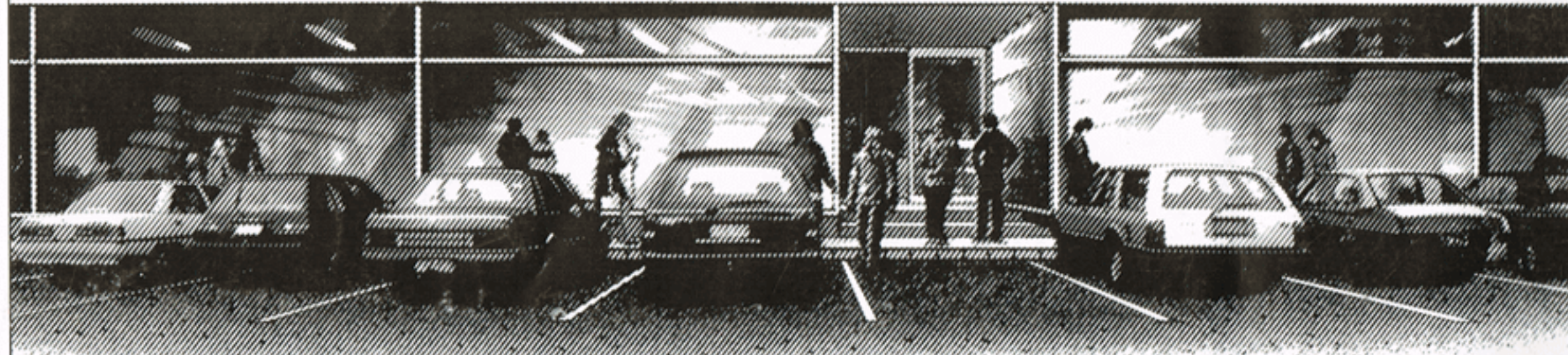


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Welcome

Welcome back to Albert Park, the heartland of motor sport in Victoria.

For those of you who were fortunate enough to witness the great Australian and International events here in the 1950s, it will be a happy homecoming. Many of the cars and familiar faces from that era are back here this weekend for the Telecom MobileNet Albert Park Classic, led of course by Sir Jack Brabham, Stirling Moss and Alan Jones, representing his late father, Stan Jones.

There are many others here who are perhaps less well known yet who played an important part in the success of motor racing at Albert Park from 1953-'58: Former officials, commentators and above all, spectators!

For those who returned to Albert Park Lake on February 14 last year to witness the hastily-organised, but superbly successful Albert Park Historic Motorfest, today will be a real eye-opener.

Last year's event was a 'trial run' while the Telecom MobileNet Albert Park Classic is the first of a series of annual historic and classic motor sport events at Albert Park which will make it again an international Mecca for owners and lovers of fine machinery.

The range and quality of the organisations supporting this year's event is ample evidence of the long-term interest in seeing the Lake come alive again.

This is not the Australian Formula 1 Grand Prix – although it shares the same venue which will soon host it again – and does not pretend to be. This is a 'people' event where hype and haste take second place on the grid to enjoyment.

The accessibility of the cars and drivers, the range of events on the programme and the modest entry price, all bear testament to that.

Finally, if you have never been to Albert Park for a motor sport event before – enjoy! This is a special place unique to Melbourne and has been since the 1850s when the Lake and the surrounding parklands were formalised. Motor sport is in the soil here and will be for some years to come, so take in the sights, sounds and smells of this event and step back to a rich chapter in time.

Michael Browning

Barry Flynn

Robert Shannon

Albert Park Expo Pty Ltd

High Performance Help

Telecom MobileNet Albert Park Classic raise much-needed funds for three major community organisations – Rotary, the Royal Children's Hospital and Odyssey House.

More than 500 volunteer crowd control officials from the Rotary Club of Canterbury and other participating Rotary Clubs are donating their time and services at Albert Park today, with proceeds of more than \$15,000 going towards meeting Rotary District 9800's commitment to contribute \$2 million to the construction of a building at projected total cost of about \$4 million to house the Bone Marrow Donor Institute and Research Centre.

This building, which houses state-of-the-art facilities for the ultimate treatment of leukaemia patients through bone marrow transplants, will be located at the Royal Melbourne Hospital. The Royal Children's Hospital will benefit from the time and generosity of members of the Australian Ferrari Register and the owners of more than \$10 million worth of exotic cars taking part in today's BMW Albert Park Experience from 12 noon. The Ferrari Register is co-ordinating this fantastic smorgasbord of machinery in which members of the public will be able to travel around the historic Albert Park Formula 1 circuit-to-be for a fee of \$250 or \$100, depending on the vehicle and driver chosen, be it a fabulous Jaguar XJ220 or Stirling Moss himself.

Today's proceeds will be split between the Royal Children's Hospital and Odyssey, whose members have also greatly assisted today's Telecom MobileNet Albert Park Classic with the organisation of the event-opening night at the Regent Theatre and Saturday night's Reunion Dinner.

Odyssey House will also benefit from proceeds of the Kodak Balloon rides being held at Albert Park today, while tickets for the raffle of a new Ford Fairmont ED with ABS will today be sold to the public for just \$2.

Stirling Moss will draw the winning ticket following the Telecom MobileNet Melbourne Grand Prix Parade at approximately 3:30 p.m. with results announced over the course public address as well as by post. ●

Special Thanks

To Jeff Floyd and David Weston of Melbourne Parks & Waterways for their vision and support from the very outset. Motor sport has returned to Albert Park very largely due to their efforts; to the President and Committee of the Rotary Club of Canterbury and the many Rotarians who are giving their time today for crowd control and other duties; to the Confederation of Australian Motor Sport – particularly Andy Clark – for their support, encouragement and assistance with this event; to Bob Watson for his untiring work as Motor Sport Co-ordinator in bringing together all the track elements of this event; to Peter Nelson and the members of the Phillip Island Auto Racing Club for their track marshalling services; to Murray Richards and the other members of the Victorian Historic Racing Register who have co-ordinated the historic entries and the events on today's programme; to Nick Langford, our Clerk of Course; to the team from Shannons, who put together the superb Shannons Classic Car Show; to John Millard and the members of the Ferrari

Register who are co-ordinating the fund-raising rides in the BMW Albert Park Experience; to John Emery, John Cummins and members of the commentary team without whose knowledge, the sport would be poorer; to Peter D'Abbs, for the many magnificent photographs which are used in this programme; to Philip Bemadou for considerable work in developing the trade display; to Diana Gaze and Trevor Craddock from Odyssey for their great assistance with the Regent Theatre evening; to Cathy Coad and John Emery for their assistance and organisation of their Reunion Dinner; to Jack Quinn for his considerable work in locating and organising the elements of the RACV Historic Exhibition; to BP Australia for their assistance with memorabilia from 1958 for the staging of the RACV Historical Exhibition. And to the many others, whose names it is impossible to list because of space limitations, but without whose help and generosity this event would not have been possible.

The People behind today

Albert Park did not awaken by accident from the 35 years of slumber since its motor racing glory days in the 1950s; it took the ideas and energies of a number of committed people to bring motor sport back to the Lake.

This year's Telecom MobileNet Albert Park Classic has been put together by Albert Park Expo Pty Ltd, two of whose directors were responsible for last year's highly successful Historic Motorfest 'trial run' at Albert Park, which was attended by over 1000 participants and watched by a crowd estimated at 45,000.

Albert Park Expo has since signed an agreement with Melbourne Parks & Waterways to stage an annual historic and classic motor vehicle event at Albert Park Lake until at least 1998 with further options, so historic motor sport has an assured future at the new home of the Australian Formula 1 Grand Prix.

Ironically, Albert Park Expo's directors, Michael Browning, Barry Flynn and Robert Shannon, were each separately working towards such an event at Albert Park before the 1993 Albert Park Motorfest and so became natural partners.

Major events specialist Barry Flynn had in 1992 prepared a feasibility study for Melbourne Parks & Waterways identifying historic and classic activities which could be staged at Albert Park to highlight the Lake's motor sport past. Barry has been extensively involved in marketing and promotion for over 25 years and is widely recognized as one of Australia's leading event managers through his company, Corporate Events.

Journalist and motor sport promoter Michael Browning and vintage and classic vehicle insurer / auctioneer, Robert Shannon were leading members of the committee which ran last year's Motorfest – the first motor sport activity at the Lake since racing ended in 1958.

Michael has been associated with the motor industry and motor sport promotion for nearly 30 years, regarded as a leading Australian motoring writer. He has operated a thriving communications consultancy - Browning Media & Communications – since the early 1970s.

Robert Shannon's name is a byword in the vintage and classic car world for insurance. The Shannons Classic Car Centre in Cheltenham, Melbourne operates Australia's first and largest insurance scheme for the hobby motorist, exclusive to the veteran, vintage, classic and sporting enthusiast and well known for its 'Park & Sell' auctions.

The directors of Albert Park Expo wish you a

superb day of classic and historic motoring!

RACV Historic Exhibition

At the back of the historic paddock area, just a few kilometres from Melbourne's Central Business District, you can step back more than 40 years in the RACV Historical Exhibition and Film Show, an important part of this weekend's Telecom MobileNet Albert Park Classic.

Here, in the Albert Centre overlooking the Lakeside Oval, you will find a superb collection of motor sport memorabilia to revive the memories of Australian motor sport in the 1950s – specifically at Albert Park.

Helen Lukey, widow of Australian Driving Champion Len Lukey, offers her magnificent collection of trophies, photos, programmes and medals – Len's 1959 CAMS Gold Star Award. Diana Gaze, widow of the great Lex Davison, has also lent a wide

array of items ranging from Lex's trophies to photos and her priceless scrap book of motor racing in the 1950s and early 1960s. Motor sport photographer Peter D'Abbs, who was at Albert Park with his camera in both 1956 and 1958, is displaying a range of magnificent photographs from

the era. Peter's best-known photograph from Albert Park is undoubtedly the start of the 1958 Melbourne Grand Prix which has been widely featured in newspapers and magazines over the past months. The majority of photographs used in this programme are also his. Stephen Oliver also has on display his wide range of motor sport memorabilia ranging from the late 1940s and including many rare programmes and posters.

Touring car 'great' Norm Beechey has dusted off some of the magnificent trophies he won, including the K.L.G. Touring Car Trophy which he won for his first ever race at Albert Park in 1956.

Melbourne artist, Kew Gallery owner, racing driver and avid Bugatti enthusiast Tom Roberts has lent more than 20 works by various artists, many depicting racing at Albert Park.

Gay Dutton, responsible for the painting of the 1958 start which appears on the cover of this programme, will also have a display of her motor sport art. Lou Molina, Bib Stillwell, Harry Firth and Murray Richards have also generously lent photographs and posters from the era. BP Australia has generously assisted with display material for this Exhibition. and continuous screening of classic motor sport films of the era: the 1958 Melbourne Grand Prix, Tribute to Stirling Moss and Fangio, containing those memorable scenes of the five-times World Champion testing his Maserati 250F.

Promoter:

Albert Park EXPO Pty Ltd
Floor 1 510 Neerim Rd
Murrumbidgee, VIC 3163
Telephone 03 569 4499
Barry Flynn – Event Co-ordination
Michael Browning – Event Concept
Media & Promotion
Robert Shannon – General
Management and Static Vehicle
Displays

Entry Co-ordination

Victorian Historic Racing Register
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CAMS Display
Bill Bennett
Paddock Manager
Lloyd Shaw
Spectator control
Richard Pope (Rotary)
Course Commentators
John Emery John Cummins
Ian Wells Ron Simmons
Race Control
Warren Reid and
Brian Williams
Vehicle Recovery
Ken Johnston and Allan
Campbell
Course Marshall
Henk Duncan and Geoff Bull

Pictured: Robert Shannon, Michael Browning, Barry Flynn, with Minister Mark Birrell, Bib Stillwell, Jack Brabham and Lou Molina.

Contents and Programme of Events

Welcome	1	Sunday February 6	
The People behind Albert Park RACV Historic exhibition	2	7.30 am	BMW Media breakfast - Radisson President
Map of Circuit and Events	5	8.00 am	Kodak Balloon Rides commence
How It all began	8	9.30 am - 5.15 pm	Shannons Classic Car Show (Incorporating CAMS Motor Sport Display, Australian Classic Car Monthly Award for 'Most Popular Car' and ICI Autocolor Dulux Award for 'Best Presented Car' and 'Best Paint')
The Class of '58	12	9.30 am - 5.00 pm	Mobil Motor Trade Expo
Eight Hours of action at Albert Park	13	9.30 am - 5.00 pm	RACV Historic Motor Sport Display (Memorabilia and films in Albert Centre)
Sounds of '58	16	9.30 am - 11.45 am	Dutton/Penrite Classic Quarter (Aughtie Drive)
Shannons Classic Car Show	17	12.00 noon - 1.00 pm	BMW Albert Park Experience (Fundraising Rides in Selected Classic Exotic Veteran & Vintage Cars)
Dutton/ Penrite Sprints	20	1.00 pm - 1.30 pm	Schweppes Regularity Trial (Pre-war)
\$10 million dollars of supercars	23	1.30 pm - 2.00 pm	Mobil Reliability Trial (Post-war)
Schweppes & Mobil Regularity Trials	25	2.00 pm - 2.30 pm	Telecom MobileNet Tribute to Moss and Brabham
Tribute to Moss & Brabham	27	2.30 pm - 3.15 pm	Telecom MobileNet Melbourne Grand Prix Parade (main event)
Telecom MobileNet Grand Prix Parade	29	3.15 pm - 3.45 pm	RACV Historic Parade (Part 1)
The Car that started it all	30	3.45 pm - 4.15 pm	RACV Historic Parade (Part 2)
RACV Historic Parade	31	4.15	Stirling Moss departs for airport by helicopter
		4.30 - 5.15 pm	Shannons Classic Parade (250 cars from Shannons Car Show)

Public Notices

It is a condition of admission that spectators and all persons attending this event do so entirely at their own risk. All persons, corporations, clubs and associations having any connection with the promotion or conduct of the meeting, including the owners and occupiers of the land and the drivers and owners of the vehicles, are absolved from liability for damage to spectators and all other persons at the meeting, no matter whether for negligence or on any other basis and no matter whether such injury or damage be foreseeable and no matter where or how such injury or damage be caused. **Prohibited Areas:** The Telecom MobileNet Albert Park Classic Organising Committee of today's event have made every effort to ensure the safety of spectators at this meeting. In the interest of public safety, all areas other than the official spectator areas are PROHIBITED. The spectator areas are plainly defined and spectators are requested to keep behind the safety fence at all times. In the event of an accident on the circuit, the public MUST remain behind the safety fence as their entry to the track may cause further accidents and hinder officials.

