

ELFIN

OWNERS AND DRIVERS CLUB INC.

NEWSLETTER



NUMBER 154 – December 2022

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ELF - IN



❖ Small, slight, and delicately - made and proportioned, quick, agile and delicate (as in movement or thought), having an otherworldly, unearthly or magical quality.

- Webster's Dictionary.

Committee Nominations

At the AGM in March 2023, we will be calling for the election of a new Committee for the club.

Nominations are open for:

- President
- Vice President
- Treasurer
- Secretary
- Social/Event Secretary
- Membership Secretary
- Newsletter Editor
- Parts Procurement Manager
- State Co-ordinators

Please send Nominations, suggestions to bill@elfinheritage.com.au

Any successful appointees can expect hands-on help from the existing Committee members. The Club is in a sound financial position and the large and enthusiastic membership base deserves good management.



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Spring 2022 has been a very busy time with the world springing back into action post Covid and post-election. And Elfin and their enthusiastic punters have been in the thick of things with events at Eastern Creek (SMSP), Morgan Park, Grafton Hillclimb, Winton, The Bend, Baskerville and Sandown. There may have been other events, however we need members to notify us (bill@elfinheritage.com.au) with brief reports and photos.

Unfortunately, there will be nothing to report from Wakefield Park as another circuit bites the dust due to noise intolerant cows and farmers. The world has officially gone mad! But there are some great opportunities coming in the new year, including the Elfin dedicated Rob Roy Revival meeting in March, The Adelaide Festival of Speed on the same weekend in March (how's that for planning!!!), Phillip Island in March, The Australian Grand Prix in March incorporating the EODC AGM and BBQ at the Elfin Heritage Centre, Mallala in April and hopefully an Adelaide based EODC BBQ tba.

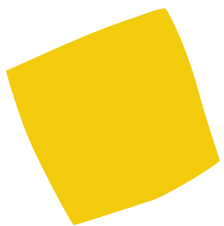
Unfortunately, a few will miss these events due to the sad passing of much-loved members like Bernard Boulton (C3 Clubman), and champion driver Greg Cusack (FJ and Mallala). The EODC passes on heartfelt condolences to their loved ones.

2023 should also welcome back a few super significant cars, emerging after long restorations, including the one-off Elfin 350 championship winning sports car (now sporting a Twin Cam Ford in place of its original Coventry Climax), the ex Bryan Thomson Elfin Mallala (also sporting a Twin Cam Ford in place of the original Coventry Climax), and the last built Elfin 400 in New Zealand with its big block Chev as originally raced by Andy Buchanan to a NZ Sports Car Championship.

Our new, efficient and enthusiastic Membership Secretary is in the process of introducing a plastic membership card. A separate membership form will be forwarded for 2023. Refer any membership enquiries to Phil Carter at: carterracing1@optusnet.com.au.

THE ELFIN SPIRIT LIVES ON!

We wish you a **Merry Elfin Christmas** and a happy new year!



Bill and Abby.





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BITS 'N' PIECES

Wanted – A Magnesium Foundry

Over the past 20 odd years, we have been fortunate to be able to supply magnesium alloy replacement parts (wheels, uprights, steering racks etc) using the original Elfin patterns saved from the original Elfin factory. These parts were originally made by the Commonwealth Aircraft Industry in Melbourne which unfortunately closed down in the late 70's. Some employees set up their own smaller foundries to continue with the highly specialized craft.

Eventually, only one foundry was left in the Southern Hemisphere – CH Tooling in Melbourne – with its owner Steve Howell continuing to help keep our Elfins on the track. Despite the rapidly increasing costs of materials, Steve worked closely with The Elfin Heritage Centre to fulfil constant orders from Elfin renovators and over-enthusiastic drivers.

Unfortunately, Steve has been hit with a serious health issue and CH Tooling will be closing its doors this Christmas. If anyone is aware of a foundry that is willing to undertake magnesium alloy pouring, heat treating and diachromating, please contact bill@elfinheritage.com.au so we can continue to offer the service. At the moment, we may be forced to go overseas which will only add to the already significant costs.

In the meantime, the EODC would like to express our appreciation to Steve Howell for his past supply and offer our very best wishes in his current battle.

A Hoinville Honeymoon

Our dearly departed VIP member, Graham HOINVILLE, is still making his presence felt with his son Greg using his dads two favourite cars for the wedding.

