

I wish to enter the Gnoo Blas Classic at Orange on Feb 15.
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.....

Please send form as early as possible as there can be postal delays

Dinner bookings strictly close February 8.

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 15 AND 16 2019.

SIGNED.....

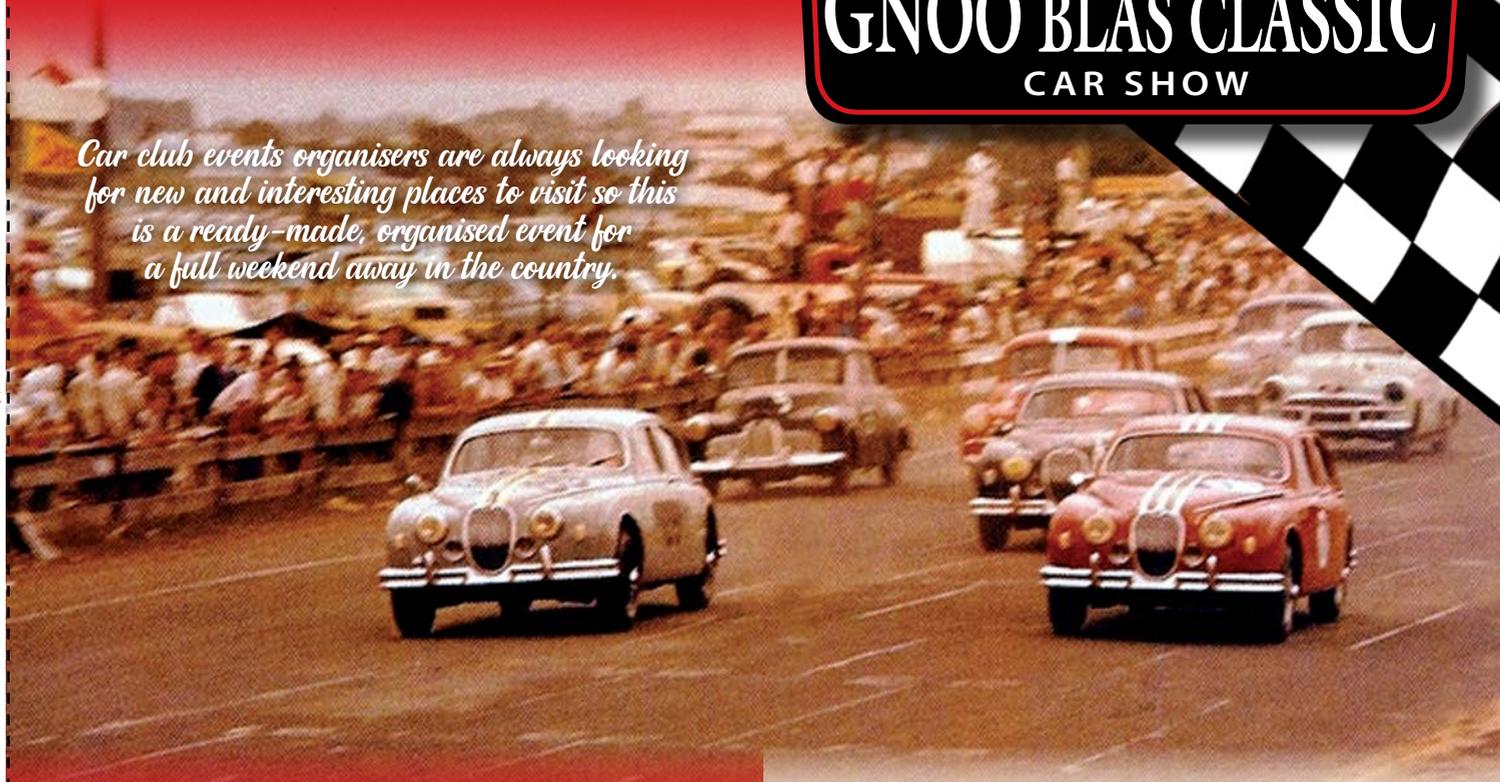
Proudly sponsored by



Commemorating the 60th Anniversary of the Australian Touring Car Championships



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.



Inquiries Denis Gregory
0417 445 426

denisgregory@bigpond.com

Website: gnooblas.com





Gnoo Blas, Orange, February 15 & 16, 2020

The Gnoo Blas Classic Car Club at Orange with its annual Gnoo Blas Classic car show 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 was the inaugural Australian touring car championship, now the V8 series. It was the first race in Australia to be run under a national set of rules for touring cars, attracted a field of 50 drivers and included 15 different makes. After 20 action-filled laps of the triangular-shaped circuit, David McKay emerged the winner from Bill Pitt and Ron Hodgson, all in Jaguars.

We will commemorate the championship's 60th year on February 15 and 16, 2020, at our annual Gnoo Blas Classic car show in Jack Brabham Park in the centre of the old track. With special attractions, the show is an ideal event for classic car club members to show off their cars to the public and have a great weekend away.

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 classic car scenic drive for morning tea in a bush setting. From there back to Orange for your pre-packed picnic lunch in Cook Park.

Special Guests

As well as several drivers who were in that first championship race at Gnoo Blas in 1960, we have a top line-up of special guests who include V8 Supercars chief strategy officer John Casey.

Kevin Bartlett

Kevin Bartlett was one of Australia's most popular racing drivers in the 60s, 70s and 80s and will help celebrate the 60th anniversary of the Australian Touring Car Championship.

Kevin, or KB as he was known, started racing in 1958 with a Morris Minor, the car he raced at Orange finishing second in the under 1000cc class. He went on to win Australian Drivers' Championships in 1968 and 1969 driving Brabhams and Alfas, the 1974 Bathurst 1000 in an XA Falcon GT hardtop and set the first 100mph (160 kmh) Bathurst lap in a Repco Brabham in 1967.

In a 32-year career, much of it with the Alec Mildren Racing team, Kevin drove a range of single-seater and touring cars and contested Formula 5000 in the 1970s in several Lolas.

He earned most notoriety for his Channel Nine-sponsored Chev Camaro Z28 between 1980 and 1983, especially a spectacular rollover on top of Mt Panorama in 1982.

Kevin is a true legend of Australian motor racing.



John Crennan

John Crennan left the love of his life General Motors after a long career to launch and successfully run Holden Special Vehicles (HSV) and the Holden Racing Team (HRT) with UK entrepreneur and racing driver Tom Walkinshaw. After retiring from the business he held various roles with V8

Supercars teams including Kelly Racing and DJR Team Penske.

Although his office was a boardroom and not the cockpit of a race car, he was central to the marque's success on and off track as the chief of both Holden Special Vehicles and the Holden Racing Team through the 1990s and into the 2000s.

The motorsport portfolio came under his jurisdiction after John Bagshaw, who was the father of Holden Motor Sport, was transferred with a promotion to Detroit.

That put him in the heart of things at the height of Peter Brock's Holden Dealer Team on the factory side of things. In an administrative role he will give some interesting insights into his dealings with the 25 drivers he contracted and worked with including Peter Brock, Craig Lowndes and Mark Skaife.



Garry Rogers

Race team owner Garry Rogers may have been one of the seniors of Supercars but few in the sport are as fun-loving. He's irreverent, mischievous and an unabashed show-off, making him a refreshing change from his mostly humourless peers and his high-spirited behaviour makes him motor

racing's most colourful character. He delights in outrageous comments and antics and the informal attitude of his tight-knit team reflects his mischievous personality. Garry Rogers Motorsport has more history than any other team in Australian motor sport, celebrating 55 years. He still runs three cars in the Australian TCR championship.