Entries: The Organisers accept entries and drivers' nominations in good faith. Every effort is made to adhere to the printed programme of competitors, but the Promoters cannot accept responsibility for the failure of any driver or car to appear. Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Organisers accept no responsibility for any that may occur. The Organisers reserve the right to postpone, abandon, or cancel the meeting or any part thereof.

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Parking: Vehicles are permitted to enter and park on condition that the Telecom MobileNet Albert Park Classic Management is not under any liability whether in contract or in tort and whether for negligence as an occupier or on any other basis or for any cause of action, for loss of, damage to, the vehicle or its contents no matter how or whether such may be caused.

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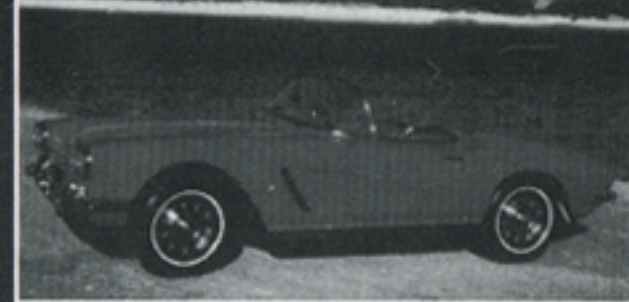
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Cover painting by Gay Dutton



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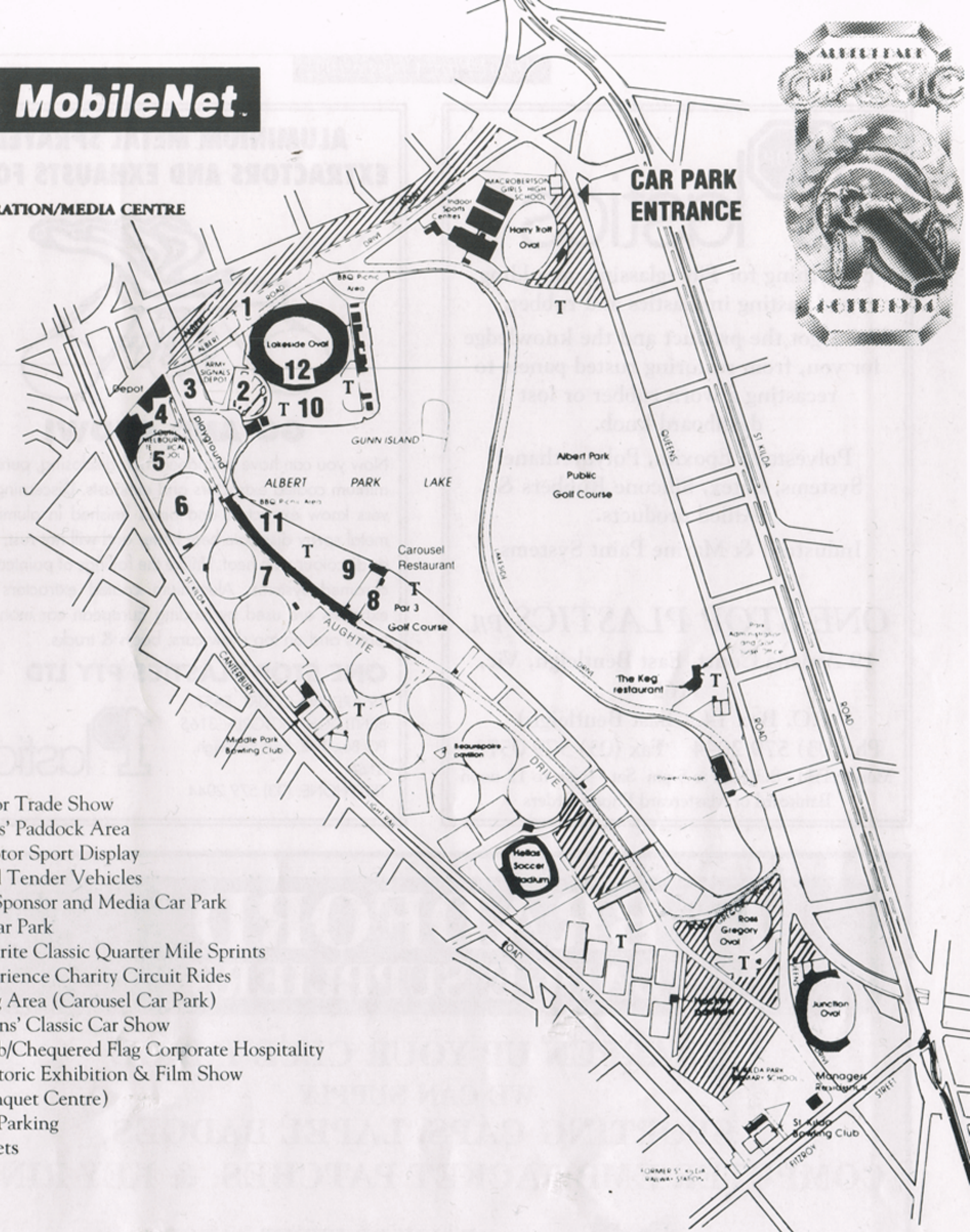
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 - 6 Officials' Car Park
 - 7 Dutton/Penrite Classic Quarter Mile Sprints
 - 8 BMW Experience Charity Circuit Rides
Marshalling Area (Carousel Car Park)
 - 9&10 Shannons' Classic Car Show
 - 11 Classic Club/Chequered Flag Corporate Hospitality
 - 12 RACV Historic Exhibition & Film Show
(Albert Banquet Centre)
- /// Public Car Parking
 T Public Toilets

PUBLIC NOTICES /SERVICES

ENTRY FEE

Admission \$12.00
 Children under 16 with adult free.
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PROGRAM SALES

The Rover Section of the Scout Association of Victoria (Camberwell North District) are selling the official Albert Park Classic Programs, and earning the Scout Association 20% of the proceeds from sales. Programs are \$5.00 each.

PUBLIC CAR PARKING

Controlled by KC Parksafe, public car parking is available at various locations surrounding the Albert Park Classic \$3.00 per vehicle.

PUBLIC TELEPHONE

Public telephones are situated in Area 3, near Administration.

FIRST AID

St Johns Ambulance will be in attendance at two (2) locations, as follows:
 Area 2 beside the boatsheds.
 Outside the Reserved Area, at the intersection of Albert Road Drive and Lakeside Drive.

PUBLIC CATERING

There will be a great variety of catering outlets within the Reserved Area, and generally positioned around Albert Park Lake.

PUBLIC TOILETS

Public toilets will be conveniently located throughout the Reserved Area and surrounding Albert Park Lake.

DISABLED FACILITIES

A toilet block with access for disabled persons will be located in Area 2 (near St Johns Ambulance).

KODAK

There will be three (3) Kodak film outlets as follows:
 In Area 1, near the Kodak Balloon.
 Between Areas 2 and 12.
 Area 9, beside the Carousel.
 In addition, there will be spectacular Kodak Balloon Rides available in Area 1 (weather permitting) with all proceeds going to charity.

MERCHANDISING

A variety of Albert Park Classic merchandise will be available from three (3) outlets, as follows:
 Near Area 2, beside the Lakeside Oval.
 Near Area 2, beside the boatsheds.
 Area 11, at the start of the Dutton/Penrite Classic Quarter Mile Sprint.

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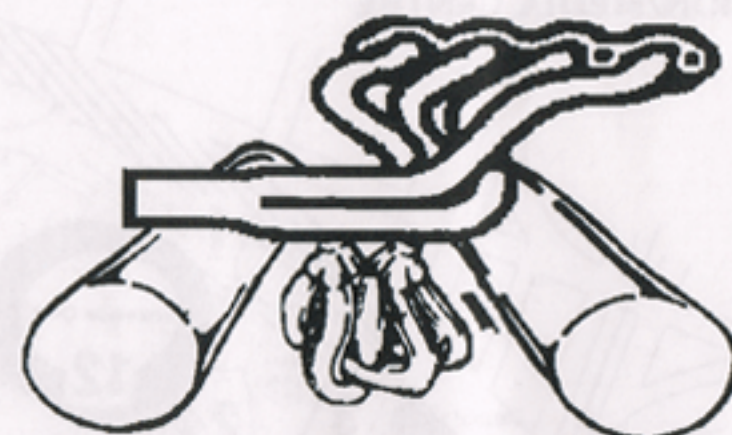
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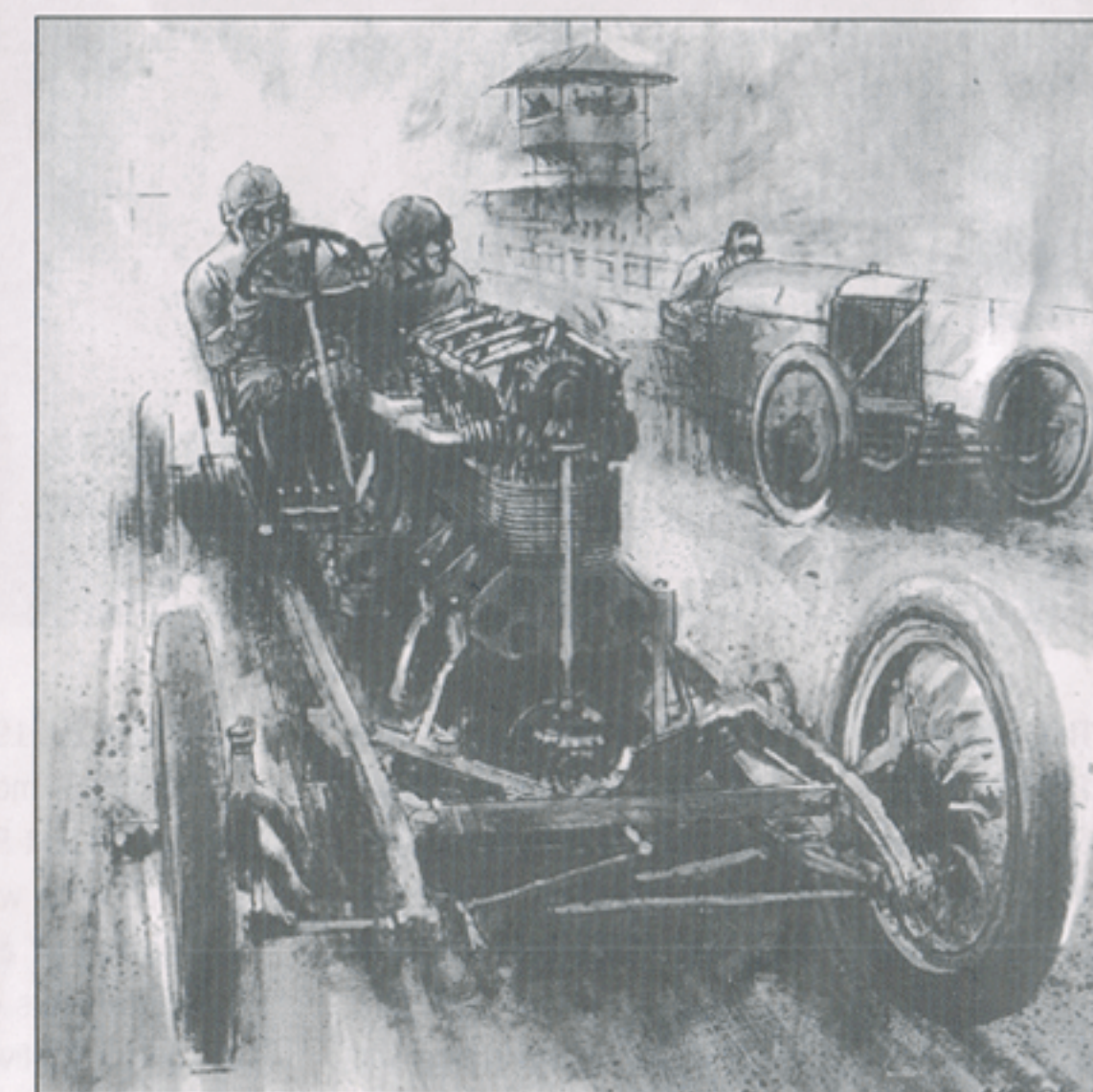
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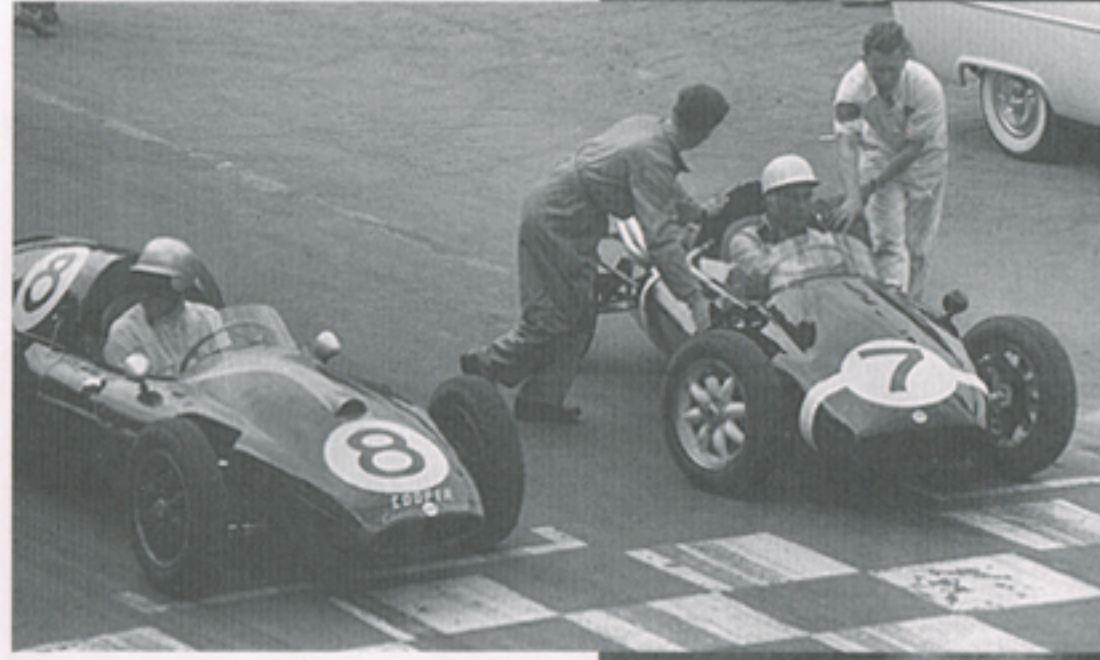
Watercolour by Peter Helck of the 100 H.P. Premier leading Barney Oldfield on his Peerless "Green Dragon". Sold for \$3,000.

