



ELVA Newsletter September 2016 #1

This is a rather overdue Newsletter for which I must apologise, but the hugely exciting prospect of seeing ELVA return as a highly respected serious manufacturer of an extremely potent high performance track car has taken priority.

There is not too much that I can reveal in the short term, but a Steering Group has been involved in some of the decision making, and a substantial amount of money has been promised by investors.

Mike Earle, the hugely experienced owner of a Company with a compelling history which includes Formula One and every aspect of the production of many serious competition cars, is to oversee the build of the new ELVA prototype car in Sussex, the home of ELVA from the earliest days.

The ELVA team behind the project again consists of greatly experienced people including Steve Nichols who designed and ran the MP4/4 for McLaren, the most successful Formula One car to date. Steve has also worked with Ferrari and other top Formula One teams at the highest level alongside many of the best known drivers of the era.

We are happy to share further details and images with those who sign a NDA and there is a great opportunity to become involved, perhaps as an investor which could attract important UK (EIS) tax incentives, and to become a member of the ELVA team helping to guide this much admired project as it continues to move forward. Your enquires, interest and support will be welcomed.

"Motoring Classics" magazine

I was recently contacted by Gordon Bruce who produces the excellent 'Motoring Classics' magazine which is circulated quarterly with 'Octane' and 'Motor Sport' magazines plus is available as a download. The resulting circulation is around 75,000 and so it is pleasing that ELVA had a strong enthusiastic mention in the latest (Autumn '16) issue.

Worth a FREE subscription to download the latest issue, as a wide variety of informative articles are there to be read.

Take a look at .. <http://blog.motoringclassics.co.uk/subscribe-to-motoring-classics-magazine>

The Story of a unique car .. a 1967 McLaren-Elva coupe

Contributor of this story, Lars Vernersson, grew up on a farm in the neighbouring village to Hackvads Via. He is a journalist and lives in Helsingborg in the south of Sweden.

He has had a keen interest for cars and motorsport, but being just 11 years old in 1967, the time of the McLaren-Elva coupe story, Lars had only a passing knowledge of this special very local racing car. He thought it was now time to find out what really happened and made contact with the only person still alive who could tell the full story.

The fascinating history of the unique but short lived McLaren-Elva coupe resulted. Enjoy at .. <http://www.elva.com/news/20160824-mclaren-elva-coupe.php>



McLaren-Elva coupe



Carl A. Haas (February 26, 1929 – June 29, 2016)

It was an extremely sad day when I learnt that Carl had died despite having being aware that he had been unwell for a long time. There have subsequently been numerous glowing tributes to a man who contributed so much to motor sports at the highest levels, and without doubt it was a huge privilege to have been able to spend some time with him.

His early racing days were spent with a Chicago group which included Chuck Dietrich, Burdette Martin, Frank Belch, and Al Ross who all of whom became immersed in ELVA dealings which contributed so much towards the awareness and growth of ELVA as a successful manufacturer.

His U.S. meeting with Frank Nichols resulted in a trip to the UK to race a Mk.III sports racer which also gave Carl the opportunity to have useful discussions with Mike Hewland. Carl continued to promote Elva alongside the Chicago racing group and was soon selling ELVA spares to ELVA owners at circuits, the start of an immensely impressive business empire based at Tower Parkway, IL. Much more detail is, of course, included in the ELVA book.

What cannot be over emphasised is the huge contribution that Carl made over the years to ELVA thanks to both his business and personal relationship with Frank. He supported ELVA financially as a dedicated loyal importer and company shareholder particularly when things went so wrong due to monies unpaid by a U.S. dealership. That loyalty remained throughout going into the Trojan era and the early McLaren series, albeit that relationship was not the same as the earliest times with FGN. However, I re-established his contact with Frank and ELVA in the 1970's and his genuine continued interest and enthusiasm for ELVA was obvious. Carl attended several ELVA celebrations, particularly at Road America and he was most helpful with research for the book.

I had several visits to Tower Parkway and after a long morning meeting together with Jeff Allison, Carls' PA commented "That is the longest time Mr. Haas has ever given to visitors!". There are many wonderful memories including a VERY early wake-up call from a hotel receptionist to say that Carl was waiting downstairs to take me to breakfast! Invitations were offered to several IndyCar meetings including the one and only at Brands Hatch, and one of his characteristic cigars as a keepsake. Our final meeting was at Road America when we talked about his ELVA times and Carl asked about the new ELVA project. His interest was positive and supportive.