The below photo is Greg and his daughter Kelly at her wedding a while back using both of Graham's cars. Greg drove the MG TC with the bride and his youngest daughter Rosie drove the Elfin Clubman with the second bridesmaid. Rosie handled the competition clutch without a problem!

Greg and Graham (deceased) were notable drivers of Elfins winning the Inaugural Grand Prix Rally in the old Clubman (in the photo) and Targa Tasmania class winners in a new C3 Clubman.





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Streamliner Bonnets

Anyone who has damaged their aluminium bodied race car will know the anguish in firstly, finding a reliable skilled bodybuilder, and secondly, finding the money (and lots of it!) to make satisfactory repairs. This is especially true of the beautiful, all aluminium Elfin Streamliner with its gorgeous, sensuous curves.

Pete Ffrench, who has been restoring Streamliner #3 at The Elfin Heritage Centre, has made the sensible decision to fit a fiberglass bonnet so he and his sons can drive with gay abandon.

He has commissioned the best fibreglassers in Australia (Raceglass) to make a mould from his properly restored aluminium bonnet (at the cost of a gazillion dollars) and can now supply a lightweight fiberglass bonnet for \$3000. That's less than a quarter of a repaired or remade alloy bonnet.

The first two Streamliner owners who have seen his product have immediately ordered one!

Anyone interested should contact Pete at pete@elfinheritage.com.au.

We are now looking to locate an existing mould for the Streamliner rear body which is believed to be in Adelaide. With a full GRP body, you can drive really badly!!



Wooden It Be Nice

The admiration for ELFIN knows no bounds. Geoff Wicking sat at his kitchen table with a block of wood and a pocketknife and spent 6 months carving out this magnificent MR8 model. It was all done from photographs and accurate drawings of the real car. The talent and imagination of Elfin enthusiasts are fantastic.

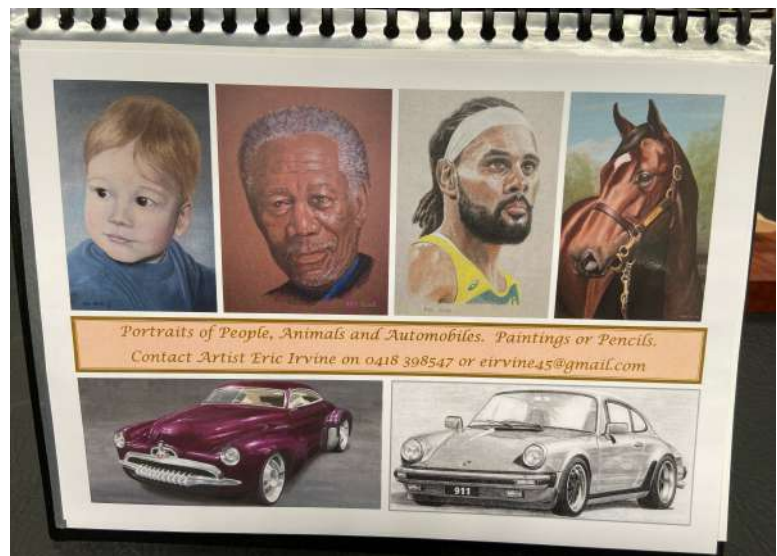




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Geoff was helped by his great mate Eric Irvine who has produced some magnificent drawings of Elfyns over the years (he can portrait your car on commission). Eric did some scale, detail drawings for Geoff

His only fee for giving Bill Hemming this model of the car, was a couple of laps at Winton in the real thing. We had a wonderful day where Eric drove beautifully. He later revealed his racing history in Australia and the UK. A fascinating story which we will publish in our next Newsletter. Our club is full of untold stories!





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Jacob Wingett

One of our junior members Jacob Wingett was driven to his year 12 formal in Bill Hemmings Elfin Clubman 1961 and escorted by his father Stephen Wingett. Jacob states "it was the highlight of the evening everyone wanted to know about the car he was dropped off in."



Grant Gray

Grant states it was great to see car shows are back into full swing after 2 years of Covid interruptions. The Sorrento Heritage car show was held this year in October at Nepean National Park Portsea. There were 300 cars on display with over 3000 visitors, what a turnout!

This will now be an annual event, they have great facilities, BBQ and picnic facilities, food trucks, supplier displays and more!