The above picture formed part of the renowned Briggs S. Cunningham Library and Automotive Art Collection that was sold by Christie's at Pebble Beach, California in August 1993. Together with a strong offering of motor cars the sale proved a roaring success.

"With nearly every lot sold at this weekend's sale, we are happy to say that confidence has returned to the motor car market," remarked David Gooding, Christie's car specialist in America. "Prices for post World War II European cars were especially strong, although it should be noted that the star of the sale was the 1930 Cadillac V-16 Sport Phaeton sold for US\$354,500."

For information concerning Christie's National and International Auctions contact Roger McIlroy (03) 820 4311 or Fax (03) 820 4876

Melbourne: 1 Darling Street, South Yarra 3141. Telephone (03) 820 4311. Facsimile (03) 820 4876.



Top left: Brabham & Moss at the start, 1958
Above: Stirling Moss on his way to victory, 1958

More than 100,000 spectators, international racing and a picturesque street setting near the hub of a capital city. It all happened at Albert Park more than 30 years before Adelaide came alive.

It all began at Albert Park

Two new generations and were often called upon to support Adelaide's bid for an Australian World Championship Grand Prix.

Now that Adelaide has established Australia's international credentials anew, the original street venue will soon be favoured with the only honour it lacked in the 1950s - Formula One status.

The success of Albert Park in the 1950s was no happy circumstance. Like the Adelaide Grand Prix it was the result of planning. As far back as 1934, the sweeping lakeside curves and shady park surrounds were proposed as a motoring event to help celebrate Victoria's centenary.

The vision of such a race meeting persisted in the minds of a determined few and negotiations with the lake trust finally brought about the running of the Australian Grand Prix around the Lake on

November 21, 1953.

In 1953, motor racing in Australia was on a high and Albert Park was ready to go as an international venue when the world championship was still coming of age. Overseas, Formula One was only three years old. Juan-Manuel Fangio had won just one of his five championships (1951) and was having to lower his colours temporarily to the brilliant young Italian, Alberto Ascari.

Another youngster, Stirling Moss, was making a name for himself without yet breaking into the championship.

Halfway across the world, a Sydney speedway driver, Jack Brabham, was starting out on a circuit racing career that would take him overseas.

The 4.38km Albert Park circuit hosted the Australian Grand Prix in 1953 and in the Olympic Games year of 1956. There was no racing in 1954, then it was back to the lake for 1955 to be part of Moomba in March.

The Australian Olympic Grand Prix attracted Formula One drivers and well over 100,000 people.

It was a Moomba event again in 1957, but in the final year, the main race was billed as the Melbourne Grand Prix.

Albert Park was an instant hit from the outset. Even without the Europeans first time out, more than 40,000 people turned out in 1953 to watch Australia's great drivers of the day. Packed with 40

cars, the grid included defending champion Doug Whiteford, Stan Jones and Lex Davison. The dramatic end of the feature race helped foster the great Albert Park tradition.

The forceful Jones sprinted away in the powerful but thirsty homegrown Maybach, leaving the more circumspect Whiteford and Davison in his wake. Then on the 40th of the 64 laps, the Maybach began to overheat and guzzle the last of its fuel.

Whiteford's Lago Talbot swept past the pits where Jones was now standing over his steaming car. The dapper Whiteford appeared to have the race in his grasp.

However, still two laps from victory he was wrestling with a shredded tyre and only just made it to the pits on a crumpled rim.

The pinnacle for Albert Park was of course the 1956 race with its international flavour. More than 100,000 people, in the grip of Olympic Games fever, watched the sublimely talented Moss produce magic at the wheel of the works Maserati to lead all the way, followed home by his fellow internationals, Jean Behra and Peter Whitehead (Ferrari) and a horde of local stars in less potent machinery.

Moss returned in November, 1958. Now a superstar at the climax of his career, the Englishman was fresh from victories in the British,

Portuguese and Italian Grands Prix which brought him a narrow second place in the world championship and contributed to his tag in latter years as the "best driver never to win the World Championship".

In two years the racing scene had changed and Albert Park was to give Australians a glimpse of the rear-engined designs that ushered in the modern technological era.

This time it was a shoot-out between the charismatic Moss and a rising Grand Prix star - the laconic Jack Brabham - in front of a 70,000 strong crowd.

The 32-year old Australian was in his fourth season of Formula One. He had not won a championship Grand Prix but in the following year would surge into calculations to become the first Australian to win a world title.

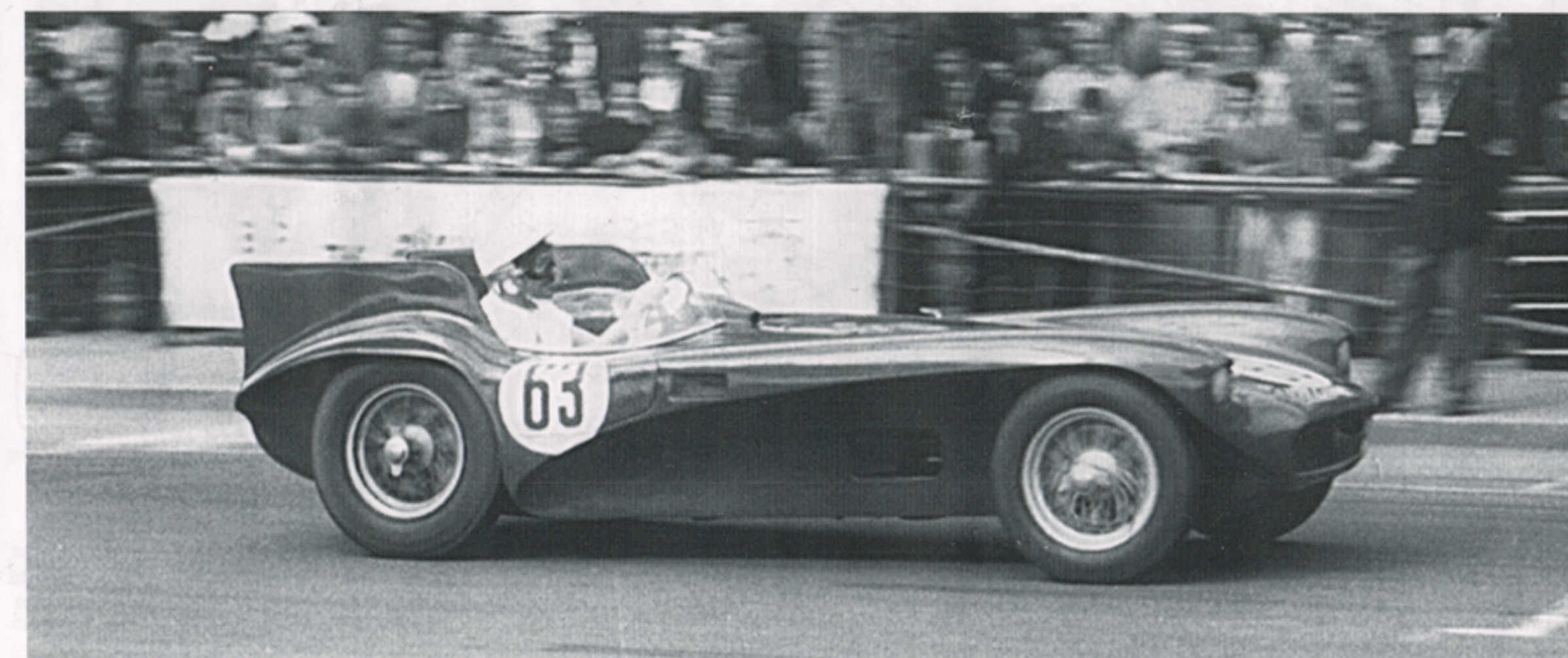
Moss, in a Rob Walker Team Cooper F1 for the Australian race, and Brabham with his own Cooper, won an eight lap heat between them to whet the appetite of the large crowd for the clash in the 32 lap final of the Melbourne Grand Prix.

Polesitter Moss had the edge on Brabham from the first moment. Had Brabham, the strategist, known how quickly Moss's car was wilting with a cracked cylinder head and how rough it was sounding in the concluding stages, the result may have been closer. Moss had enough of a buffer to nurse it to the end. The rear-engined Coopers were too nimble on the sharp corners for the outdated front-engined designs making up the bulk of the entry, so Whiteford, Bib Stillwell and Len Lukey were left to squabble for third with Whiteford in his 300S Maserati eventually taking the honours.

The fastest Australian, Stan Jones (Maserati 250F), who shared the front row with the international pacesetters, retired after 19 laps, watched all the way from the pits by 12-year-old son Alan. After receiving a hastily-presented wreath, Moss was ushered off by handlers and into a helicopter to catch an overseas flight. The age of the 'jetsetting' grand prix superstar was here, long before Adelaide!

Moss had made the race his own and on the way to victory set a lap record of 102.26 mph (164.6 km/h). In the following months it became evident that it would never be broken. A highly political debate about the appropriate use of these public roads by anti-motor racing forces became too much for the organisers and killed the venue.

But the combination of world class racing and the tranquil Albert Park setting left an impression that has never been erased. ●



Lou Molina

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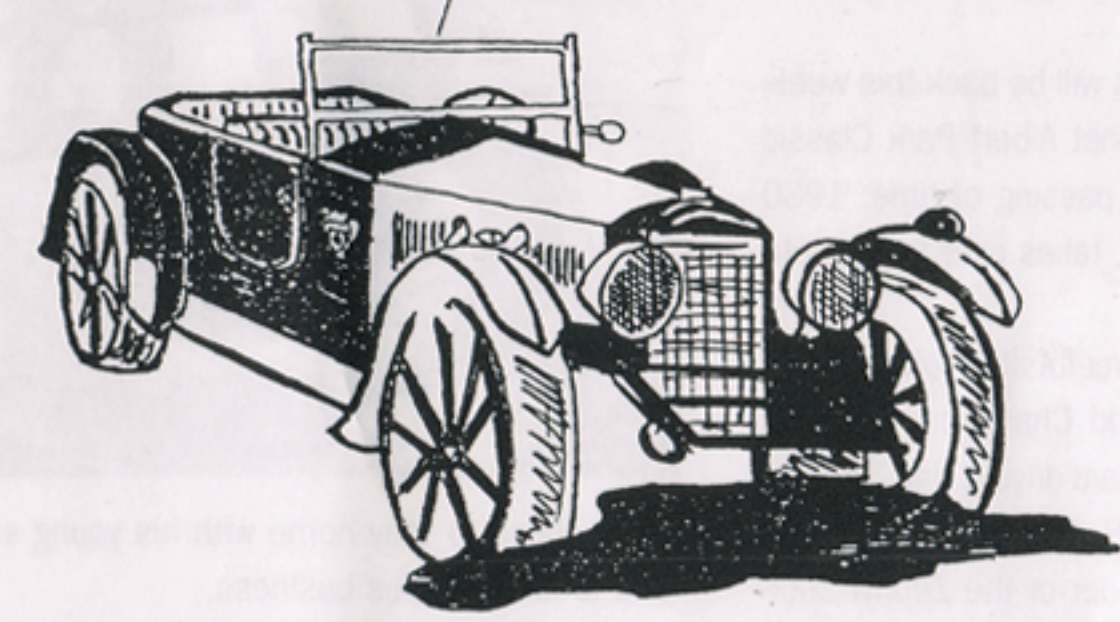
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Top: Stirling Moss
Right: Stan Jones

A brilliant driver odds-on to win a world championship (Stirling Moss), Australia's most successful international driver (Jack Brabham) and the first Australian driver to win an international event (Stan Jones) lined up on the front row of the

grid for the 1958 Melbourne Grand Prix at Albert Park.

These household names will be back this weekend for the Telecom Mobilenet Albert Park Classic with one concession to the passing of time: 1980 world champion, Alan Jones, takes over for his late father.

It was Alan's grit and forceful style which made him Australia's second World Champion, qualities that he inherited from his hard-driving dad, and, in fact, Alan was there in 1958. He was the 12 year-old propped against the fender of the Zephyr courtesy car parked a few metres away from the starting line.

The 'big three' were at the peak of their driving prowess for what would turn out to be the final Albert Park event, although some of their biggest victories were in the years to come.

Moss broke into Formula One in 1951 when Maserati first recognised the charismatic young man's artistry at the wheel and rushed him into its team in the middle of the 1954 season, only to lose him to Mercedes-Benz the following year, the powerful German team's final year in Formula One.

