

Grant Twining

A number of key HRCCT committee members had been harassing me to jot down a few words as to my involvement in motor sport. I don't consider myself to have done anything spectacular, so I forgive you if you have to yawn. My late father Arthur was heavily involved in the MG Car Club from well before I was born. This pretty much set the scene for me as a young lad (and several years later for my brother Craig). I have countless memories of being at Baskerville, Symmons Plains, as well as motorkhanas and hill climbs, in locations where I can't even recall where they were.

It was pretty much a Monty that as I got older I would be steered towards club motorsport. In hindsight, there was no need for me to be encouraged; I leapt into the action as soon as I was old enough to get a basic CAMS permit. I did numerous motorkhanas in a variety of Mini's, Morris's, MG's, essentially whatever was running in the family household, at any given time.

I commenced doing club days when 16 and it was at this stage that my motorsport took on a more serious note, as I bought a little car known as the Gremlin Formula 2. I can remember my mother being horrified at this purchase, an act made possible on my behalf by many cold nights collecting shopping trolleys around the Kmart car park whilst still at school. Dad reassured my very agitated Mum that I would not ever get the car to go fast enough to hurt myself, as it only had a standard Corolla motor in it. A short time later, a Motor Improvements Corolla motor was slotted into the car, I made sure the block was painted the same colour as the standard motor so that Mum would not notice.



Gremlin - Symmons Plains June 1984

Buying this car (and getting the trick motor) allowed me to go racing, which I approached with enthusiasm, but bugger all knowledge, and even less experience. I did manage to hold the thing on the black stuff for a few races, and through trial and error, learnt a bit. The old Gremlin went pretty hard as it did not weigh much, and had poke. Sadly this car and I had a defining moment on the 13th October 1985, approaching the braking area after the sweeper at Symmons Plains, when a rose joint failed, causing the right rear suspension to sheer off at full noise in top gear during an inter club relay race. The car neatly destroyed 110 metres of Mr Youl's strained wire sheep fence, tearing off wheels, breaking suspension, and generally making a terrible mess. Fortunately for me, I escaped decapitation, and limped away. The Gremlin was very much the worse for wear, the chassis being sold to a gent in Canberra who turned it into a hill climb special.

As one door closed, another opened, being lucky enough to secure the use of Jim Hooper's Elfin 600. After a period of time I bought this car off Jim, and ran it a few times, but the eternal dollar and the novel foibles of fickle Ford motors often got in the way of having a good time. I have never known a motor where so many simple things can break..Camshafts, oil pump rotors etc. I sold this car to Paul Flavel in Adelaide in 1987, who restored the car to its former glory as a twin cam engine car.



Elfin 600 - Baskerville January 1986

I subsequently bought a car that was known as the 'Matra'... CAMS had it log booked as the Devione which I was aware of, but it did not mean much to me at the time. I ran this car in a number of meetings 1987-1988, with much fun being had.



Devione - Baskerville October 1987

Not long after all this frivolity, my printing apprenticeship ended, and although I was welcome to stay, the concept of having inky fingers forever did not appeal. I then did something that many would like to do, but don't, I joined Tasmania Police. Work then impacted on the recreational pursuit of car racing as I was working shiftwork, and in short time, was married and working in a rural police station (St Marys). I ran in a few club events but then the inevitable happened, little people started to arrive. By this stage, although I still had the race car, it was pushed to the back of various sheds, and over the years, suffered from the normal ailments that old cars suffer from if they are not regularly loved. I did however learn over the years that the car had been built in Melbourne 1968-69, and possessed a fair racing pedigree, including running in the 1971 Australian Grand Prix at Warwick Farm, and numerous Gold Star rounds in Victoria and New South Wales.

After 27 years, I still have this car, and have every intention to restore it to its former glory. I have most of the bits to do this, inclusive of mechanicals. My biggest enemy is simply time. A few months ago, something happened that awoke me from my dormant state, the HRCCT was formed and I was dragged along by Herby Burgess due to owning an old race car. Following the formation of the club, I find myself on the committee, with like minded people which is a great motivator to get the old jigger out, and have some fun, UPDATE 2019

= Grant is currently the President of HRCCT. He has since bought two additional open wheeler race cars, a Formula Vee Elfin which his nephew Will Twining ran on several meeting at Baskerville and Simmons Plains (before rolling it was a Baskerville meeting). This vehicle is currently being rebuilt. The second new addition is a highly significant Elfin 600B (less motor and gearbox), which is also undergoing restoration .



Devione Ford - Melbourne 1969



Recent purchase Elfin 600B (above)



Elfin Formula Vee (driver Will Twining) (→)