A cracking day the bring out the Elfin! Many of you may wish to consider participate in this event next year.





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Updates:

Regularity At The 2022 Sandown Historic Meeting – Written By Rob Nethercote



(Photo courtesy of Rob Nethercote)

Regularity provides a very good opportunity to compete and show a racing car without endangering it to any extent. The rules are designed for safer passage by eliminating over-ambitious passing in corners and keeping speeds sensible by having a minimum lap time. It is competition designed to encourage drivers and cars that would not otherwise compete, to test themselves against the clock rather than a race to the finish.

My 2001 Elfin Clubman Type 3 is not an historic racing car, at this point, but is accepted as an invited entry for Regularity in VHRR historic meetings, largely as it resembles cars from an earlier era. It runs a Toyota 1600 twin overhead cam Silver 4 AGE engine matched to a Toyota T50 gearbox.

It is #19 and the car Bill Hemming had built to show the marque to potential buyers of kit or factory-built versions. Seventy-five were built and, as Bill knows, mine is a viceless joy to drive and, as he says I won't sell it back to him, he has now acquired another Type 3 for himself. Remembering the spirited 'dicing' last year against an L34 Torana, E Type Jag and a very well driven Datto 1200, where we had all nominated the minimum lap time of 1m35s, I entered again for the Sandown Historic meeting on 5-6 November.

This year, the competition was some big-bangers, including a Mustang, a Daytona, a Cobra and an array of other smaller cars, including Steve Wingett's newly acquired and beautiful red March Formula Ford which was having its first run with Steve driving. Daughter, Abby, was in Bill Hemmings 1962 Elfin Clubman, also red, with Nigel Tait was in support. Fortunately, whilst there was one hiccup for Abby in Race 2, Nigel's skilful use of red racing tape worked a treat.



(Photo courtesy of Rachel Daniels – Abby's Mum)

The other Elfin in the field was Bill's Formula Vee, driven by Shane Lee, who is a master of stroking it to a particular lap time, making him a Regularity trophy winner.

Sadly, although my Elfin made it onto the track, I didn't as I was struck down with an infected eye. Rather than withdraw, I bequeathed her to Paul Zsidy, a current Australian Formula Ford Driver.



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What a joy I had seeing Paul running at the head of the field, but he hasn't quite learned the art of Regularity and a back flag in qualifying and another in Race 3 had him returning the car early onto its trailer and heading for home.

There was a definite benefit in this in that she lives to fight another day, next at the Geelong Revival. Watching a replay of my car on Blendline TV, showed it to be the good thing that it is.

A further bonus of the TV coverage was watching smaller cars that handle working away against those with V8 power. Abby and Steve both nibbled successfully at the Mustang and the Daytona on successive laps. David and Goliath all over again!



Baskerville Report 2022 Provided By Goldy

Baskerville is a fabulous Country racetrack at northern suburb of Hobart, Tasmania. Recent Covid Virus restrictions ruled out last years Historic Meeting so there was a fair bit of enthusiasm for the Heritage Centre to have a crack at this year's event. Unfortunately, Bill Hemming would not be available as he was racing at Goodwood, so Mark Goldsmith stepped up to coordinate a range of Elfins across the Historic range to represent the Large Island!

With the aid of the Elfin Transporter and another trailer 5 cars were loaded and ferried to



(Photo courtesy of Mark Goldsmith)

Hobart. For open wheelers, Norm Falkiner brought his '67 Gp O Mono, Laurie Bennett his beautiful '68 Gp O Type 600c #6802. The Sportscars were all Adelaideans with Dan Jeffries' 1960 Lb Streamliner #005, Richard Nitschke's 1967 Gp O Type 300 #SS67-6 and Ringmaster Mark Goldsmith loaded the 1966 Gp O Type 400 # BB661. The stage was set! Bill gave Mark G, the truck keys and a slip of paper describing the uniqueness of the driving the Transporter.... What could possibly go wrong!



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Other Elfins being represented at the Event were Taswegians Malcolm Boyd, Type 792 Gp R and Jeremy Dyer driving Kevin Millers fabulous Elfin 300 powered by a Supercharged Lotus Twin- Cam.