Moss was a British hero. He carried the national image into this international arena with polish, calm and style. In 1955 he thrilled admirers with triumph in the British Grand Prix over team-mate Juan-Manuel Fangio. But it was Fangio's title by three points from the Briton. This was to be the pattern of Moss's Grand Prix career which was ended by a terrible crash in early 1962. It tagged him forever as the 'greatest driver never to win the world championship'. In 1956 he was lured back to Maserati with star billing and it was this team which brought him back to Albert Park for the enormously successful '56 meeting after the conclusion of the F1 season. Moss had added victories at Monaco and Monza to his record this season, yet again finished second to Fangio in the title.

When he returned to race at Albert Park in 1958, he was still the F1 bridesmaid! His quest for World Champion status had been made a little harder by the rise of a 32-year-old Australian contesting

his second full season in Formula One. Jack Brabham had yet to taste the 'Champions' but made his mark at the Monaco Grand Prix, getting on the front row and finishing fourth.

Brabham was as Australian as Moss was British. He was reserved, laconic and with a typically pragmatic Antipodean approach to racing, with one important extra ingredient - a background as an engineer. The next year Brabham stormed to the first of his three World Championships.

Brabham honed his car control skills in speedway from 1947 to 1951, then raced on local tracks until the decision to move operations to England in 1955. Meanwhile another Australian great, Stan



Jones chose to stay home with his young son and tend to his car sales business.

Jones was 36 in 1958, not significantly older than Moss and Brabham but he had left an overseas campaign too late. Opportunities never taken up - he was offered drives with Ferrari and BRM - was a motivating factor in his son Alan's decision to go the Brabham path and see what the Jones genes could do. Stan Jones was a powerfully-built man who lived life with gusto and drove a car the same way. "The most fiery display of driving witnessed for a long time", was how Wheels reported his effort in leading the 1953 Albert Park race. There were some who felt Stan Jones had more potential than Brabham. Alan never had any doubt. In the 1981 biography "Driving Ambition" he said. "I admire everything Brabham did, but I reckon my old man to have been as good or better," Alan said. Reliable machinery was never a Stan Jones strong suit and this often saddled him with a reputation of being brutal on his cars. His victories were numerous though, including the 1954 New Zealand Grand Prix against an international contingent of drivers (the first international race win by an Australian), the 1958 Gold Star Australian Drivers' Championship and in the next year, the Australian Grand Prix at Longford - the last victory by a front-engined car. Stan Jones was soon forced into retirement when his business faltered in the 1960s credit squeeze. He concentrated on easing his son through his brief racing apprenticeship in Australia and helped him establish a base in London. He died in London at 51 before seeing Alan's international career take off. ●

Eight Hours of Action at Albert Park



Melbourne's Albert Park will awaken from its 35 year motor racing slumber with a jolt today with eight hours of continuous historic and classic car activity on the former international Grand Prix track.

The Telecom MobileNet Albert Park Classic consists of nine separate track events and four major off-track displays catering for everyone from racing enthusiasts to families simply interested in antiquity, history and memorabilia. The circuit programme commences at 9.30 a.m. with the Dutton/ Penrite Classic Quarter Mile Sprints for pre-1960 and invited sports and racing cars - the same vehicles which originally raced at Albert Park Lake from 1953 - '58.

This will be followed at 12 noon by the BMW Experience - circuit rides for the fortunate few in \$10 million worth of exotic cars, including a pair of \$1.5million Jaguars, with proceeds aiding the Royal Children's Hospital and Odyssey. Australian World Champions Sir Jack Brabham and Alan Jones and Britain's Stirling Moss will take the wheel during this hour-long exotic-car feast.

The Schweppes Regularity Trial for Pre-War vehicles and the Mobil Reliability Trial (a regularity run for Post-War vehicles) will bring the historic racing cars out on the full circuit for the first time.

The Telecom MobileNet Tribute to Moss and Brabham will feature the marques which made them famous in the 1950s and will precede the highlight event of the day - the Telecom MobileNet Melbourne Grand Prix Parade at 2.30 p.m.

In this event, many of the original cars and drivers from the 1950s - headed by Stirling Moss and Sir Jack Brabham in Cooper Climax cars and Alan Jones in a Maybach - will recreate the sight and sounds of the last Albert Park event in '58. The day will conclude with two RACV Historic Parades for historic sports and racing cars



Ian McDonald - Reppo Holden

of all eras and the Shannons Classic Parade, featuring 250 collectable and sporting cars of all ages. Off the track, there is also a continuous programme, commencing with the Shannons Classic Car Show at 9.30 a.m. Around 1200 classic and sporting cars, ranging from the latest Ferrari, Lamborghini and Porsche models to classic Austin-Healeys, Aston Martins, Jaguars and Triumphs, as well as vintage and veteran vehicles will be displayed in two areas on the Albert Park lawns at the north-west corner of the Lake.

A highlight of this display for participants will be the Dulux Awards for the 'Best Presented Car' and the 'Best Paint' as well as the Australian Classic Car Monthly presentation for the 'Most Popular Car' which will be decided by the public.

The Mobil / CAMS Motor Sport Display nearby will be a 'must' for anyone interested in entering motor sport at the competitive end. Car clubs and organisations represent-

ing off-road, rallying, motorkhana and club motor sport will have displays and representatives on hand. Meanwhile memorabilia enthusiasts will be able to indulge themselves in the RACV Historic Display and Film Show in the Albert Centre. Continuous historic motor sport films from the 1950s will be shown, including the Melbourne Grand Prix 1958, Tribute to (five-times World Champion) Fangio and Tribute to Stirling Moss. Historic photographs, programmes, posters, painting and trophies from Albert Park's motor racing days in the 1950s will also be on display. ●



Arnold Glass, Ferrari

The Class of '58

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Cooper Jaguar MK 2. 1955 Type 38.
One of three constructed.

One of the Albert Park legends ...protected by Penrite

First raced as Peter Whitehead's 1955 Le Mans car, the Cooper Jaguar began its outstanding Australian career in the hands of Stan Jones. The first major outing was at Albert Park in 1956 where it took a close second outright and the Sports Car lap record. The long competition history that followed resulted in more wins and places than that of any other Australian sports car of its era.

Owner/driver Ian McDonald chooses Penrite HPR oils for the Cooper Jaguar's 3.8 litre 'D' Type Jaguar engine and transmission because of its superior protection, particularly in high temperature conditions. Penrite makes a full range of specialised lubricants for all vintage, classic and high performance vehicles.

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Sounds of '58

When 29-year-old Jack Brabham took his place beside Stirling Moss on the front row of the grid for the Melbourne Grand Prix on November 30, 1958, he was 13 months away from becoming Australia's first world champion.

That day at Albert Park he was at the wheel of the car design he would use to win the title - a 'new age' Formula One Cooper Climax.

Then driving for the innovative English Cooper factory, he would also create engineering history by driving a rear-engined car to the title for the first time. Formula One had entered a radical new era, compliments of the Brabham/Cooper association, and made relics of the big front-engined vehicles with their pre-war technology.

At Albert Park, the 70,000 fans had a preview of what was to come in Formula One when Brabham and Stirling Moss dominated the event in their Cooper F1s. On that day Moss and the Rob Walker team just had the measure of the future Aussie world champ. Maybe the tables could be turned in the 1958 re-enactment on February 6 in which Sir Jack Brabham will again take the wheel of that same Cooper Type 45 Coventry Climax. It was originally a customer car ordered in 1958 by Ken Gregory, Moss's manager and a partner in the Formula Two team, British Racing Partnership, with Moss's father Alfred.

Brabham fitted it with a two-litre works engine and brought it to Australia during the European off-season to contest the 1958-59 Australasian season, starting with the Melbourne Grand Prix at Albert Park.

The current owner, Robert Shannon, Managing Director of Shannons, the leading classic



Sir Jack Brabham back at the wheel of the Cooper Climax he raced in 1958.

vehicle insurance and auction house, has had this car restored and it will be driven by Sir Jack in the re-enactment.

Restoration was done last year by noted Melbourne vintage and classic racing car specialist, David Rapley, of DRA Engines.

Brabham won the 1959 South Pacific Road Race Championship in the car after Albert Park. On his return to Europe for the Formula One season, he sold the car to Melbourne racing driver and automotive industry identity, Len Lukey, who drove it to victory in the CAMS Gold Star, the pinnacle of his racing career.

The car competed rarely from then on and was featured in the Lukey Motor Museum at Phillip Island for a time. It was purchased by Robert Shannon in 1992, still with the original engine, to be used as a display vehicle. The re-built Cooper will be fired up for the first time in more than 20 years on February 6 to help bring back the sounds and memories of Albert Park in 1958.

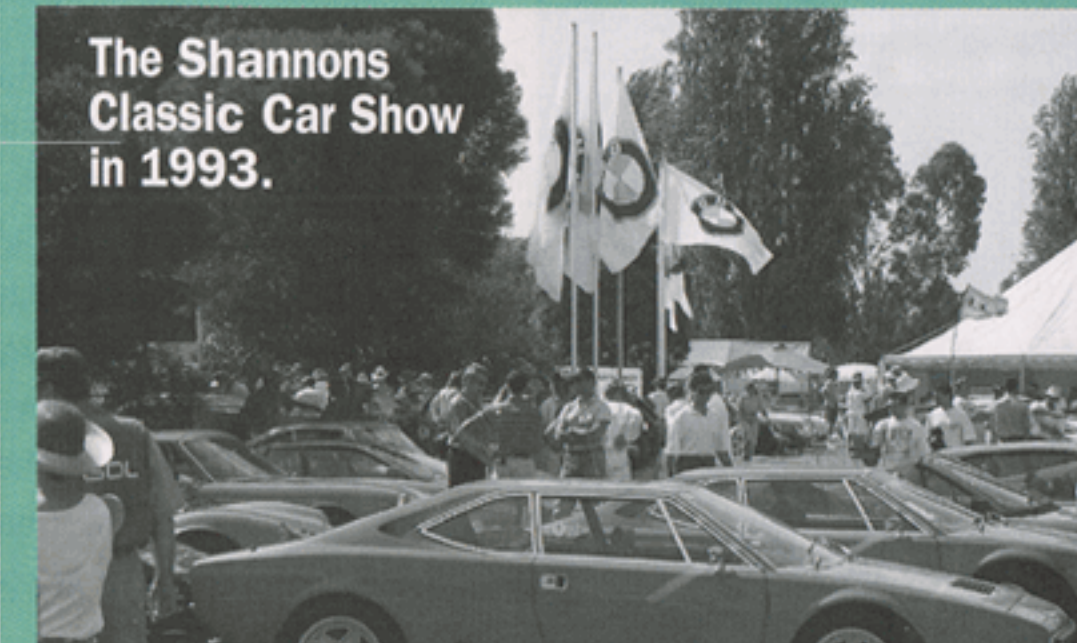
Glorious Ghost

One of the most impressive vehicles in the Shannon Classic Car Show is the 1912 Rolls-Royce Silver Ghost which has just been fully restored by Melbourne based automotive craftsman Garry Dubois.

One of only two similar examples in Australia, the vehicle has been completed for a Sydney-based customer over the past three years, involving a \$1.2million dollar investment in research, pattern making, fabrication and painstaking restoration work. Finished with painstaking detail in a Dulon royal blue lacquer finish, the vehicle can be seen amongst other Rolls-Royce vehicles on display today. ●

Shannons Classic Car Show

The Shannons Classic Car Show in 1993.



For something really special, Shannons Classic Car Show is a definite must.

Situated in Areas 9 and 10 adjacent to the Lake, Shannons Classic Car Show brings together some 1,000 of Australia's finest motor vehicles. Vehicles on display will include numerous Mercedes Benz, Riley, Mustang, Holden, MG, Alfa Romeo and Rolls-Royce. Other more unusual marques will include Ralton, Reo, Delage, Maybach, Oakland, De Soto,

throughout the day, and free access to all areas including the pits. Located within the Shannons Classic Car Show are two Shannons Information Stands. Additionally, a display of vehicles which are included in Shannons next auction, to be held on 21 February, 1994, is located in Area 11. Shannons staff at the Information Stands will be pleased to assist you with any enquiry as to the Shannons Classic Car Show, Shannons Insurance and other products.

Entrants from throughout Australia have joined together to create a display of some of Australia's most exciting historic vehicles. The 1994 Shannons Classic Car Show creates a rare opportunity to see one of Australia's finest collection of classic cars.

The quality of these vehicles on display reflects each entrant's pride of ownership, and with each vehicle's individuality and character is represented the essence of motoring. ●



Porsche 356s at their own show Albert Park 1958

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spectacular event. It may be the only time you ever see us break the speed limit.



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Dutton Penrite Classic Quarter

9.30am - 11.45am

For those whose blood is stirred by the sight, sound and smell of classic and historic racing machinery driven in anger, the Dutton/Penrite Classic Quarter will bring back memories of the sport of 40 years ago.

The entries for this event have been hand-picked for their interest and significance to the sport and range from early 1920s racing machinery up to the present day. Vehicles are predominantly pre-1960, in keeping with the era represented by historic motor sport at Albert Park, highlighted by Bill Patterson's appearance in his original type 39 'Bob Tail' Cooper Climax and Paul Samuels in the type 43 Cooper Climax which Stirling Moss will later parade. The short but star-studded 'invitation list' includes Bib Stillwell's GT31 'Tasman' Repco Brabham, Norm Beechey's thundering 500 HP 1962 Chevrolet Impala and Jeff Dutton's explosive Ford GT40 replica. National Motoring journalists will also be taking part in BMW's new 250 km/h M3 sporting coupe.



