 - ANDREW MUNRO (VIC)

As the son of **ALASTAIR MUNRO**, Andrew will be soon racing his father's 2004 Elfin clubman type 3. We can't think of a better marque to start one's racing career and look forward to some friendly competition between father and son in the future! Good luck Andrew!

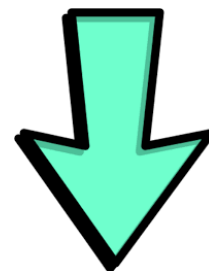
No. 668 - JULIE VIHHERMAKI (SA)

Julie is the daughter of **GARRIE and LORRAINE COOPER** and it is a pleasure to welcome her as an official member of the EODC. With the passing of time, she now recognises how special it was that her Dad was able to work at something that he was passionate about. *How lucky for us that he did!*

No. 669 - STEVE COOPER (SA)

Steve, the other member of the Cooper family has also chosen to formalise his relationship with the club. Obviously Steve (and brother Julie) have a unique relationship to the marque and he has recently become more involved with some of his Dad's cars. *How exciting Steve!*

We hope that all members will have a long and happy association with the EODC.



WANTED:

ELFIN Mono, Catalina, or Streamliner.... Any condition.

Roy Tait 0490 081 965 royptait@me.com

EODC CONTACTS:

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



ELFIN OWNERS AND DRIVERS CLUB INC.

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



2018 EODC MEMBERSHIP RENEWAL

I, (please PRINT) Membership No

POSTAL ADDRESS..... P/CODE.....

PHONE ()(h) ()(w) MOBILE.....

E-MAIL.....

wish to renew my annual membership of the EODC for 2018.

☐

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

☐

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

SIGNATURE.....

☐

please tick if email details have changed in 2017

Return ASAP to Cheryl Reid, 2/6 Merton St IVANHOE 3079

☐

tick if other details have changed

email reidywithchampers@yahoo.com.au

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**SURFACE
MAIL**