Founded in 1954, the Hobart Sporting Car Club built the circuit on Farmland with a natural amphitheatre provided by Calvin Morrisby in 1958. The Track is a permanent circuit of just 2.01km and the second oldest continuously run, Australian racetrack behind Bathurst. Mark 'Goldy' Goldsmith commented that "it's sort of a cross between Collingrove Hill Climb and Winton!"

The Baskerville Historic Committee were very helpful in enabling the Transport, Marquees, Parking for the Elfin Heritage 'Equipe' with a shout out of thanks to all but particularly Don Potter and Peter Killick who work hard to 'make-it-happen'. The event is like all Historic circuit events. Huge reliance on Volunteers and they were outstanding. The track had been given a big birthday with maintenance and fresh paint on everything including on-track grid positions. Dummy Grid had their own team that displayed outstanding performance according to Elfin Drivers.

The weather overall was a bit iffy and the area had received a lot rain in the preceding week. This made for a pretty muddy pit paddock. Most Marquees were erected on pavement concourse which catered for plenty, and the rest fended for themselves with Popups and carport cover. The Elfin Heritage Team were in the Paddock, inside a Marquee and they appreciated having side curtains keeping the wind out.



(Photo courtesy of Mark Goldsmith)

Friday Practice and Qually was a settler and one session the heavens opened, and they were completely washed out. Goldy said with a laugh "Water was washing off the front wheels and pouring over my ankles on every corner. I was sitting in a shallow bath". The end result for Saturday's race was Dan Jeffries headed the Lb's and Malcolm Boyd just one second off pole in Gp R and Laurie Bennett fastest Gp O.

Racing on Saturday was dry with the occasional sprinkles and Laurie as expected drove beautifully to be well clear of the other 'Os' by a good 3 secs and Dan leading the Lb's. Some good dicing was seen between Goldy in the 400 and Dyer in the S/c 300. Very close driving but sensible. These cars put on a good show as the grunt of the Big Banger could get some clear air on the straights but the handling and the huge torque through the tighter sections was clearly the 300's strength. Goldy openly admitted Jeremy was all over him 'like a bad suit' and simply out drove him. 'I left the door open for a split second and whoosh he was there out



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braking me, and passed! Once he was ahead of me, I couldn't pass him! Brilliant racing, I loved it!" Both Goldy and Nitschke had offs as the track was drying out, but no damage.

Sadly, tragedy did strike Laurie Bennett where he was the bystander and the victim of an aggressive passing manoeuvre by another car sending him into the wall... Just so bad. The



(Photo courtesy of Kevin_g_motorsport)

general feeling was that the Historic racing is not about this. Laurie, obviously disappointed, is beavering away sourcing parts etc to get this car back on the track. Sunday racing was wet then dry and we had a morning race, clear and a late afternoon race, just clear. Malcom Boyd steering the Type 792 got to be in the 55 secs per lap and Goldy pushed the Big Banger but could not break the 1:00 minute mark.

Jeremy Dyer was a DNS with a gearbox issue and Nitschke's 300 starter motor found some gremlins. Norm Falkiner stormed the nimble Mono in a cracker fastest lap at 1:0023 which would have pleased him. By the last race the track was getting very cold but Jeremy Dyer, 300 S/c, with a refitted gearbox selector showed a clean set of heels. Starting from the rear of grid he worked his way through the field in just 7 laps beating Malcolm Boyd by just 0.29 of a second. In closing Goldy summed up "The Event was extremely good. The Track was extremely good! After event Auction, Barby, prize giving we're all very relaxed and good fun."

Trophy hardware went to a few Elfyns, and Mark Goldsmith also was awarded the HCCofTAS Race Committee's Perpetual Trophy. Loading up the Transporter was an all-in event and was all done in a couple of hours. I was asked to also mention special thanks to Jan Taylor for sustenance (and good humour) and to Jim Hardman who prepared Norm's Mono and joined in at the Track. He helped all of the cars at some time over the weekend and was key in getting the cars loaded and secure. After loading some went off on a short Tassie holiday some flew back to Melbourne Sunday night with Richard and Goldy taking the valuables on the Ferry and back home with Jan and Laurie making sure they didn't play up too much!



(Photo courtesy of Kevin_g_motorsport)



(Photo courtesy of Mark Goldsmith)



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Expression Of Interest – Track Day/ Test And Tune Day

Like all of you, we love every opportunity to get our vehicles out on track especially if they are not road registered. Feeling that sense of excitement and thrill as you see the green flag is waved and the meeting begins.