Start of the Dutton Penrite Sprint 1993

ENT. NO.	DRIVER	CAR	CAPACITY	ENT. NO.	DRIVER	CAR	CAPACITY
CLASS 1 EDWARDIAN				56	Roger James	Cooper Butler	1498cc.
29	Quinton Sykes	1917 Hudson	5000cc.	36	John Gillett	M.G.T.C.	1380cc.
30	Michael Martin	1917 Hudson	5000cc.	88	Laurie Vaughan	M.G.T.C.	1386cc.
CLASS 2 AUSTIN 7 RACING				8	Ron Townley	M.G.T.B.	1380cc.
41	Ross Stewart	Austin 7	803cc.	9	York Motor Museum /		
71	Tamas Hume	Austin 7	802cc.		Bill Patterson	Cooper T39 Bobtail	1460cc.
75	Allan Tyrrell	Austin 7 Racing	750cc.		Paul Samuels	Cooper T43	1460cc.
CLASS 3 GROUP J. UNDER 1500CC.				CLASS 12. GROUP LB. OVER 1500CC.			
12	Pat Mottram	M.G.M. Type	847cc.	10	Bob Harborow	Maybach I	3800cc.
59	Doug McNeil	Amilcar CGSS	1074cc.	19	Austin Miller / Tod Miller	Cooper Bristol	1971cc.
CLASS 4 GROUP J. OVER 1500CC.				22	Ross Williams	Elfin Alpine	1660cc.
48	Clive Smith	Bentley 4Ω litre	4500cc.	24	George Spanos	Elfin GTS	1798cc.
CLASS 5 GROUP J. RACING				46	Linden Davey Milne	Cooper Corvette	4600cc.
37	Tom Roberts	Bugatti Type 37A	1496cc.1	42	Geoff McInness	Riley Spl.	2443cc.
61	Des Dillon	Hispano-Suiza V8 Spl.	11800cc.	39	John Caffin /	Buckle G.T.	2553cc.
67	Ian Barker	Maserati 4cl.	1489cc.		Samantha Caffin	Ford CWM Spl.	4400cc.
CLASS 6. GROUP K. UNDER 1500CC.				44	Tony Osborne	Austin Healey 100S	2600cc.
34	Ron Boyle	M.G.T.A. Spl.	1340cc.	52	Clive Smith	Ausca Zephyr	2550cc.
CLASS 7 GROUP K. OVER 1500CC.				75	Russell Budge		
14	John Lawson	Alfa Romeo 6c 2500Spts	2400cc.	50	Jim Madden /	Ausca	2440cc.
54	Mike Bishop	Alfa Sports	1960cc.		Paul England	Jaguar D Type	3400cc.
43	John Bryson	SS1003 litre	3500cc.	4	Ian Cummins	Plymouth Spl.	3000cc.
3	John Dymond	Austin Martin 2l	2000cc.	72	Graeme Reed	Peerless G.T.	1991cc.
CLASS 8. GROUP K. RACING				68	Jeffrey Leech	Jaguar D-Type	3400cc.
16	Bob Duguid	Ford mercury Spl.	3916cc.		Keith Berryman		
21	Ian Mawson	M.G.P. Type S/Charged	928cc.	CLASS 13. INVITED CARS AND DRIVERS			
CLASS 9. GROUP S.A. UNDER 1500CC.				11	Peter Moffatt	Austin Healey MK1	3000cc.
31	Phillip Shudmak	Porsche 356A Carrera	1498cc.	18	Peter Caserta	Ferrari 348 Spyder	2784cc.
57	Roy Best	Austin Healey Sprite	998cc.	26	John Woodward	Porsche 930	3300cc.
53	Des Lucas	Turner	998cc.	27	John Becker	Elfin S/Liner	1261cc.
CLASS 10. GROUP S.A. OVER 1500CC.				28	Doug Burnip	Alfa Montreal	2593cc.
28	Rob Jamieson	Austin Healey 100/4	2750cc.	38	Julia Chamberlain /		
13	David Mottram	Lotus Elite Super 95	1216cc.		Max Hobson	Shelby Cobra FIA	4700cc.
17	Peter Watt	Austin Healey 100/4	2752cc.	40	Ian Begley	Porsche 356 Speedster	1720cc.
32	Graeme Clark	Triumph TR3A	2040cc.	6	Bib Stillwell	Repco Brabham	2500cc.
35	Peter French	Morgan ± 4	1991cc.	45	Bill Prowse	Ferrari 275 Spts.	3300cc.
49	Tony Smeaton	Austin Healey 100/4	2660cc.	58	John Best	MRD Formula Jr.	1098cc.
51	Gavin Baillieu	Austin Healey 100/4	2660cc.	1	Jeffrey Dutton	Porsche Longtail	3000cc.
55	Don Ballingall	M.G.A.	1995cc.	2	Jeffrey Dutton	Ford GT40 Rep	4400cc.
76	Andrew Cannon	Austin Healey 100/4	2660cc.	5	York Motor Museum /		
62	Bill Hodder	AC Ace	2000cc.		Peter Briggs	Maybach 111	5600cc.
33	Jerry Lawson	Triumph TR3A	2140cc.	63	Chris Haigh / David McKay	Jaguar Mk 1	3400cc.
CLASS 11. GROUP LB UNDER 1500CC.				64	Rod Quinn / Brian Foley	Alfa Romeo GTA	1600cc.
15	Tony Norris / D. Schofield	M.G.T.C.	1275cc.	60	Peter Kent	AH3000 Mk. 1	3000cc.
20	John Pitman	M.G.T.C.	1340cc.	65	Gavin Sandford Morgan	Jaguar C Type Repl.	3781cc.
23	Rudi Toronyi	Elford	1198cc.	66	Richard Ralph / Rod Murphy	Allard	5999cc.
25	Ray Hickman	M.G.T.C. Lullabelle	1360cc.	47	David Tootell	Lotus 7	1595cc.
				70	Bruce Harris	Porsche 934 RSR Tur	3000cc.
				69	Kevin Donellen	Robnell Cobra	7000cc.



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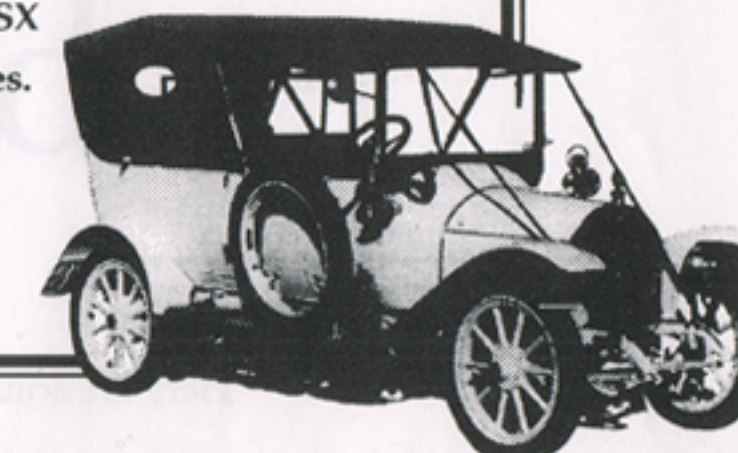
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Ride in million dollar supercars

The BMW Albert Park Experience is scheduled from 12 noon to 1.00 p.m. with passengers paying either \$250 or \$100 for a unique 2-lap experience, depending on the vehicle or driver chosen. Rides are being pre-sold on a first-come, first-served basis, with a maximum of six rides per vehicle.

Thirty-five rare and exotic 'supercars' worth more than \$10 million dollars will take to the historic Albert Park Grand Prix circuit today to raise money for the Royal Children's Hospital and Odyssey.

Veteran racer Lou Molina expects to drive his Bugatti Brescia and Des Dillon will be offering memorable rides in his 1920 Hispano Suiza sports, powered by an 11.8 litre aircraft engine.

Rides with Brabham, Moss, Jones, Stillwell, Brock, Richards, Longhurst, Morris and Beechey will cost \$250, as will those in the Jaguars XJR-15, XJ220 and D-type, Ferrari F40, 512TR, Dodge Viper, and Porsche 959 models.

A 'regular' \$300,000 Ferrari Testarossa, \$200,000 Lotus Esprit S4, racing Jaguar E-type,



For \$100 you can have the ride of a lifetime around Albert Park in BMW's new M3 Coupe.



They include Australia's only \$1.5 m. V12 Jaguar XJR-15, a real 1955 D-type racing Jaguar, a 340 km/h twin-turbo Jaguar XJ220, a Ferrari F40, a V10 Dodge Viper and a 400 HP twin-turbo Porsche 959.

Three-times World Driving Champion Sir Jack Brabham, Britain's Stirling Moss, 1980 World Driving Champion Alan Jones and four times Australian Champion Bib Stillwell will be amongst the drivers taking a fortunate few on the ride of their life in the BMW Albert Park Experience, which will be one of the highlights of the eight-hour Telecom MobileNet Albert Park Classic programme.

Nine-times Bathurst-winner Peter Brock will publicly debut his new Telecom MobileNet Holden Racing Team Commodore in the 'BMW Experience' while Queenslanders Tony Longhurst will 'swansong' BMW's record-breaking Group A 2.5 litre E-30 touring cars. Four-times Australian Touring Car Champion Jim Richards will also be one of the high-speed 'chauffeurs' in Australia's only Jaguar XJR-15 V12.

Meanwhile Norm Beechey will bring out his 500 HP 409 Chevrolet Impala racing sedan from 1962.

classic BMW 327 or the new \$125,000 BMW M3 Coupe, will cost \$100.

The Jaguar XJR-15 is one of 50 road-going versions of the 1988 Le Mans 24 Hour race-winning V12 Jaguar XJR-9 built by Britain's Tom Walkinshaw. It has a top speed of more than 310 km/h and acceleration and a V12 howl to match.

The twin-turbo, 404 kW Jaguar XJ-220 is billed as the world's fastest production car with a top speed of 341 km/h. It is only one of two in Australia.

The Ferrari F40 belongs to Tasmanian enthusiast Chas Kelly - well-known for his Targa Tasmania exploits. The 348 Spider is the first example of this brand new convertible '348 model to arrive in Australia and will make its public debut.

The Lotus Esprit S4 is the car Larry Perkins raced in last year's Bathurst 12 hour.

The Dodge Viper is America's latest and most sensational 'muscle car'. It is powered by an 8-litre Chrysler V10 engine producing 298 kW and reaches 100 km/h from a standing start in just 4.7 seconds. This is the only one in the country. ●

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BMW

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3.0CSL, BMW 2002 Turbo,
M3 (Jack Brabham), 840Ci, E-
30 2.5-litre Group A Touring
Car (Tony Longhurst)

Dodge Viper V10,
(Alan Jones)

Ferrari

F40, 348 Spider, 512TR ,
BB512, Boxer, Daytona, Dino

Jaguar

Classic
D-type , E-type

Exotic
XJ-220 (Stirling Moss), XJR-15
(Jim Richards)

Lamborghini

Countach

Lotus

Esprit S4

Porsche

Classic
RSK Exotic 959, (Alan Jones)
RSR 3.0 (1973), 934 (1974),
356 Silver Bullet

Racing Sedans

1962 Chev Impala 409 (Norm
Beechey) ,Holden Racing
Team Group A Commodore
(Peter Brock)

Vintage

Bentley 3 litre, Delage,
Hispano Suiza, Alfa Romeo,
Grand Prix Bugatti , Delage

Acknowledgements

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Gay Dutton's Albert Park programme cover paintings, as well as other samples of her work are on display today with works from other noted Australian motor sport artists in the RACV Historic Display in the Albert Centre at the back of the historic paddock area.

Gay's interpretation of the 1958 Melbourne Grand Prix is featured on the cover of this programme and her rendition of the 1956 Australian Grand Prix



headed last year's Historic Motorfest programme.

Gay, part-time artist, fell into motor sport by accident. Her husband Jeff, who runs the Duttons collectable car business, asked Gay if she could paint the walls of his restored warehouse in Richmond. She began by copying old motor sport posters. It wasn't long before the appreciative eye of enthusiasts gave Gay her first commissions. Paintings for the Geelong Speed Trials programme and the Porsche Club of Victoria's magazine covers were requested and in 1991, she painted a series of works depicting the history of the Australian Grand Prix. Other commissions and two exhibitions have since followed. ●

Ferrari Thrill Seekers

The Australian Ferrari Register wants thrill seekers for a fund-raising day at Sandown Raceway. You can purchase rides as the passenger in member's cars. Level One at \$100 gets you three laps in the Ferrari of your choice. Level Two costs just \$25. Tickets from Aus. Ferrari Register marquee or call 0055 25043 ●

Regularity Trials:

Schweppes Pre-War & Mobil Post-War



The Schweppes Regularity Trial

1.00pm

The Mobil Reliability Trial (Post War)

1.30pm

SCHWEPES PRE-WAR REGULARITY

Ent No.	Driver	Car	Capacity
8	Ron Townley	M.G.T.B.	1380cc
12	Patricia Mottram	M.G.M. Type	847cc
29	Quinton Sykes	Hudson Spl.	5000cc
30	Michael Martin	Hudson Spl.	5000cc
34	Ron Boyle	M.G.T.A. Spl.	1340cc
37	Tom Roberts	Bugatti 37A	15496cc
43	John Bryson	Jaguar 88100	3500cc
48	Clive Smith	Bentley Le Mans	4500cc
59	Doug McNeil	Amilcar CGSS	1074cc
61	Des Dillon	Hispano-Suiza	1180cc
67	Ian Barker	Maserati 4cl	1489cc
76	Nigel Gray	Singer Le Mans	1650cc
77	John Anderson	M.G.P.A.	847cc.
78	Donald Smith	Austin 7 Spts.	747cc.
79	Charles Dentry	Riley 9SPL	1087cc.
80	Phil Wheeler	Austin 7 Spl.	789cc.
81	Bryan Selleck	Ford V8 Spl.	3996cc.
82	Graeme Burnham	Vauxhall 14/40	2300cc.
83	Bill Evans	Lombard ALC.	1100cc.
84	Jim Russell/ Dan Landrigan	Ford V8 Spl.	4200cc.
85	Peter McGann	Bugatti Brescia	1500cc.
86	Glen Bishop	Austin 7	803cc.
87	Jim Nilssen	Bentley Le Mans	3000cc.
88	Terry Doyle	Morgan Super Aero	1098cc.
89	Graeme Lowe	Alta	1995cc.
90	Lewis Luxton	Bentley	2996cc.
91	R.Hood	S.S. Jaguar	3485cc.
92	Jane Quinn	Alfa Romeo	1496cc.
93	Basil Van Dongen	Austin 7	821cc.
94	Bill Bennett	M.G.P.A.	847cc.
95	David Watson	Bugatti Holden	2000cc.
96	Lou Molina	M.G.T.B.	1298cc.
97	Graeme Jackson	M.G.T.B.	1250cc.
98	Tim Jackson	Austin 7Spts Spl.	750cc.
99	Robert Shannon	Invicta Low Chassis	4500cc.
100	John Fitzparick	GP Delage	3500cc.

