

I wish to enter the Gnoo Blas Classic at Orange on Feb 17.
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 13.

Car show entry fee \$10.00		
Dinner \$48.00 a head	Number Required	<input type="checkbox"/>
Pre-packed Sunday lunch \$10.00	Number Required	<input type="checkbox"/>
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 17 AND 18 2018.

SIGNED.....

Proudly sponsored by



JOHN DAVIS MOTORS

Harvey Norman

Return entries and make cheques payable to:

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

Inquiries Denis Gregory

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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 25 years this month that a small group of people decided the history of the former Gnoo Blas road racing track should be preserved, called themselves Gnoo Blas Revisited and asked the City Council to rename Orange Sportsground Sir Jack Brabham Park, because it was here Sir Jack started his road racing career. They sold chook raffle tickets for funds to put up the old corner signs. The group then formed the Gnoo Blas Classic Car Club with eight members. Today 25 years later it has more than 230.

2018
GNOO BLAS CLASSIC
CAR, TRUCK AND BIKE SHOW



**Gnoo Blas Orange NSW
February 17 and 18, 2018**



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 to Hillside Harvest orchard at Borenore for morning tea. From there to Nashdale and back to Orange for your pre-packed picnic lunch at Cook Park.

Our special guests

We have another incredible line-up of special guests for the show and enthusiasts' dinner as well as a present V8 driver and we'll have a look at the 2016 Peking to Paris rally. The guests include:

Simona de Silvestro



Swiss racer Simona de Silvestro was the first full-time female driver in the Supercars era, joining the grid with Nissan Motorsport in 2017. She had two forays in a supercar as a wild card 'Harvey Norman Supergirls' entry, paired with young up-and-comer Renee Gracie. Their 14th place finish in 2016 impressed with Simona driving a Nissan for the first time before confirming she would return with the team.

The international driver is respected for her efforts in Formula E and IndyCar. She contested the 15-16 Formula E championship with Amlin Andretti, also having raced with Andretti in the 2015 IndyCar Championship.

In 2014 she was part of the Swiss Sauber F1 squad, after finishing second in the Grand Prix of Houston in 2013, joining Danica Patrick and Sarah Fisher as the only women in IndyCar history to record a podium finish. That was her third year in the category but Simona showed promise immediately in 2010, winning the Indy 500 Rookie of the Year and Tony Renna Firestone Rising Star awards. The Swiss driver is passionate about encouraging women in motorsport, whether it be behind the wheel or in the pit lane.

Fred Gibson



Starting his career in sports cars Fred Gibson joined Ford in 1967 after Frank Match gave up his Bathurst co-driver with Harry Firth. Starting the works Falcon XR GT from second grid spot they won the race, giving Falcon its first victory on the mountain. Staying with Fords Gibson won the 1970 and 1971 Toby Lee Series in a GTHO and was the first driver to win in the two-door XA Hardtop in 1973.

Gibson joined the new Nissan team in 1981. Rally ace turned circuit racer George Fury joined him and they raced turbocharged Nissan Bluebirds. Gibson scored Nissan's first touring car win at Amaroo Park in 1983. Later that year he retired from driving to become the team boss and oversaw the Skylines and GT-R's during the Group A era. Gibson employed two of the future stars of the sport in Glenn Seton (1986) and Mark Skaife (1987).

In 1986 Fury was second in the Australian Touring Car championship while Gary Scott claimed pole for Nissan at Bathurst. The following year Seton was runner up in the championship with Skaife winning the two-litre title in the Nissan Gazelle.

Jim Richards joined in 1989 and won the 1990 and 91 ATCC titles under the Gibson Motorsport banner. In 1992 Skaife got his first outright crown to give Nissan a championship hat trick. Richards and Skaife also won back-to-back Bathurst 1000's in 1991 and 92 driving the GT-R.

Group A's final curtain call was at the 1992 AGP which Richards won, closing the chapter on Nissan Motorsport on a successful note.

Gibson switched to Holden Commodores for Richards and Skaife and his final Bathurst success was in 1999 with Greg Murphy and Steven Richards winning in a Commodore.

Gibson was inducted into the V8 Supercars Hall of Fame in 2004.

Christine (Cole) Gibson



Christine Gibson is a touring car veteran whose career spanned 30 years, carving out an impressive record including nine Bathurst 500/1000s. Her team-mates included Glenn Seton, Sandra Bennett, Marie-Claude Beaumont and alongside Peter Brock in the Holden Dealer Team.

She drove a variety of cars including Mini, Fiat, Nissan Pulsar, Ford Falcon, Holden

Monaro and Alfa Romeo. Her first Bathurst was in 1968 in a Mini. She was part of an all-women's team with Midge Whiteman. A women's championship at Oran Park resulted in her winning every round after the first when she was third.

Her second Hardie-Ferodo 500 was in a Fiat 125 in another women's team with Lynne Keefe. In 1970 she drove a Torana for the Holden Dealer Team with Sandra Bennett and finished 13th outright. Later she drove an Alfa GTV to fifth overall in the Australian Touring Car Championship series with four class wins.

She has raced against some of the legends of the sport including Colin Bond, Allan Moffat, Brock, Dick Johnson and others. In addition to touring cars Christine raced rally cars competing in the Alpine, Southern Cross and Dulux rally events. She helped lead the all-conquering Nissan Motorsport team during a time when it won several championships and multiple Bathursts. She has remained active in motorsport as an administrator and organiser and is still remembered as the First Lady of Bathurst.

