

I wish to enter the Gnoo Blas Classic at Orange on Feb 16.
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 11.

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 16 AND 17 2019.

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 26 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 26 years later it has more than 290.

**Gnoo Blas Orange NSW
February 16 and 17, 2019**



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 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.



24 HEURES DU MAN

Our special guests

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



Vern Schuppan AM

Vern Schuppan is one of Australia's most accomplished and versatile drivers. He's achieved so much in his career marked by his 1983 Le Mans 24 Hour win in the famous Rothmans 956 Porsche that he shared with Americans Hurley Haywood and Al Holbert. He was only the second

Australian to win the famous race after Bernard Rubini in a Bentley in 1928. Only Geoff Brabham (1993) and David Brabham (2009) have done so since. He was also second in 1977 and 1982 and third in 1975.

Vern raced in three Indianapolis 500s, winning Rookie of the Year in 1976 and finishing third in 1981, the best result for an Australian until Will Power became the first Australian to win the famed race in 2018 giving owner Roger Penske his 17th Indy 500 success. In 2016 Vern returned to Indianapolis and was an ambassador for PIRTEK Team Murray as Matt Brabham, grandson of Sir Jack, made his debut.

Earlier in his career Vern won the 1971 British Formula Atlantic Championship, the Singapore Grand Prix in 1973 and the 1974 and 1976 Macau Grand Prix. At home he won the 1976 Rothmans International Series for Formula 5000 cars.

He was an open-wheel driver in Europe, North America, Japan and Australia, with 15 Formula 1 starts and might have had a celebrated F1 career had there been different circumstances with the cars.

Vern was a co-driver at the Bathurst 1000 for three of the biggest names in the race's history, Dick Johnson, Peter Brock and Allan Moffat. His best result was a fifth but he and Moffat were leading the race in 1976 when their XB Falcon had engine problems.

Vern has an Order of Australia award and last year was inducted into the Motorsport Hall of Fame.



Garry Rogers

V8 Racing team owner Garry Rogers may be 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 V8 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 may not be one of the biggest V8 teams but it's one of the most popular because it's fan-friendly. Also a big part of its appeal is that it has more history than any other team in Australian motor sport, celebrating 54 years.

Renowned for being outspoken and an exhibitionist, often appearing on the grid in outlandish outfits, Garry likes being a colourful character. "It's a bit of fun. And let me tell you, it surprises me the interest it generates. People are always saying to me, 'When are you going to appear dressed up on the grid again?' Am I a born exhibitionist? Of course, absolutely. Couldn't agree more."

Garry has been recognised as a talent spotter with a number of future champions and Bathurst winners finding their feet in his team including Steven Richards, Jason Bargwanna, Garth Tander, Jamie Whincup and Lee Holdsworth. The latest talent was Scott McLaughlin who Garry brought into the team as a 19-year-old and is now with Shell Team Penske.

GRM's biggest win in V8s was at Bathurst in 2000 with then youngsters Garth Tander, a GRM Holden team driver and three-time 1000 winner, and Jason Bargwanna.

Garry acknowledges a combination of factors keeps him not only going but wanting to keep going. He loves motor racing, enjoys the interaction with the fans and seeing the excitement and passion in them that sport generates and most of all he truly loves his team.