

ELFIN

OWNERS AND DRIVERS CLUB INC.

NEWSLETTER



NUMBER 150 - December 2018



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.



December and another year draws to a close – where does the time go? Next year the EODC will celebrate 60 years of Elfin Sports Cars from 1959 to 2019.

It is good to see so many Elfins out and about – either on display or competing in events (large and small) on tracks and hill climbs around the country and overseas. Speaking of overseas, **BILL HEMMING** competed in the 50th anniversary of F5000 at Monterey meeting, **STEVE WELLER** took out the Jim Clark trophy for Historic F2's in his 600B and, in England, **WILL WALKER** competed at Chateau Impney Hill Climb in his Elfin 300 this year.

A number of Elfins are in various stages of restoration or have been restored. The recently restored Elfin 400 of **MARK GOLDSMITH** made its debut at the Adelaide Motorsport Festival – 40 years after its last race (Oct 1978). This car was originally the Globe Products 400 driven by **NOEL HURD**. I remember this car/driver combination back in the day.

In September, Elfin driver **JOHN MCORMACK** was honoured at the 2018 Baskerville Histories with some of his cars – including the Charger, XJS Jag, Toyota Celica Repco V8 (McCormack was responsible for its construction) and, of course his Elfin MR5 F5000.

It is great to know that so many members wear their caps and polo shirts at various events around the country – this is good promotion for both Elfin cars and the club. If you don't have your caps/shirts contact Bill at the Heritage Centre and he will be only too pleased to help you out – at a small cost, of course.

December means that it is also the time to renew our EODC membership and at \$25 it is a bargain. Please complete the attached form and return to Cheryl along with your subs – or you might like to take advantage of the Electronic Funds Transfer facilities.

Finally, on behalf of the EODC – **CHERYL, BILL** and myself wish you all a very merry Christmas and a happy, healthy and safe 2019.

MIKE BARKER

EODC CONTACTS:

President: **MIKE BARKER** – mbar6415@bigpond.net.au

0407 825 545

Membership/Newsletter: **CHERYL REID** – reidywithchampers@yahoo.com.au

0419 581 815

Memorabilia: **BILL HEMMING** – bill@elfinheritage.com.au

0408 059 002



ELFIN OWNERS AND DRIVERS CLUB INC.

BITS 'N' PIECES



A successful weekend at Winton Festival of Speed in the Mallala. Three class wins from three races, no doubt helped by lack of M sports cars. Either way, the race win drought has broken after what must be about 50 years. A few exciting moments as well with diabolical wet track on Saturday morning. Glad it cleared up. Where are all those 1960's sports cars hiding? We need to get them out racing!

GEOFF WRIGHT

A David and Goliath re-enactment by **NOEL CLARK** in the **BYERS/CLARK** Elfin 700F2 at Baskerville Historics, as he drove away from cars with an extra 700bhp in the damp... Pictured at right in pit lane **STEPHEN BYERS** is seen doing last minute preparation prior to the car heading out and thrilling many spectators.



photo by Alastair Watson



Seen at Historic Sandown - Brian Morrell's Streamliner (at left) meets up with the Elfin Mallala that replaced her in 1963.

BILL ATHERTON

Formula Vee

RACE ONE was a close contest where Anthony Paynter (Stag) edged out David Cutts (Spectre). There was a bigger gap between the pair in race two, before Paynter had a resounding win in the Trophy. The battle for third however, was a far tighter contest where Daniel Bando (Elfin) scored ahead of Nigel Jones (Renmax), Don Greiverson (Spectre) and Geoff Stone (Elfin) – the four covered by just over a second.

Attached is a small race report from Auto Action from the Tasman HSRCA meeting Dec 1/2, SMSP.

Number 73 is myself and my little Elfin in action. Probably one of my most exciting races yet, and I've probably done over 75 races in it. While it ain't no "big banger race car", I can't describe the fun I've had in it. It certainly does have a "magical quality" about it. **DANIEL BANDO**



The final Formula Vee battle of the season was close, as usual. Image by Riccardo Benvenuti.



