



ELVA October Newsletter

Apologies for the recent lack of news but as mentioned on the Elva website, I have been involved with a time consuming house move, however progress has been made and I can now return to some updates via this overdue Newsletter.

Firstly a little reminder regarding listings of Elva cars and parts being offered for sale or wanted on the website; these are now shown within the [Elva Forum](#) which can be immediately accessed from the link on the website Home page.

You do not have to register unless you want to fully utilise the Forum by posting perhaps some information to share, pose a question, or make a request, albeit we have to daily moderate the site due to the few idiots who try to use it for inappropriate reasons. The advantage of using the Forum is that listings can usually be quickly added, modified or updated by myself or Graham if it becomes too technical!

I make no apologies for repeating the request for feedback with regard to the proposed reunion in the States to celebrate the formation of "ELVA" during 1955. This must and will focus on the unforgettable input of Chuck Dietrich as without Chuck, I very much doubt that Elva Engineering, or later Elva Cars, would have celebrated a 3rd birthday let alone a 60th. Please go to the Forum to read some of the suggestions for possible locations for this important event, then express an opinion on the Forum or email me direct.

[Go to the Elva Forum link](#) (Index - Elva Events - 2015 A Diamond Year)

Our 60th DIAMOND Celebration

It is not easy to gather together Elva cars and owners in one location due to the relatively small number of cars built and the fact that they are now scattered worldwide. I would dare to suggest that the best celebration was at Road Atlanta way back in 1990 when after a huge amount of effort and commitment by all concerned there were over 50 cars and some great racing.

Looking ahead, we have the Elva 60th Anniversary to enjoy in 2015 and if this is going to be a truly memorable event then we need to make decisions very soon and get commitments from those who want to be involved. I have a 3" thick file of correspondence relating to the Atlanta gig, but 20 plus years on I do not have quite the same levels of time and energy and we therefore need to have a small team of people to get this happening.

I can think of some enthusiastic owners who I feel sure will be pleased to help, so do make contact and prove that you are not one of those who sit on the sidelines doing Sweet Fanny Adams yet are ready to complain if nothing happens!

I am already indebted to Stan Mason who has corresponded with helpful suggestions which include the possibility of holding the celebration at Put-in-Bay. This location has very strong Elva connections from the earliest days thanks to a great driver and an extremely nice man named Chuck Dietrich. Bob Engberg has good ideas too, with Watkins Glen (SVRA) also added as a possible venue.

At this stage all options should be considered so put your thinking hats on and overwhelm me with ideas. I am currently overseas without guaranteed Internet access at all times, so please let me find a bunch of supportive messages in due course. It's over to you.

More News

Delighted to receive confirmation today that a UK Courier with road registration number 'VGN 111', being the first customer Courier produced at Bexhill, has won the 2013 MGCC Thoroughbred Championship in the extremely capable hands of driver Pete Barnard.

This important car deserves a more than a few words of recognition, but briefly was purchased by John Playfoot, who ran the machine shop for Elva for many years and was a major contributor to the Elva story due to his engineering skills and outstanding capabilities both in the machine shop and on race days. Courier 'VGN 111' had been well used and was therefore thoroughly rebuilt by Playfoot Engineering.

Much involved was another Elva engineer Tony Barnard who had worked on the production of the last of the Elva sports racers and McLaren-Elva series. Time has marched on and it is now Jonathan Playfoot who is the talented engineer running Playfoot Engineering and Pete Barnard who drives the superbly prepared Courier to achieve such outstanding results. Interestingly the same car was being run by the same team who won the same Championship some 21 years ago but with another very capable driver Allan Miles.

You might enjoy a visit to www.elva.com/history/may06-jottings.html More on this to follow.

John Lindsey from Canada has been beautifully preparing a Mk.VI 60/23 for an enthusiastic new Elva owner John Feng and hopefully the car will be ready for early next year.

Image shows progress a few weeks ago.



Rick Marks is located in Australia and achieved several Historic Championships in Courier 100/48/L from 2006-2010. Any early history would be much appreciated as per the request on the Forum. Meanwhile an image of Rick in the Courier, both now semi-retired.



A nice action picture from Brent Martin of a Courier at a rather wet B.C. Historic Race meeting earlier this year. (www.martinsactionphotography.smugmug.com)

Goodwood Revival

The Goodwood Revival was another amazing event despite the promise of a weekend storm which turned out to be just a few scattered heavy showers. The Elva Engineering van created interest as always despite being rather tucked away, but the highlight was the fabulous win by Chris Drake driving the ELVA Formula Junior '300' in Chichester Cup race. There was also a special gathering in memory of Bruce McLaren with several early team members attending. A noisy applause was provided by Elva owner Roger Wills who enthusiastically pumped the go-faster pedal of his lovely McLaren-Elva M1B. Great stuff!

Do please email me with more ELVA news and I will endeavour to include next time. Thank you.

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