

I wish to enter the Gnoo Blas Classic at Orange on Feb 18.
Car show entry fee \$10 includes one passenger.

PLEASE PRINT CLEARLY

Name.....

Address.....

.....Postcode.....

Phone.....

E-mail.....

Car.....

Year model.....

Your car club for dinner seating.....

Brief history of car.....

.....

.....

Entrants will accept sole responsibility and agree not to make any claim against the Gnoo Blas Classic Car Club Inc or Orange City Council for any loss or damage, howsoever caused.

Signed.....

Date.....

Dinner bookings close February 12.

Car show entry fee \$10.00		
Dinner \$45.00 a head	Number Required	<input type="text"/>
Pre-packed Sunday lunch \$10.00	Number Required	<input type="text"/>
Total		

Return entries and cheque made payable to:

**GNOO BLAS CLASSIC CAR CLUB,
PO BOX 2521, ORANGE 2800**

MOTOR SHOW ENTRANT

I WOULD LIKE TO BECOME AN HONORARY MEMBER OF THE GNOO BLAS CLASSIC CAR CLUB INC FOR THE WEEKEND OF FEBRUARY 18 AND 19 2017.

SIGNED.....

Proudly sponsored by



JOHN DAVIS MOTORS



Return entries and make cheques payable to:

**GNOO BLAS CLASSIC CAR CLUB,
PO BOX 2521, ORANGE 2800**

Inquiries Denis Gregory

02 6362 2840

0417 445 426

denisgregory@bigpond.com

Website: gnooblas.com

Car club events organisers are always looking for new and interesting places to visit so this is a ready-made, organised event for a full weekend away in the country.

It's 60 years this month that police refused to issue a permit for the scheduled 1957 South Pacific Championships at Gnoo Blas. Police stepped in after Chief Secretary Gus Kelly, who was also the Member for Bathurst, got his campaign under way to put Gnoo Blas out of business so it didn't harm Mt Panorama. We're remembering the battle that followed before racing re-started in 1958.



**Gnoo Blas Orange NSW
February 18 and 19, 2017**



The Gnoo Blas Classic Car Club in Orange is keeping alive the history of the former Gnoo Blas road racing circuit, which in its short eight-year span chalked up a number of significant Australian firsts. Included in these in 1955 was the first FIA sanctioned international race meeting in Australia and in 1960 the first Australian Touring Car Championship, now the V8 series. Gnoo Blas also had the first 100mph lap in Australia.

Our annual car show in Sir Jack Brabham Park in the centre of the old track is an ideal event for car club members to show off their vehicles to the public and enjoy a great weekend away. There will be 10 award categories, including car of the show, and special awards for the best Club display.

Food and soft drinks are available on site. There will also be a courtesy bus running on the hour to take people into Orange to shop or look at the sights.

On Sunday morning we're going on a short scenic drive on Ophir Rd past Banjo Paterson's birthplace and on to ex-Bulldog Peter Mortimer's winery at March for morning tea. From there to Orange's Botanic Gardens for the pre-packed picnic lunch.



Our special guests

We have another incredible line-up of special guests for the show and enthusiasts' dinner. They include:

Phil Brock

Phil and late brother Peter often teamed together in the seventies and eighties in a variety of racing Holdens with a best result of third outright in a Torana L34 in the Hardie Ferodo at Bathurst in 1976.

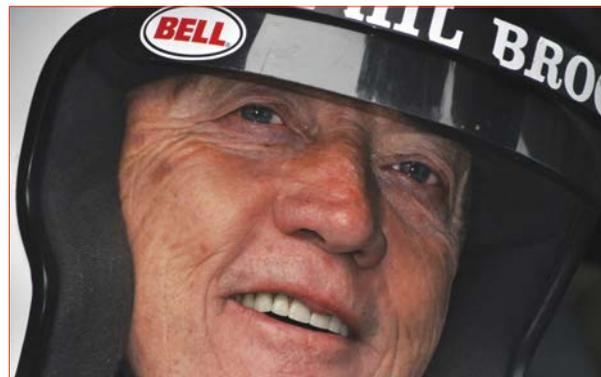
Phil, better known as 'Split Pin,' was the unfortunate member of the Holden Dealer Team quartet who in 1983 missed out on Bathurst laurels when Peter and Larry Perkins switched cars to join John Harvey for a controversial victory.

The brothers teamed up at the Winton 4 Hour event in 2005, a year before the nine-time champion's death at Targa West. Phil in December 2015 marked 10 years since his last co-driving appearance alongside brother Peter by returning to action at Winton.

He ended a six year spell from competition by racing in the Ken Leigh HQ Holden 4 Hour. He shared a car with former Victorian HQ champion Glen McDonald in a deal put together by Stephen Whyte, who was joined by his brother Richard in the team's second entry.

The 66-year-old Brock finished a solid seventh. He had jumped at the opportunity to drive in the event because his previous race outing had been in the Commodore Cup in 2009. The Whytes were third. Stephen Whyte will also be in Orange for the show.

Phil was a stunt driver in the Mad Max (1979), Mad Max Beyond Thunderdome(1985) and Prisoner (1979) movies.



Spencer Martin

Spencer Martin was a champion open-wheel driver who won Australian Gold Stars in 1966 and 1967 in Bob Jane's Brabham BT11 Climax after a top 10 championship finish in the 1966 Tasman Series. He briefly returned to touring car endurance races including the 1969 three-hour for the Holden Dealer Team.

After a break to get married and focus on business, he was back in the late 1970s and spent the next 20 years racing in historics here and overseas before getting into Porsches in the 2000s.

Spencer entered his first race in 1960 at Gnoo Blas in a self-built Nota. A mechanic by trade, he progressed through the ranks in a Prad Holden sports car and then Appendix J sedans in an FX Holden.

After beating Norm Beechey in a touring car race David McKay offered him a drive with his Scuderia Veloce team in the 1963 Armstrong 500 with Brian Muir. He had a class win in the 1964 Armstrong 500 with Bill Brown.

Spencer raced Scuderia Veloce's ex-Jack Brabham Repco Brabham BT4 Climax as well as a Ferrari 250LM sports car, winning the 1965 Six Hour Le Mans with McKay in the Ferrari. He was also third in the Ferrari in the Australian Tourist Trophy in 1965 and 1966.

After his time with Bob Jane he returned to Scuderia Veloce, racing a Volvo 242GT touring car in the Bathurst 1000 that led to historic sports car racing overseas in the 1980s and 1990s in Europe and North America. He raced at Bathurst in 1993, co-driving with his son Matthew in a Bob Holden-entered Toyota Corolla in the Tooheys 1000. Spencer, a great mate of Mark Webber, continues his interest in historics.