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BITS 'N' PIECES

Have also purchased a 2008 M58 streamliner (from Perth). So now I am the happy owner of two great Elfin road/race cars.



GRAEME SHELDON



Having fun with my Clubman. I've had the engine rebuilt and I'm doing sprints with one coming up at Sandown on 21 October. Will also be doing the Geelong Revival this year. Last year was a buzz but now I should be able to go faster. Can't blame the engine any more.

ROB NETHERCOTE



TIM WRIGHT - We hope to have the ex -**BRYAN THOMSON** Mallala back together and out on the track next year after 50 years of collecting spiders and dust.

The photo at left shows S6316 trying on its sister's clothes.

WILL WALKER in action in the 1967 Elfin 300 at the Chateau Impney Hill Climb, Worchestershire, England.

(Photo by Alan Cox)



Photograph © Alan Cox



STEVE WELLER returned to England and Europe once again in 2018 to defend his Jim Clark Trophy for Historic F2's first won in 2017. Congratulations Steve! We notice that you are off again in 2019. (See WANTED ad later in newsletter.)



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ROB ROY ACTION

The 27th Historic & Classic Hill Climb was run at Rob Roy on the 18th November, the week after Historic Sandown with Team Elfin represented by Club President **MIKE BARKER** in his very quick Type 3 Clubman, and the historic Streamliners of **BILL ATHERTON** and **COLIN SULLIVAN**, all resplendent on a glorious sunny day.



Mike (at left) was competing in the Clubman Sports Car class against four other clubmans and ran out class winner with a second fastest time of day with a 23.12. He also took out the Tony Gaze Trophy for the fastest invited and classic sports car.

Class O for sports cars 1941 to 1960 over 1500cc saw Bill Atherton (at right) in the ex Brian Morrell/Snowy Elkins Streamliner pitted against Colin Sullivan (below) in the ex Danny Landrigan Streamliner. Both cars battled it out and were within tenths of a second on each of their first two runs. The third run was a virtual dead heat with 28.31 for Bill and 28.32 for Colin. The final run was the decider with the ex Brian Morrell car getting a 27.22 against Danny Landrigan's car a 27.88.



The MG Car Club held a special luncheon for some of the former greats of Rob Roy competition and it was great to catch up with former Elfin owner and competitors in John & Shirley Hartnett. All in all it was another great Rob Roy event held in perfect weather. One of the highlights of the day was the competition between the MG Car Club Victoria and the Bugatti Owners Club from the Prescott Hill Climb in England for the prestigious Brake Shoes Trophy. Rob Roy and Prescott share an association based on the fact that both hill climbs were formed within a year of each other. Rob

Roy in 1937 and Prescott in 1938. (Rob Roy is the second oldest purpose built hill climb in the world.) Aussie honour was satisfied with a resounding win by the MG Car Club Victoria to retain the Brake Shoes Trophy.



EODC TRACK SPOTTER

(photos by Gary Hill)



ELFIN OWNERS AND DRIVERS CLUB INC.

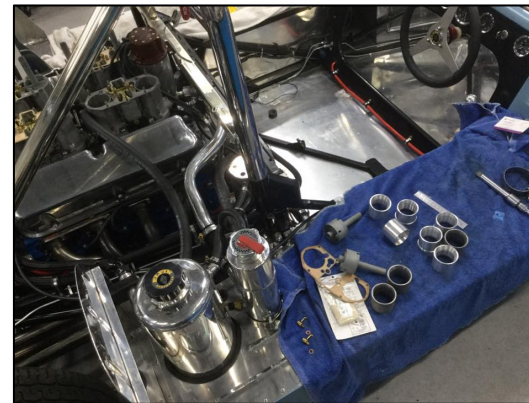
PROJECT BB661 DEBUTS AT ADELAIDE FESTIVAL OF SPEED

*The Elfin 400 was once raced by Max Thompson and for a long time afterwards, rebuilt and owned by the late **BERT HOWARD**. Over the past 4 years, it has undergone an extensive period restoration by **MARK GOLDSMITH** to the 1967 'Globe' format as it raced at Longford by **NOEL HURD**. This car became famous in 1967 when Hurd had a 140mph spin approaching the water tower at Longford due to the nasty nature of this model to become light in the front end at speed. Very spectacular but doing only cosmetic damage.*