MOBIL POST WAR REGULARITY

ENT NO	DRIVER	CAR	CAPACITY
1	Jeffrey Dutton	Porsche Longtail	3000cc
2	Jeffrey Dutton	Ford G.T. 40 Replica	4400cc
3	Murray Richards/ Robert Richards	M.G.T.C.	1340cc
4	Ian Cummins	Jaguar D Type	3400cc
5	York Motor Museum/ Peter Briggs	Maybach 3	5600cc
9	York Motor Museum/ Bill Patterson	Cooper Climax	1460cc
11	Peter Moffatt	Austin Healey 3000	3000cc
12	Bob Phillips	M.G.T.C.	1250cc
13	David Mottram	Lotus Elite	1216cc
14	Peter Howard	M.G.T.C.	1360cc
15	Stephen Schmidt	AH Sprite MK1	948cc
16	Andy Gower	Lotus Elite	1220cc
17	Peter Watt	Austin Healey 100/4	2752cc
18	Ray Delaney	Austin Healey 3000	2994cc
19	Allan Lowe	Aston Martin DB2	2600cc

20	Michael Ffrench	Austin Healey Sprite	995cc
21	Ross McKinnon	Triumph TR3A	2138cc
22	Ross Williams	Elfin Streamliner	1600cc
23	Rudi Toronyi	Elford	1198cc
24	George Spanos	Elfin GTS	1798cc
25	Ray Hickman	M.G.T.C.Lulla-belle	1360cc
26	Barry Watchorn	Aston Martin DB2 DHC	2580cc
27	Kel Ricci	Minda Clubman	1498cc
28	Rob Jamieson	Austin Healey 100/4	2570cc
29	Alan Bail	Lotus 11 Replica	1475cc
30	George Forbes	Austin Healey Sprite	998cc
31	Philip Shudmak	Porsche 356A	1498cc
32	Graeme Clark	Triumph TR3A	2040cc
33	Harry Forde	M.G.T.C.	1380cc
34	Alex Reid	Austin Healey 100/4	2720cc
35	Peter Ffrench	Morgan ±4	1991cc
36	John Gillett	M.G.T.C. Special	1380cc
37	Morris Hodgson	Aston Martin DB4	3670cc
38	Don Quinton	Jaguar D Type Replica	3800cc
39	John Caffin / Samantha Caffin	Buckle G.T.	2553cc
40	Brian Murphy	M.G.T.C.	1250cc
41	Tom Stevens	M.G.T.F. Special	1360cc
42	Barry Batagol	A.C. Cobra	4700cc
43	Bill Alexander	Jaguar E Type	4200cc
44	Tony Osborne	Ford V8 Special	4400cc
45	Bill Prowse	Ferrari 275 Special	3300cc
46	Linden Davey- Milne	Cooper Corvette	4600cc.
47	David Tootall	Lotus 7	1595cc.
48	Derek Mclauchlan	M.G.T.C. Special	1300cc.
49	Tony Smeaton	Austin Healey 100/4	2660cc.
50	Jim Madden / Paul England	Ausca Sports	2440cc.
51	Gavin Baillieu	Austin Healey 100/4	2660cc.
52	Clive Smith	Austin Healey 100s	2660cc.
53	Andrew Fraser	Aston Martin Db4	3670cc.
54	Graham Wright	Regah M.G.	1800cc.
55	Murray Richards	Lotus 11 Le Mans	1100cc.
56	Roger James	Cooper Butler	1498cc.
57	Phillip MacWhirter	M.G.A. Coupe	1498cc.
59	Mike Devine	A H Sprite Mk1	998cc.
62	Bill Hodder	A.C.Ace	2000cc.
63	Chris Haigh	Jaguar Mk1	3400cc.
65	Gavin Sanford Morgan	Jaguar C Type Replica	3781cc.
66	Vivian Mclachlan	Austin Healey 100m	2750cc.
67	Peter Mitchell	Triumph Tr3a	1991cc.
68	Jeffery Leech	Peerless G.T.	1991cc.
69	Bill Prowse/Michael Mier	Riccardi	1750cc.
70	Tom Crawford	M.G.T.C.	1250cc.
73	Gavin Trigger	M.G.A.	1500cc.
74	Gavin McHugh	M.G. Fwd.	1275cc.
75	Doug McNeil/Max Tilbrook	Austin Special	948cc.
76	Kerry Luckins	Lotus Elite	1220cc.
77	Paul Sabine	Austin Healey 100/4	2900cc.
78	Peter Kent	Austin Healey Bn4	3000cc.
80	Charles Wilkins	Allard K Type	3000cc.
81	Rod Murphy	M.G.T.C.	1250cc.
82	Graeme Reid	Plymouth Special	3000cc.
83	Greg Marriner/ Peter Lubrano	M.G.T.C.	1250cc.
88	Laurie Vaughan	M.G.T.C.	1386cc.
89	John Ould	A. C. Ace	1991cc.
90	Barry Brickland	MGTC	1365cc.
91	Les Farruga	BuchanananTR3	2136cc.

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 Tribute Parade

Sir Jack Brabham and Stirling Moss were not only world-famous drivers in the 1950s. They also placed Albert Park on the international motor sport map through their participation and success at races held at the Lake during the circuit's five-year life span.

This special parade of vehicles honours Brabham, Moss and the Brabham, Cooper and Repco racing marques which made them household names in that era. Here are some of the highlight cars which will be taking part:

Repco Brabham 1966 (Owner: ACL. Driver: Sir Jack Brabham)
 Jack's actual 1966 World Championship winning car, now owned by ACL. In this all-Australian vehicle, Brabham became the first driver ever to win a World Championship driving a car bearing his own name.

Cooper Climax type 43 (Owner: Paul Samuels. Driver: Stirling Moss)
 This type 43 Cooper is identical to the car in which Stirling Moss won the 1958 Melbourne Grand Prix at Albert Park. It was originally raced in that event by Alec Mildren, who crashed and retired on the first corner.

Cooper Climax type 45 (Owner: Robert Shannon. Driver: Alan Jones)
 The late Len Lukey's actual 1959 Australian Gold Star-winning Cooper Climax.

Repco Brabham's BT31 (Owner and driver Bib Stillwell)
 Jack Brabham's original BT31 Tasman car from the late 1960's.

Other participating cars:
Brabham BT4 2.5 litre (Owner and driver: Ivan Glasby)
 Bib Stillwell's 1963 Australian Gold Star winning car.

Cooper Climax type 53 (Owner and driver: Alan Banister)
Cooper Climax 1960 type 53 (Owner and driver: Ray Gibbs)
 1960 Cooper 'works' car originally sold to Lex Davison by Jack Brabham.

Cooper Climax 1961 type 56 (Owner: Ray Gibbs. Driver: Allan Cruikshank)
 Vehicle originally built for Yeoman Credit Racing U.K. using type 56 chassis.

Brabham BT11 (Owner and driver: Mike Ryves)
 Ex-Alec Mildren Tasman car 1965, '66, '67 driven by Frank Gardner and Kevin Bartlett.

Cooper Climax type 39 'Bob Tail' (Owner Peter Briggs. Driver: Bill Patterson)
 Bill Patterson's original 'Bobtail' sports car which first carried his white and blue racing colours.

Cooper Corvette (Owner Earl Davey-Milne. Driver: Linden Davey-Milne)
 Jack Brabham's original RedeX Special, re-engined with a V8 Chevrolet motor and now beautifully restored.

Repco Holden (Owner and driver: Ian McDonald)
 Glynn Scott's original car from the 1958 Melbourne Grand Prix.

Cooper Jaguar (Owner: Ian McDonald. Driver: Nick McDonald)
 The famous sports car raced with great effect by the late Stan Jones.

Cooper Bristol (Owner: Aussie Miller. Driver: Todd Miller)
 A famous Cooper Bristol originally raced by Aussie Miller at Albert Park.

Cooper 500 (Owner and driver: Brian 'Brique' Reed)
 The car in which Bill Paterson cut his teeth on motor sport.

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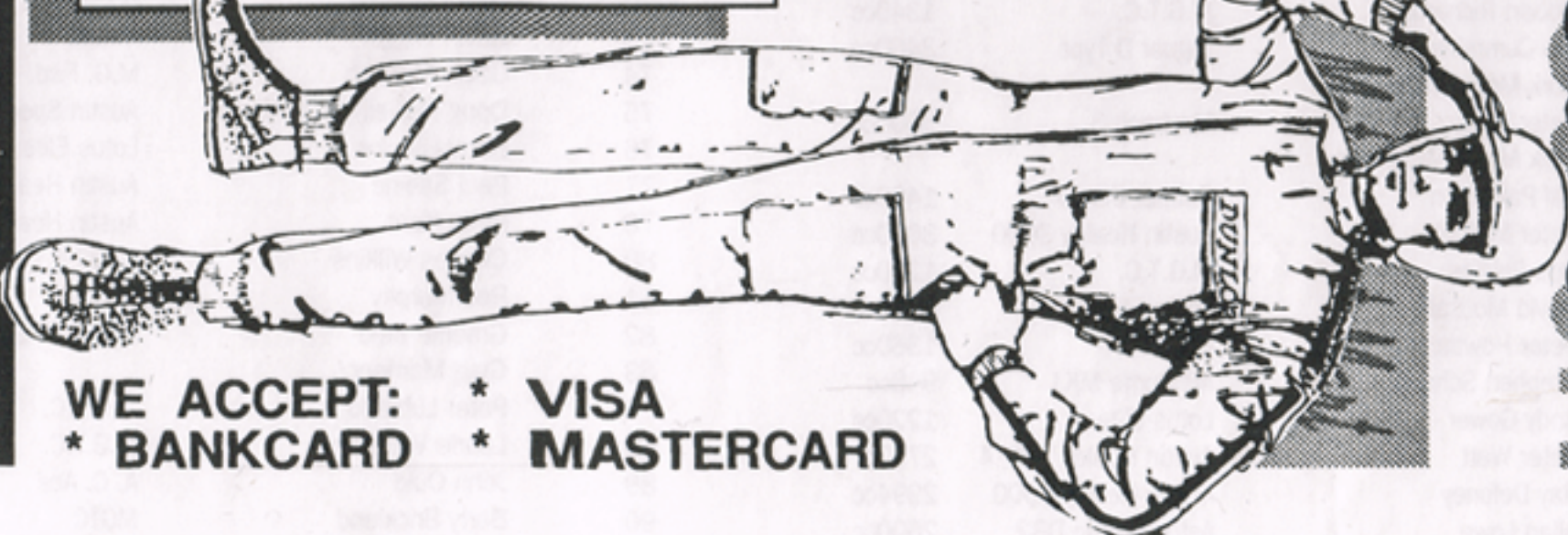
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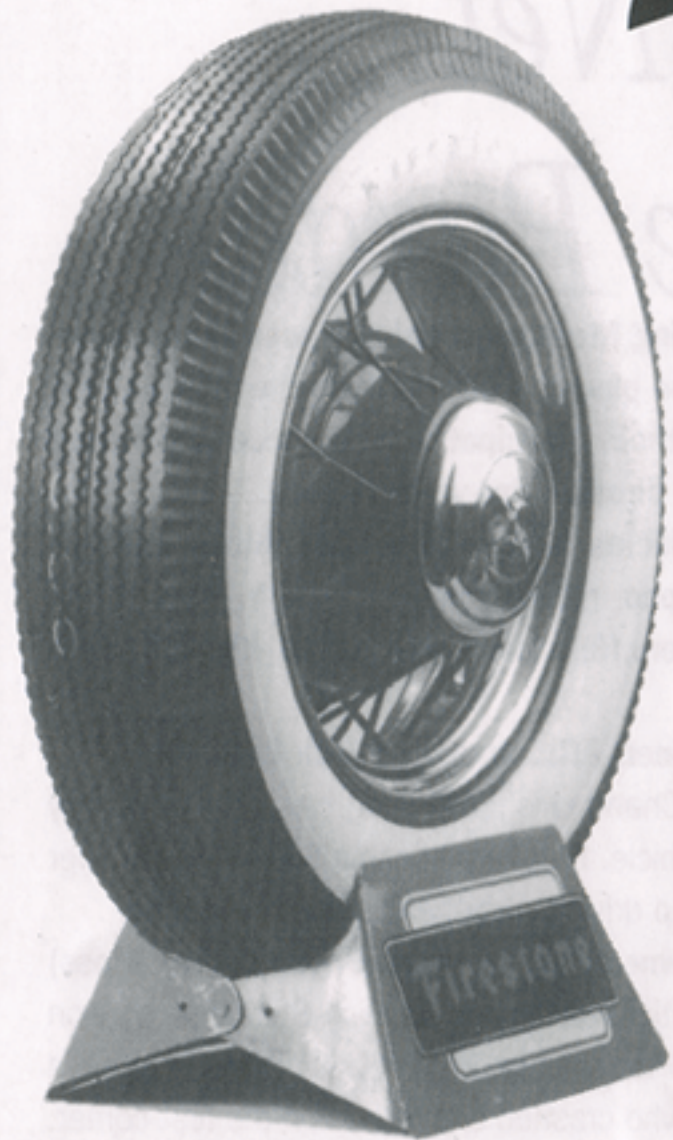
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Grand Prix Parade

Many of the original cars and drivers who raced at Albert Park in the 1950s will be back on the historic track for this highlight event of today's Telecom MobileNet Albert Park Classic Programme. Stirling Moss will drive a type 43 Cooper Climax similar to the Rob Walker car in which he won the 1958 Melbourne Grand Prix- Albert Park's last race. The car - driven and crashed on the first corner of that race by Canberra's Alex Mildren - is being lent to him by Bowral enthusiast, Paul Samuels, while ICI Dulux has repainted the Cooper in the original Rob Walker racing colours of blue and white for today's return. Samuels has also brought his potent ex-Graham Hill works Lotus 15 to Albert Park for the Melbourne Grand Prix Parade. South Australia's Derek Jolly drove a Lotus 15 in the 1958 race but crashed badly. Samuels' car is the only Lotus 15 with a factory-fitted 200 HP-plus 2.5 litre Climax engine.