Carl was a man who had little time for small talk, but was always generous and admired by all who met him. He will, of course, be remembered as an outstanding businessman who achieved so much and contributed even more to the world of motor sport, including his F1 involvement with Beatrice, but best known, the Newman-Haas IndyCar team which continued to win a large collection of trophies over many years.

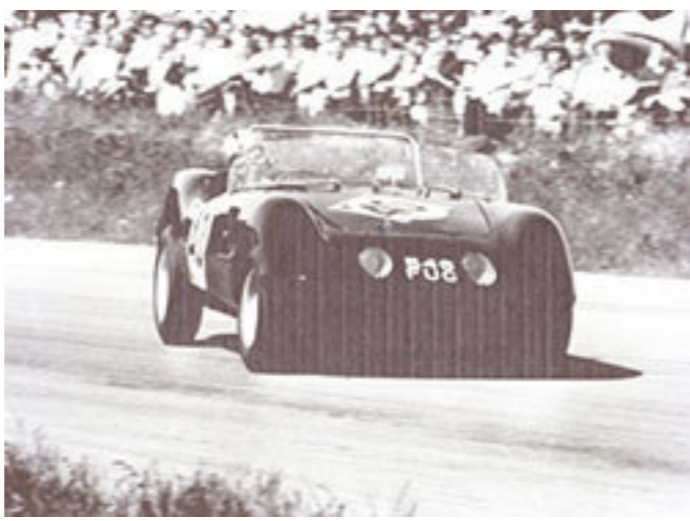
RIP Carl; you will most certainly be missed by very many. Our since sympathies have been sent to Bernadette who has been so very much an essential part of the Carl Haas story.



Carl Haas proudly displays his Pioneer In Racing Award. Dan R. Boyd photo.

Mk.3 Courier with a long competitive history just authentically restored

The story soon ...



Victory Lane photos

I always look forward to my monthly copy of the Victory Lane magazine as very often there are quality photographs of ELVA cars out doing what they are known for ... RACING!

Recent images include the Courier of Michael Oritt, the Mk.VI of Paul Adams and in the most recent edition the Mk.II of Fred Burke, David Hagan in his Mk.VII and a very nice article telling the story of George Smith and his "former English kit car turned race winner" .. not sure about the kit car description but race winner I like! George is still racing the Courier at a very spritely 83, so congratulations and huge respect to you George. Top man.

LATEST! The fantastic Goodwood Revival soon 9th - 11th September 2016

A good entry list for ELVA ..

RACE 3: Madgwick Cup (Saturday)
ELVA-BMW Mk.VIIS driver Mark Midgley; ELVA-FORD Mk.VII driver Robi Bernberg; ELVA-FORD Mk.VII driver Robin Ellis; ELVA-FORD Mk.VII driver Joe Twyman; ELVA-BMW Mk.VIIS driver Max Bartelli; ELVA-BMW Mk.VIIS driver Michael Malone; ELVA-BMW Mk.VIIS driver Mark Owen.

RACE 7: Whitsun Trophy (Saturday)
TROJAN-ELVA built McLAREN series cars:
M1A driver Harms Winter; M1B driver Gareth Williams; M1B driver Roderick Smith; M1A driver John Bladon; M1B driver Laurie Bennett; M1B driver Marcus Mussa.

RACE 9: Chichester Cup (Sunday)
FORMULA JUNIOR (front-engined '100' series cars):
ELVA-BMC driver Mark Woodhouse; ELVA-BMC driver Crispian Besley; ELVA-BMW driver Heinz Stege; ELVA-BMC driver Robin Lackford.

The McLAREN- CHEVROLET M1A driven by John Bladon also appears in the 'exhibition' race entitled "Goodwood Greats Moment"

Part 2 of this Newsletter follows shortly, but meanwhile a nice comment sent from New Zealand.

"I have been racing the ELVA F/J since 2008, and have never had such fun in my life"

Now that is what historic/vintage motorsport is all about ... competitive oh yes, but fun too!
Our thanks and appreciation to Walter Findlay.

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