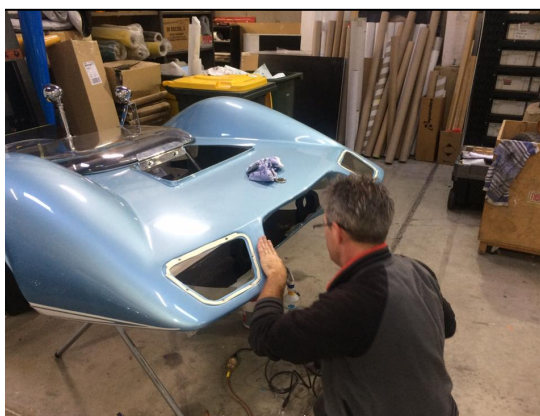


June 2018 - After a disastrous first engine run and the resultant removal, strip-down and re-assemble, things are now moving forward again. While Dale K attended to fixing my stuff-up, I focussed on those little jobs that soak up so much time. Wired up head lights and focussed them. (Hope I can do a night/twilight meeting somewhere to make it worthwhile.) Stuck wetsuit rubber on the inside of the wheel arches to reduce stone damage. Air scoops and ducting for the rear brake ventilation. We'll need all the air we can as the rotor is solid! Rear vision mirror mounts, were copied off some in-period photos of other cars and as it

turned out very similar to BB663, the Bob Jane Car of **BILL HEMMING**. I made up some dimple dies so they are there for anyone to borrow if required. The last few wires in place and tested back to the dash. The clutch was initially re-serviced. A fantastic bit of kit - Borg & Beck, triple plate, single drive, with inside and external locking teeth on the floating pressure plates. Fascinating stuff..... don't know whether they are made anymore! One can only imagine the treatment it coped with when **STAN KEEN** took this car to the top of Collingrove Hill Climb in record time. The record stood for many, many years. Pull the string on it soon!



(Photo: Reduced choke sized and replace linkage couplings)



November 2018 - With 3 months until the 5th year of ownership it's now finished and ready for testing. Motor rebuilt again and refitted after the oil disaster! Then balancing carbies and the first dyno. This discovered the magneto was failing under load. Advanced Magnetos of Victoria did a fantastic job. Can't speak highly enough of John Niddrie who re- magnetized, and really refurbished it to better- than- new condition. Bill Hansen commanded the black art of tuning on the dyno again and after many runs got about 320 atw running on BP98. That'll be enough!!

(Photo left: A clear coat was applied to lower front to reduce the stone induced "badges of honour")

Did a few laps at Mallala to bed in the brake pads, see what I hadn't tightened up and what fell off!! Thankfully nothing major - discovered a couple of little leaks, cooling ducts secured and that's all. Photos for CAMS C.O.D. (at right), new tyres ordered, so I should be all 'GO' for the Adelaide Motorsport Festival Sprint at Victoria Park on December 1 & 2.





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PROJECT BB661 DEBUTS AT ADELAIDE FESTIVAL OF SPEED

It is fitting that the Adelaide Motorsport Festival be the first event since the restoration. The old CAMS Green Log Book shows the last race event was October 1978! 40 years is a long enough wait. Nice day for a drive.... (photo right) Scrutineering today at a local Holden dealer's service centre. By chance I met up with **NOEL HURD**, the first driver of the car when owned by Globe Products. A fantastic moment! He is such a Gentleman with a mind like a steel trap remembering all the fit- out when he raced it and noticed my minor changes. **MARK GOLDSMITH**



At left **NOEL HURD** takes a keen interest in the restoration of the Elfin 400 Cobra.