Jack Brabham drives the original prototype type 45 Cooper Climax he brought to Australia in 1958 and sold to the late Len Lukey. The Lukey Cooper has had a colourful history, taking Len to victory in the Australian Drivers' Championship in 1959. It is now owned by insurance specialist Robert Shannon of the Shannons Corporation and has been mechanically refurbished for the event by historic car specialist, David Rapley.

Brabham will have another deja vu experience when he sees Earl Davey Milne's front-engined Cooper Corvette at Albert Park.

This was Brabham's famous Cooper Bristol 'RedeX Special', when it lined up on the grid for the 1953 Australian Grand Prix at the circuit. However a broken rocker arm on the warm-up lap side-lined it for the race. 1980 World Driving Champion Alan Jones will drive one of his father Stan's famous Maybach racing cars. Stan almost won the 1953 Australian Grand Prix at Albert Park in Maybach 1 - restored and owned by Melbourne's Bob Harborow - but it suffered from overheating when leading comfortably. He became Australian Driving Champion in 1959 driving a Maserati 250F.

He started third on the grid in the 1958 Melbourne Grand Prix in the Maserati behind Moss and Brabham, but retired after half-distance, watched from the pits by 12 year-old Alan. Today, Alan will drive the Chevrolet Corvette-engined Maybach Mk III owned by Western Australian enthusiast and collector Peter Briggs. Briggs, who owns W.A.'s York Motor Museum, will also bring the Bob-tail Cooper Climax sports car which Bill Patterson drove at Albert Park from 1956-'58. Bill, who went on to win the Australian Drivers' Championship in 1961, will be reunited with the car at Albert Park. Melbourne's Ian McDonald will

2.30 - 3.15pm Telecom MobileNet Grand Prix Parade

Robert Shannon / Jack Brabham	Cooper Climax
Paul Samuels / Stirling Moss	Cooper Climax
Paul Samuels	Lotus 15
John McDonald	Tornado
Reg Hunt	Maserati 300S
Graham Hunt	Lago Talbot
Earl Davey Milne	Cooper Corvette
Peter Briggs	Maybach 111
Peter Briggs / Bill Paterson	Cooper Climax
Murray Richards	Lotus 11 Le Mans
Lou Molina	M.G.T.B.
Philip Brady	M.G.K.3
Tod Miller	Cooper Bristol
Ian Cummins	Jaguar D Type
Ian McDonald	Cooper Jaguar
Bob Harborow / Alan Jones	Maybach 1
Ian Barker	Maserati 4CL
Ian McDonald	Repco Holden
Keith Berryman	Jaguar D Type

also have a significant 'Jones' vehicle, Stan's highly successful Cooper Jaguar, now totally restored. It will be there with another of Ian's 'Albert Park cars' - the ex-Glynn Scott Repco Holden which also ran in the 1958 Melbourne Grand Prix.

A pride of Jaguars will make the trip to Albert Park from New South Wales. Keith Berryman and Ian Cummins will each bring their genuine



Lou Molina for the Albert Park launch in November 1993

D-type Jaguars. Berryman's car is the original car run by Bill Pitt at Albert Park on numerous occasions. It was badly damaged in a roll-over crash during the 1956 Australian Grand Prix meeting but today is undoubtedly one of the best D-types in the world. Cummins' car has had a colourful history, having been raced very successfully by Bib Stillwell in the United States. It has been totally restored to original factory condition since being cut in two in

an horrific accident at Macau some years ago.

Sydney enthusiast Chris Haigh will bring the original 'Grey Pussy' Jaguar 3.4 MkI to Albert Park for David McKay to drive. McKay revolutionised Australian touring car racing in the late 1950s with this car, which later was campaigned successfully by Ian 'Pete' Geoghegan. The car has now been totally restored.

Reg and Graham Hunt will bring two famous cars to Albert Park - the ex-Doug Whiteford Lago Talbot from 1955-'56 and Reg's Maserati 300S sports car, the only racing Maserati team car from that era in Australia. The Lago is the second of the French racing cars campaigned at Albert Park by the late Doug Whiteford.

The 300S is identical to the examples campaigned successfully in the late 1950s by both Whiteford and Bob Jane, with Jane making his debut in his car at the 1958 Melbourne Grand Prix while Whiteford finished third outright in the 100 mile (162 km) event behind Moss and Brabham.

Another famous Australian special returning to the Lake will be the Corvette-engined Tornado, originally raced by Ted Gray and now owned by Canberra's John McDonald. ●

Coming Events

Picnic at Hanging Rock Rally

Sunday Feb 13. The Macedon Ranges Car Club will stage its annual rally to the area where a group of schoolgirls vanished mysteriously on St Valentines Day last century. This annual event attracts a huge number of vintage, veteran and classic cars of all types. Parking is on a first come, first served basis. Bring a picnic and enjoy a unique day amongst other classic car enthusiasts. Remember a classic car need not be expensive so bring your pride and joy to Hanging Rock.

Rob Roy Hill Climb

Saturday-Sunday Feb 19-20. If you haven't been to Rob Roy Hill Climb near Christmas Hills on the eastern outskirts of Melbourne, then set this date aside. It's a superb venue brilliantly run by the MG Car Club and will be brimming with entries from the historic racing fraternity.

For further info call Leon Simms (03) 583 3972 AH

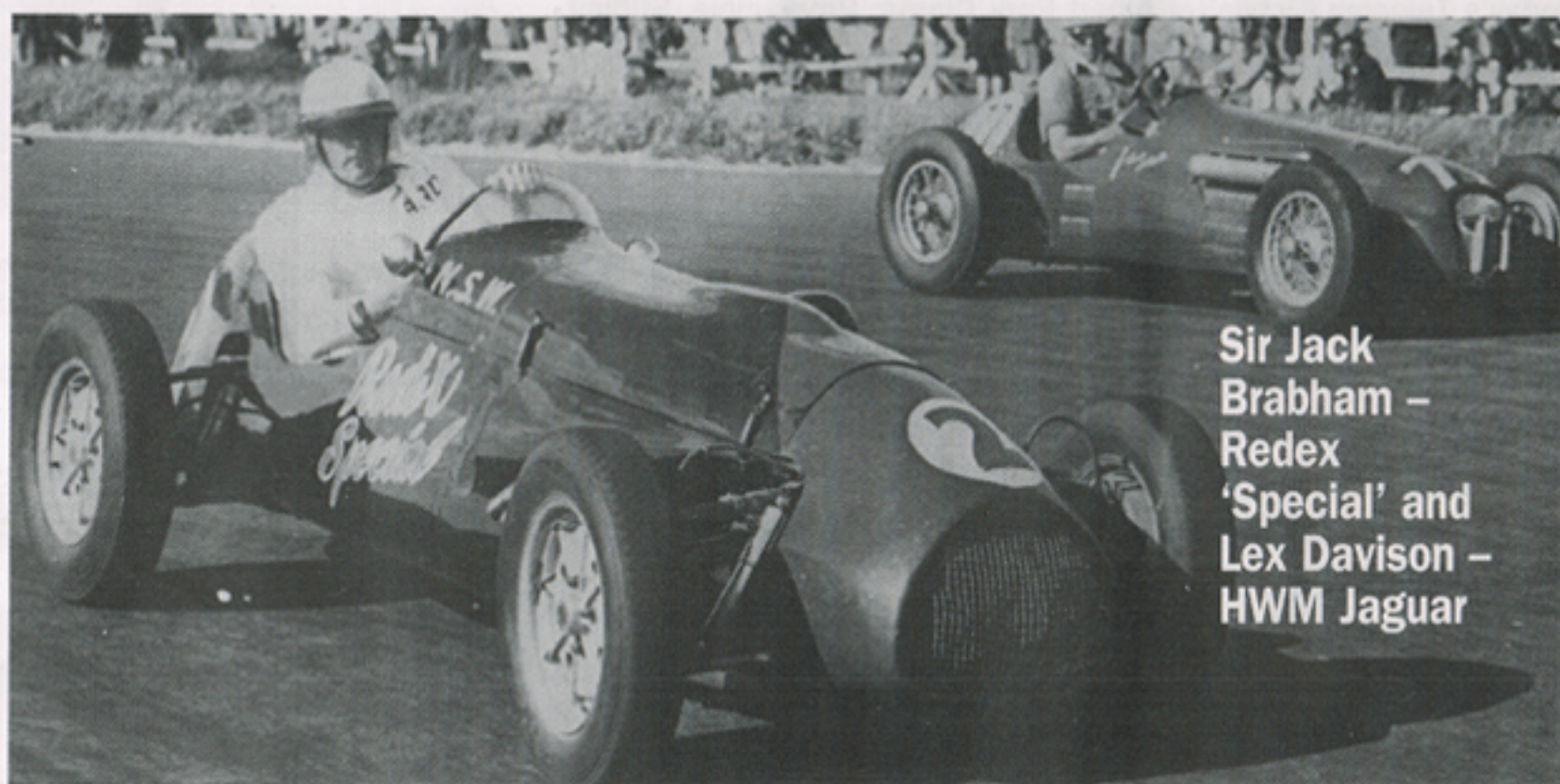
Castrol Classic Phillip Island.

Sat-Sun March 12-13. The Castrol Classic is Australia's premier race meeting at historic Phillip Island. The birthplace of the Australian Grand Prix in 1928. The Castrol Classic attracts a large number of entries from local and interstate competitors, all keen to try out the demanding and high speed Phillip Island circuit. It's great picnic-motor-sport holiday with a full programme of races expertly run by the Victorian Historic Racing Register.

The car that started it all

Australia's most successful racing driver, Sir Jack Brabham, will today be re-united with the famous car that first brought him to prominence in local racing and sparked a controversy that prompted him to try his luck overseas.

Sir Jack and the 'Redex Special' will meet again after 40 years in the first of two RACV Historic Parades at 3.15 p.m. this afternoon. The car is now owned by Earl Davey Milne, a vintage car enthusiast and former racing driver from Toorak, and will be dri-



Sir Jack Brabham - Redex 'Special' and Lex Davison - HWM Jaguar

had blown off anyway!"

His view at the time was that CAMS wanted to keep the sport for the "rich boys."

"They didn't want to degrade it! It was unbelievable and I reckon it put motor racing back 10 years in this country because eventually it had to be accepted." An engineer by profession, Jack Brabham wasn't one of the rich boys and couldn't continue racing competitively in Australia without backing. "That was one of the reasons why I decid-

ed to go overseas."

ven by Earl's son Lindon, a 23-year-old motor mechanic at Bib Stillwell's BMW dealership.

This career move had been planted in his head when he raced the Redex Special in the New Zealand Grand Prix during January, 1955, finishing fourth. There he met some of the international stars for the first time. "The suggestion was that I should go over to England for a year's experience and it took me 16 years to come back!" The car began the association with the Cooper marque which took him to consecutive world championships in 1959-60. Jack sold the Redex Special to rival Stan Jones (father of Alan), who had destroyed his Maybach spectacularly in the 1954 Australian Grand Prix at Southport. Albert Park was never the happy track it should have been for the car. Brabham entered it for the 1953 Australian Grand Prix but didn't make the starting grid when it ran a bearing during practice. Jones drove it in 1955. Geelong racer Tom Hawkes took over the car and won the first heat of the 1955 Australian Grand Prix at Port Wakefield. He fitted it with a Repco Holden motor for the March, 1956 Albert Park meeting but failed to finish.

Earl Davey Milne bought the car in 1962 and has spent many years gradually completing the engine installation and restoring the car. His son Lindon finished the restoration and fired it up for the first time at the Geelong speed trials late last year.

ed to go overseas."

It was a daring sponsorship first in a mainly amateur scene. The Cooper raced several times with "Redex Special" boldly emblazoned on its side, in the manner of today's Formula One billboards, until a fateful 1955 race in Orange, NSW, when CAMS, the motorsport body, introduced a short-lived sponsorship ban that was to change the 27-year-old Jack Brabham's life.

