



March 2013 Newsletter



Always delighted to hear from ELVA owners who want to share their enthusiasm, particularly when they have restored a car of considerable historic interest such as the ELVA-PORSCHE rebuilt in South Africa by Clive Winterstein. The car and owner/driver recently had an outing at the Kyalami circuit with details at [the Elva Forum](#) . There is more about the ownership history of 70/067 in the ELVA book.
Image is Clive and 70/067 in action

Those with long memories and probably rather grey hair, might recall that I was fortunate enough to find the ex 'works' Mk.II sports racer which originally ran with the ELVA-FORD 100E (OE) engine and the Ashley Laminates (later became Falcon) grp body. Having been used as a prototype 'mule', the car was rebuilt with a Climax unit and rebodied in aluminium by Moore and Tye to be raced by Robbie Mackenzie-Low and sometimes the wonderful Archie Scott Brown.



To have the car and Robbie invited to the 1998 Goodwood Revival was most certainly an ELVA highlight but as happens the car was later sold and now belongs to Paul Adams who visits his homeland on business from his present location in Colorado. We arranged to meet in the Hastings area and visit Alan Jenner and son Ian at the workshop where the early ELVA sports racers were so skillfully clothed in the the aluminium bodies. We were also joined by two former ELVA employees from the era; Bob Curl and Tony Recknall. There were plenty of stories to be told and Alan and Ian spared us valuable time despite a very busy workload, which includes new aluminium panels for my ELVA Mk.IB. The stories continued in a nearby pub, with Paul enjoying a plate of traditional "Fish & Chips" .. he'll never learn! However a great day much enjoyed by all.
Image is Paul and Alan exchanging stories



Another recent and most welcome visitor was Mark Francis, a very proud new owner of a BMW powered Mk.VIIS, who had stepped off a flight from a temperate Southern California to be greeted by an icy wind and plenty of UK snow!

We met in Brighton and slid our way through increasingly white streets to find a snug hostelry where we chatted "ELVA" while gently consuming some locally brewed beers. Now Mark knows why we drink "warm" beer in the UK!

Image is Dunbar rescued from the Brighton snow!

The ELVA Engineering van attracts further attention with a feature in the top classic magazine "Classic Motor Monthly" which is available on subscription and extremely good value too. Absolutely packed with information, useful contacts and suppliers, the publication is well worth a look at <http://www.classicmotor.co.uk>
"For Classifieds, for Events, for Spares & Services - for REAL enthusiasts worldwide."
[This link is to the article PDF, Fordie's Favourites](#)

An interesting item recently offered on eBay was the unique jacket worn by Mark Donohue. Mark did start his racing career with an ELVA Courier and praised the neutral predictable handling.

He then moved to the ELVA Formula Junior and a fabulous, successful career before his untimely death. I look forward to expanding on this story soon.

Images show Mark with the '000' Courier and the special '000' jacket.



For some time I have been aware that the ELVA website has not given much space to the Formula Junior cars designed and built by the ELVA team, due at least in part to the superb work undertaken by Duncan and Sarah at the FJHRA.

There is always plenty to [explore at their website](#). However, contact from a previous owner of an ELVA "300" series F/J prompted me to share and compare some F/J information, and Daryl Wilson has been very proactive in searching further into histories and the current locations of all of the "300" cars.

You will find [details on the Elva Forum](#) with more to follow. It might be an appropriate time to undertake a similar exercise for the "200" series cars, and to whet your appetite here are a few images of the red 'works' car, one of two, with much more to appear on the ELVA website soon.

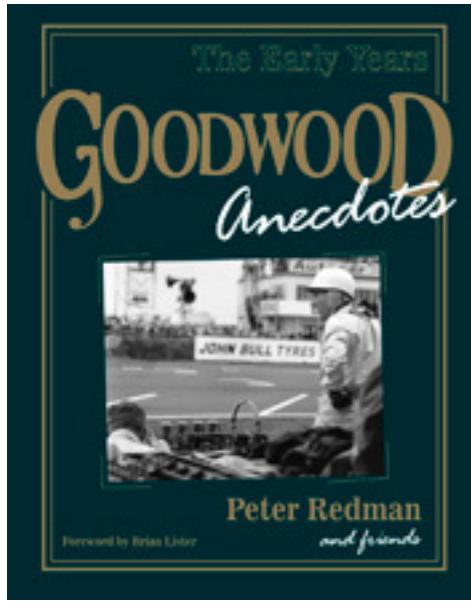
Images show the '200' Series F/J

Not many opportunities to find an ELVA Mk.VI so take a moment to look at a fine example at [Cars For Sale on the ELVA Forum](#).

We made a one day trip to a very busy Race Retro this year and met with many people; friends 'old and new'. Pleased to see one particular old friend on display being ELVA Mk.VIIS (BMW) # 70/046, a car we rebuilt back in 1990, and by good fortune met with Oliver Eaton and his Father who had purchased the car the day before! Oliver has already been track testing the Mk.VIIS and is looking forward to a busy race schedule during 2013. I feel sure that he will do extremely well in the ELVA.



Image is Race Retro 2013 and 70/046



Finally, I have previously recommending various motorsport related books and here is another.. "GOODWOOD ANECDOTES .. The Early Years" by Peter Redman. This book has just been published by [IM Publications](#) and contains many anecdotal stories and images from the era we respect and adore. ELVA content of course but also much else to read and enjoy.

One short 'Postscript' that made me smile tells of a regular competitor who was having a trial in a Lotus 11, but returned to the paddock complaining that he could not keep it in a straight line down Lavant Straight. He pointed out his grievance to designer Mike Costin to be told "Well keep your #!#!#!# hands still then!!". I recall Frank Nichols telling a somewhat similar colourful ELVA story although his recommendation was not to grip the #!#!#!# steering wheel so hard. So if you are flat out; your car feels light and wants to wander, then remember the words of of those two wise gentlemen. Steady hands and no white knuckles. It works! Just remember not to shut your eyes!

Put this book on your wish list!

Thank you ...

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