The grin says it all! **MARK GOLDSMITH** at Adelaide Motorsport Festival 2018.



The Elfin 400 Cobra in action at Adelaide ahead of fellow EODC member **NIGEL TAIT** in his Match SR4 Repco. The race was won by EODC's **LAURIE BENNETT** in his McLaren M1B, with Mark placed 4th. Well done guys!

(Photo by John Lemm)

FACEBOOK:

For those interested in social media **MARK GOLDSMITH** and **JAMES LAMBERT** have been using Facebook as a way of sharing images and successes of Elfins of the past. There is a wealth of history contained on these sites and yet another way of sharing your memories and photos. Why not join all pages! **ELFIN 60's Sportscars**, **Elfin Types 600 to 600E** and **Elfin Monocoque Aficionados** - devoted to the sharing of Elfin information and car history.





ELFIN OWNERS AND DRIVERS CLUB INC.

60 years of ELFIN champions!

Can you believe it is 10 years since we celebrated the 50th Anniversary of the registered birth of Elfin Sports Cars? Time flies almost as fast as our Elfin cars!

In 2019, it is intended to celebrate under the banner of:



The word **CHAMPIONS** is appropriate for the cars, the drivers, the employees and the fans.

During the year there will be some significant happenings:

- A limited edition 60th anniversary EODC cap
- The launch of a new book "ELFIN The Spirit Of Speed"
- A photo opportunity for cars to form a giant figure "60" for an aerial photo for publicity

Although we are still in the planning stages, ELFIN deserves a series of events throughout the year, culminating in a national celebration in South Australia (Elfin's birthplace and home of **GARRIE COOPER**.)

It is hoped that this event will be supported by State events (as happened in Queensland at Lakeside in 2009) for those who can't make the national, or who simply want another chance to be an active Club member.

The following State co-ordinators have agreed to liaise with the anniversary panel (**CHERYL REID**, **BILL HEMMING**, and **MIKE BARKER**)

South Australia ... **MARK GOLDSMITH** (0412 671 671 or goldy@adam.com.au)

Tasmania ... **RON LAMBERT** (ron@seattleservices.com.au)

Queensland ... **ELAINE HAMILTON** (0418 870 782 or vprojects@internode.on.net)

Victoria ... **CHERYL REID/MIKE BARKER** (0419 581 815 or reidywithchampers@yahoo.com.au)

New South Wales/ACT ... ????

West Australia ... ????

At this stage we are proposing

- 27/28 April - Mallala Historic meeting - display and special 'Elfin only' regularity run.
- 29 April - The Bend Hotel - gala dinner.
- 30 April - The Bend - a full day of track events for Elfins.
- 21/22 September - Baskerville Historics meeting - display and dinner.

As a Club member, please feel free to give us any suggestions or nominations to make this event even more significant.



ELFIN OWNERS AND DRIVERS CLUB INC.

VALE:

DON HALPIN left us on October 23rd. A wonderful guy who was well known in motor racing circles for his skills and knowledge in the building and running of racing car engines. Don's history at Repco went back many years and in fact he was at Repco Research when it was still at Brunswick. There he would have worked alongside Charlie Dean of Maybach fame and who along with the Chairman Sir Charles McGrath was a Repco director supportive of motor racing activities.

Don also worked at Repco Brabham and later Repco Engine Development Company at Maidstone where his skills were invaluable for the development and building and testing of the Repco Brabham and F5000 engines. When these operations wound down Don came to Richmond to our Engine Technical Centre where among other projects he helped with our alternative fuels engine testing using ethyl alcohol in diesels, also vegetable oils in diesels, and many other component development projects. He was heavily involved in the restoration of the Repco Brabham BT19 after Repco bought it from Jack Brabham, even swapping a 3 litre engine he'd built up for the 2.5 litre engine that came with the car. He had the privilege of driving it on a few occasions most notably at the first Australian Grand Prix meeting in Adelaide where he drove it all the way from the city up to the Eagle on the Hill!