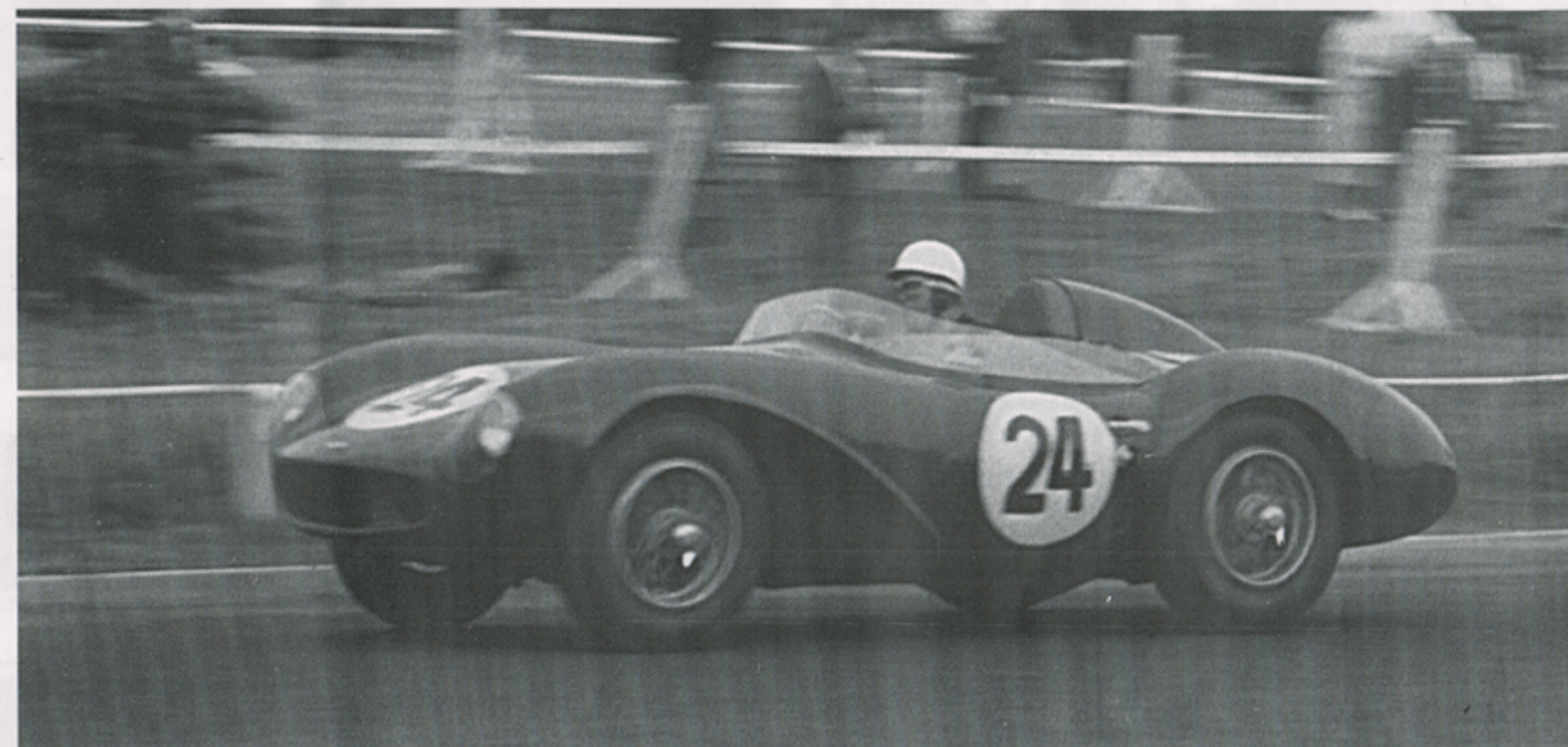
"It was the first time", Sir Jack says of the sponsorship. "This is probably why CAMS couldn't accept it. They hadn't been confronted with this before."

The normally phlegmatic Brabham was aghast. "I had all the Redex people there who had come down to watch it run. I had to tape it (the sponsorship) over but by the time I had done the first lap, it

The RACV Historic Parades



3.15pm - 4.15pm



Stan Jones Aston Martin DB 35 1958

ENTRANT	CAR	CAPACITY	ENTRANT	CAR	CAPACITY
Ray English	Austin Healey Sprite	998cc.	Des Lucas	Turner MK2	998cc.
Nigel Gray	Singer Le Mans	1650cc.	Graeme Lowe	Alta	1995cc.
John Wickens	M.G.B.	1800cc.	Reg Lunn	Elfin Catalina	1498cc.
Graeme Wallace	Peugeot 403	1600cc.	George Makin	Lotus 20	1100cc.
Jim Crocker	Knocker Special	2300cc.	Peter Sneddon	Prince Skyline G.T.	2000cc.
Stephen Mayer	Fiat 501C	1460cc.	Wayne Thompson	Morris Cooper S	1293cc.
Tony Norris / David Schofield	M.G.T.C.	1275cc.	Terry Sulley	Sunbeam Alpine	1646cc.
Dot Devine	Morgan 4/4	1600cc.	Ken Williams / Andrew Williams	Lotus 7	1600cc.
Austin Miller / Tod Miller	Cooper Bristol	1977cc.	Basil Dawson	Lancia Fulvia Zagato	1298cc.
Ted Heriot	M.G.T.C.	1250cc.	Mark Bisset	ASP Clubman	1300cc.
Peter Howard	M.G.T.C.	1360cc.	Graeme Hooper	Iso Rivolta	5350cc.
Ivan Clencie	Elfin 600E	1530cc.	Roy Best	Austin Healey Sprite	998cc.
Bruce Hazard	Elfin Mono	1530cc.	John Best	M.R.D. Formula Jr.	1098cc.
Kel Ricci	T.V.R. 2500M	2500cc.	Peter Hodges	M.G.B.	1780cc.
Bill Evans	Lombard AL3	1100cc.	Alan Green	Chimaera Sports	1498cc.
Jim Russell/Dan Landrigan	Ford V8 Special	4200cc.	Bill Trengrove	Holden EH	2996 cc.
Phillip Schudmak	Porsche 356A Carrera	1498cc.	Gary Brill	Austin Healey	2912cc.
Jon Hope	Cortina G.T.	1598cc.	John Lee / Chris Coombs	Ellerton Special	1040cc.
Brian Reed	Cooper 500	500cc.	Ron Townley / Gib Barrett	M.G.T.B. Special	1380cc.
Barry Devlin	Morris Cooper S	1299cc.	George Lawson	M.G.T.C.	1250cc.
Ian Tate	Prefect Special	1200cc.	Brendan Wilson	Holden FC	2448cc.
John Shaw	Holden EH S4	2990cc.	G. Bennett	A.C.	1990cc.
Len Nation	BMC Special	948cc.	Richard Smith	Elfin Mono	1498cc.
Murray Batson	Nota Clubman	1498cc.	Terry Lawrie	Holden Monaro	5000cc.
Laurie Vaughan	M.G.T.C.	1386cc.	Rod Murphy	Allard	5999cc.
John Bryson	Jaguar SS 100	3500cc.	Bruce Shepherd	Jaguar MK7 Special	3500cc.
George Santoro	Bentley Derby	3500cc.	Chris Haigh	Jaguar MkI	3400cc.
Carlo Santoro	M.G.T.D.	1500cc.	Robert Shannon	Invicta Low Chassis	4500cc.
Reg Harris	Fiat 124S	1490cc.	Les Farruga	Buchanan TR3	2136cc.
Colin Taylor	M.G.T.F.	1250cc.	Richard Bell	Railton Light Sport	4158cc.

Historic racing, sports and touring cars of all types and ages will be taking part in the RACV Historic Parades on this afternoon's programme.

The RACV is a very appropriate sponsor of this event because of the organisation's long and colourful association with motoring and motorsport - now in its 91st year. The RACV and other state motoring organisations in fact controlled motor sport in Australia prior to February 1, 1953 when the Confederation of Australian MotorSport was formed. The many vehicles entered represent a passing parade of racing vehicles through the decades of the 1920s to the 1970s. Noted participants include Linden Davey-Milne in the Cooper Corvette - formerly the Cooper Bristol 'Redex Special' in which Jack Brabham achieved his first circuit racing fame in the early 1950's, Ian Tate in his Prefect Special and Phillip Schudmak in his rare Porsche 356A Carrera.

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ROB ROY HILLCLIMB 2nd HISTORIC MEETING 19th & 20th FEBRUARY 1994

Rob Roy has become firmly entrenched in the Historic Motor Sport Calendar with spectator and competitor interest growing with each event - The Hill draws a picnic atmosphere crowd that last year was estimated at 5000. This year's Historic Meeting will welcome our Guest of Honour - F.O.A. (Tony) Gaze and highlight his achievements including being outright record holder in 1948.

As well as the exciting competition between legendary cars, the day will feature a Tribute to Champions Parade, the unveiling of a plaque to commemorate all past record holders, a display of existing record holding cars including the Kleinig Special and the Ex-Gaze Alta, a display by the Vintage Sports Car Club, and a display of Speedway Cars and Bikes.



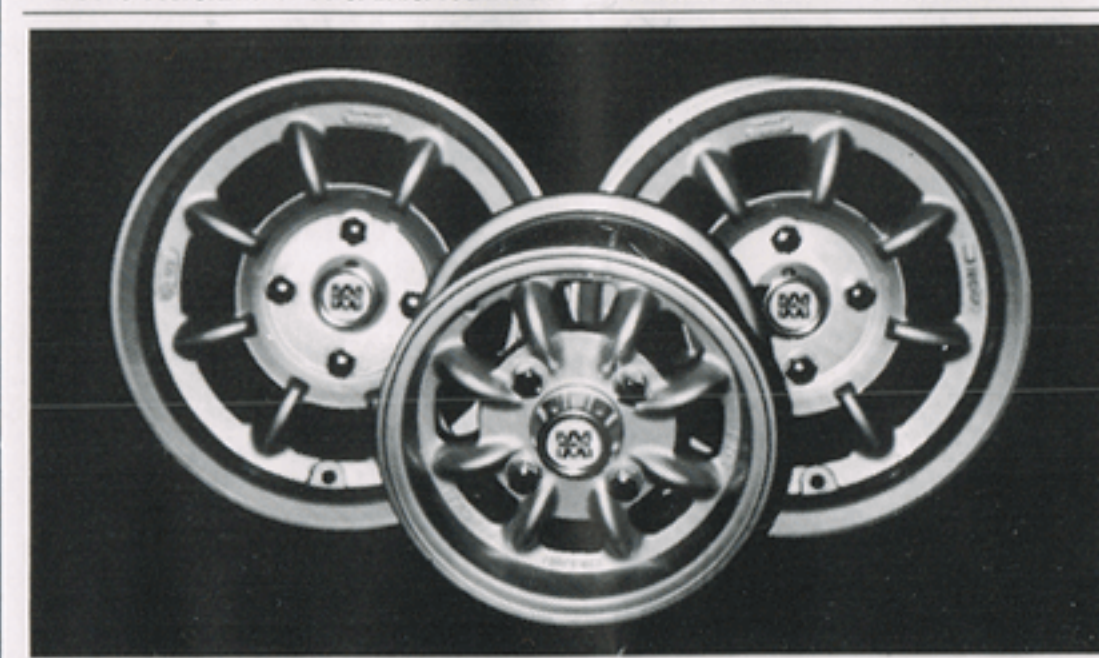
F.O.A. (Tony) Gaze on Tin Shed Corner in the 2 litre Alta

Practice on Saturday and competition starts at 10am Sunday. Rob Roy Hillclimb is situated on Clifton Rd., Christmas Hills on the Yarra Glen Rd. Melways ref. Map 263 9A.

**2ND HISTORIC MEETING
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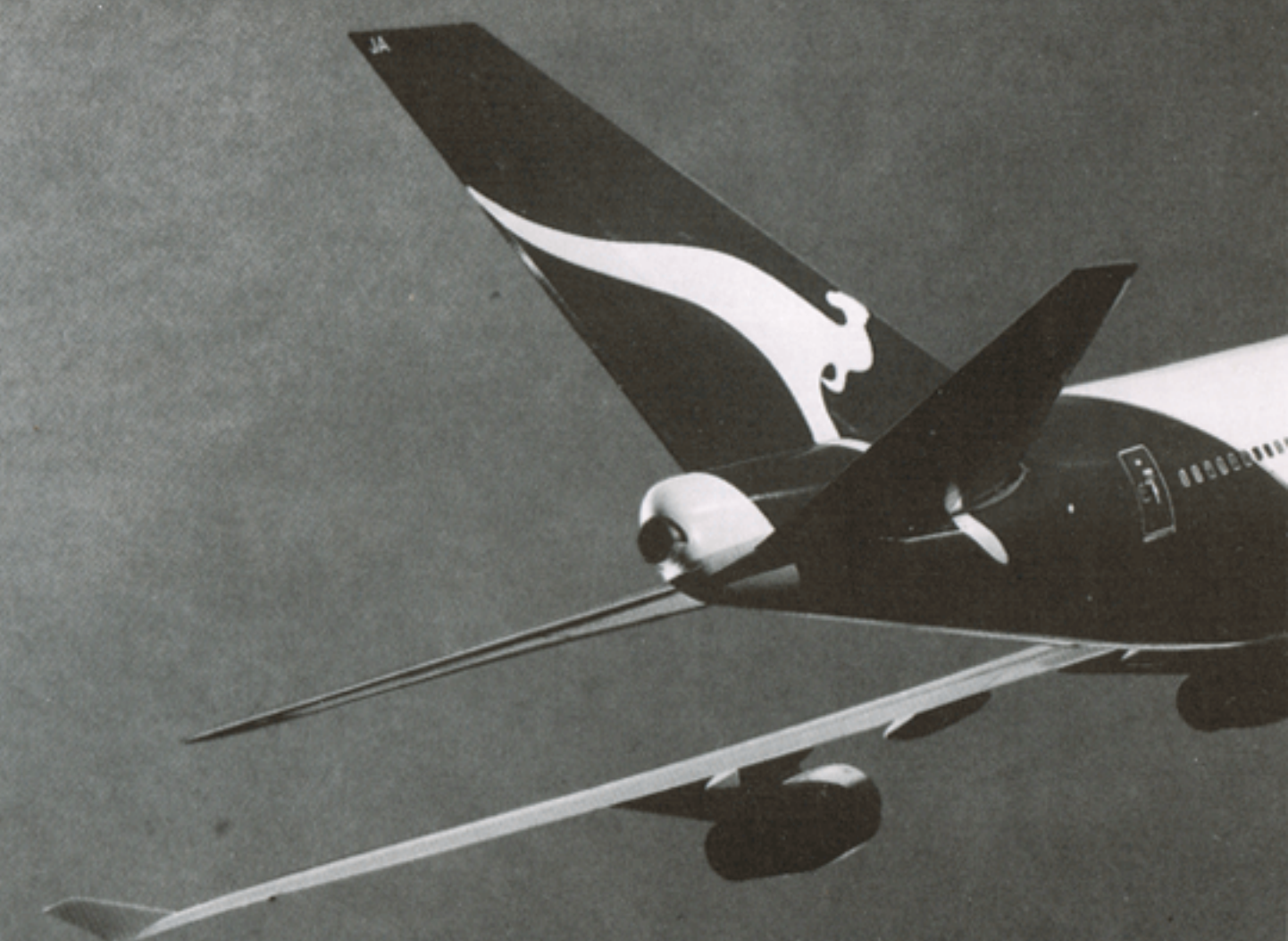
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