With this in mind, we would like to see who would possibly be interested in doing a track day as a club. This would be a great way to get the cars out of the garage and clean out the cobwebs. This is just an expression of interest to see numbers and if this is even possible.

I have created a quick survey link if you could please complete this or alternatively email me on abby.m.wingett@hotmail.com.

Depending on the volume of interest we may need state ambassadors.

Survey link: <https://www.surveymonkey.com/r/QK7VZVX>

Please let me know if you have any suggestions or questions.

Merry Christmas Gift Special (Prices are valid until the end of 2022 only!)

Polo shirts are available in S,M,L,XL,XXL,XXXL – Polo shirts are **now \$20** they were \$35

Caps are **now \$10** they were \$20

Post and packaging per order is \$10

Please contact Bill Hemming on 0408 059 002 or bill@elfinheritage.com.au.



60th Anniversary Caps -\$25 plus \$10 postage
60th Anniversary Car Stickers \$15 each or 2 for \$20

Please contact Cheryl Reid on 0419 581 815 or reidwithchangers@yahoo.com.au.



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Of the limited print run of 1350 books,
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for details and testimonials and how to order.

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THE SPIRIT OF SPEED

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SPECIFICATIONS				
BY	ELFIN	The Spirit of Speed	WEIGHT	5 kgs
SIZE		290 x 270 x 55 mm	BUILD	1350 limited print run
CAPACITY		704 pages	EDITIONS	Standard, Limited & Ultimate Editions

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Membership:

We wish to introduce our newest members and wish them many years of enjoyment with the EODC.

No 698 – Murray Smallfield (NZ)

Murray is the lucky owner of the fourth and final Elfin 400 which has been undergoing a lengthy restoration in Auckland. This very special car is a longer, wider bodied 400 fitted with a big block Chevy. It was campaigned very successfully throughout New Zealand, initially with Andy Buchanan. The car is due for completion and relaunch early in 2023.

No 699 - David Ferguson (VIC)

David is the new custodian of the prototype MS8 Clubman which as used as the development car from 2004 to 2006 for the production cars. It was raced and tested by Larry Perkins, Cam McConville, Peter Brock and Greg Murphy and used as the road test car for motoring writers throughout the world.

New Owners:

Jamie Cole

Jamie has recently taken over Mono chassis M6446 and is completing a full restoration of this beautiful car. 6446 was previously owned and very successfully campaigned by South Australian Mel McEwin. We can't wait to this car return to the track.



Matt Scott

Has recently acquired an Elfin Streamliner at the auction in Tassie. He is hoping to get this car out racing next year.



For Sale:

Elfin Catalina 1963

Bare metal chassis restoration, complete new steel engine, stripped and refurbished Hollinger 4-speed CR gearbox. Fresh sand bent exhaust system. Stunning fibreglass bodywork. Magnesium wheels. Plus, spares, jigs, and patterns. This is the last Catalina made, sold to Noel Hurd in SA, can run 1500cc, or the fitted 1100cc junior engine. A large amount of historical pictures and race programmes are available. Dyno time only.

Many photos and specs are available if you're interested. Please call Peter on 0411 195937, or email peter@peterjohnson.com.au if you have any questions.





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"Genuine" Clubman Replica

The last of 7 Clubmans built in Adelaide in 1969 as "continuation" cars using the Elfin jigs and personal after the original Clubmans were delivered (14 cars 1961 to 1965).

Known (and log booked) as a NOVA SRR, the car has enjoyed many competitive years in Victoria with George Makin, and later in Queensland and NSW where it is still competitive with its 85-year-old owner who now wants to see a new owner enjoy it.

Fresh Engine, great brakes, lsd, new Kuhmo tyres.

Call with sensible offers:

Rod Pugh 0448 575 090





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Membership Application

Name (PLEASE PRINT)

.....
.....

Address.....

.....
Postcode.....

Mobile No

Email.....

I am an owner/ex-owner/entrant/driver/mechanic/enthusiast of Elfin cars. (Please circle)

CAR..... YEAR OF

MANUFACTURE.....

CATEGORY.....

ENGINE/CAPACITY..... 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 **Phil Carter**
26 Bath St
Glenelg South
Adelaide SA 5045

or email carterracing1@optusnet.com.au

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