Don also worked in the laboratory of the Department of Mechanical Engineering of Melbourne University, under Doctor Harry Watson. These projects included combustion research, valve train design (even using a single cylinder Repco Brabham engine) and running spark ignition engines on hydrogen. I know how much Harry appreciated having Don's exceptional skills and practical knowledge.

Through all this Don maintained his home workshop, building, maintaining and upgrading various racing engines for his faithful clientele. So many races have been won by his engines. So many drivers can thank Don for his expertise. Eventually Don found he didn't have time to work for anyone else and following the move of Aileen and himself to Lockwood, near Bendigo, his engine building was only at home.

Don's knowledge and practical skills with the Repco Brabham engines were incredible and many owners of these engines, even some overseas, can thank Don for his ability to find or make parts, even from castings for which he had many moulds which would otherwise have been discarded.

Don was a very quiet achiever, never one to sing his own praises. He just got on with his professional life in a calm and quiet way, he was held in high regard by all. His family adored him and he adored his family. All those he worked with liked and admired him without qualification.

Another good one gone.... Rest In Peace, Don.

NIGEL TAIT

DICK WRIGHT

It is with considerable sadness that I must advise the Elfin community of the passing of Richard 'Dick' Wright last Saturday night (December 15th), following a long battle with leukemia. He passed away peacefully in the Mary Potter Hospice, surrounded by all his family, as had been his great wish.

Dick's condition had worsened over the past couple of months but he fought the illness valiantly, never giving up or letting what became quite invasive treatment, get in the way of enjoying his life, or prevent him getting out in his Elfin.

He was of course, the owner of a beautiful supercharged Type 3 Clubman, a car he loved dearly, and used as often as he could, and which he proudly shared with his son Richard Jnr in supersprints and hillclimbs.

He was also known to many other Elfin owners and enthusiasts, meeting many interstate visitors when they attended in Adelaide for the Elfin displays at the Clipsal 500/ Motorsport Festival.

Dick asked that his funeral be a private family affair, but in typical style, he asked his son Richard Jnr (we in the clubbie fraternity unkindly referred to them as 'Big Dick' and 'Little Dick', much to Dick's delight!) to hold a party to 'see him off', and that is exactly what happened on Friday 21st, when friends gathered at his home to celebrate his life over a glass or two of red.

PAUL DOUBE



ELFIN OWNERS AND DRIVERS CLUB INC.

MEMBERSHIP:

We wish to introduce our newest member to the EODC.

No 678 - WAYNE GEORGE (VIC)

Wayne was recommended to the club by **WARWICK FOLETTA** and owns a 2005 sports car (TRF LeMans) that was designed and built for the late Heath Ledger. The car was then sold to a Western Australian owner who used it for clubs events in that state. Welcome Wayne!

FJ DONOR ENGINES FOR SALE

- One 109E engine, water pulley to flywheel, in/out manifolds, sump to head, fuel pump complete
- Two 109E engines, head to sump complete. front pulleys, no flywheel - lighter to move.
- One 105E sump and block, complete internals' front cover etc.
- Two VW tunnel boxes , internals, 1 missing the end cover, otherwise complete.

Different prices, bring a trailer or your SUV and take the lot, or pick and choose. (NSW location between Woolongong and Jervis Bay)

Contact **PETER JOHNSON** at **0411 195 937**

or peter@peterjohnson.com.au

WANTED:

Any 600 parts front and rear uprights engines gearboxes anything!!!
Am racing 600B overseas all throughout 2019 and prefer to take spare parts with me.

Contact - **STEVE WELLER**

steve@millhillgroup.com.au



2019 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 2019.

☐

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 2018

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

☐

tick if other details have changed

email reidywithchampers@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 Cheryl Reid
2/6 Merton St
IVANHOE 3079

or email reidywithchampers@yahoo.com.au