



with
Grant
Rowley

NATIONAL SCENE

BROCK FOR GOODWOOD

PETER Brock will compete at the famous Goodwood Revival in England this year, racing a competition version of Holden's first car, the 48-215.

Brock, who competed at last year's Goodwood Festival of Speed in the 1984 Bathurst-winning VK Commodore, will race an original 'FX', which is being prepared by Phil Munday.

Also involved in the project is ex-HDT engine builder Ian Tate.

"Being light cars with six-cylinder motors, the 'humpys' formed the backbone of Australian racing in the '50s and '60s," said Brock.

"To re-invent an FX racer has been a substantial task as the English regulations are so comprehensive that it means a major \$120,000 car preparation for us. Anyhow, we're making it happen. For this exercise, Phil has resurrected a 1953 model, body number 87,336."

Minister for Small Business and Tourism Fran Bailey, pictured with Brock, has wished Brock the best;



"Brocky driving a magnificently restored Holden in England – this has got to be something for the history books! I congratulate all those involved in Phil Munday's team, and I'm sure the green and gold will triumph at the Revival."

Brock's Goodwood campaign will mark only the second time an 'FX' has been raced outside Australia, the first being Lex Davison and Tony Gaze's 1953 assault on the Monte Carlo Rally.



Isn't he retired? Brock will get back behind the wheel for another Goodwood event – but this time, it's the Revival ...

History repeats for Brock

PETER Brock will return to England's famous Goodwood Festival of Speed in September for its Revival Historic Circuit Race event - this time to drive a racing version of Holden's first car, the 48-215.

After wowing the crowd by driving a tyre-smoking V8 Commodore touring car up the hill-climb course at Goodwood House last year, Brock has elected to return in the original "FX" Holden prepared by a group of Melbourne Holden enthusiasts led by Kilsyth panel beater Phil Munday.

Munday has one of Australia's biggest collections of early Holdens, including about 30 48-215s and FJs, ranging from near-mint condition collectibles to old wrecks used for parts.

The idea for the Goodwood project came about when Munday was working with Brock on a Daytona Coupe that the touring car legend drove in this year's Targa Tasmania.

After Brock mentioned how much he had enjoyed last year's Goodwood, Munday offered him one of his historic Holdens to drive at the Revival - regarded as the greatest celebration of racing history.

The pair then proceeded to put together a consortium of Holden experts to help prepare the car. These include engine builder Ian Tate, who worked for the famous Holden Dealer Team with Harry Firth and Brock.

Each member of the team had a job to do, with each component coming together



Peter Brock and Phil Munday with the old Holden under restoration for Goodwood.

for assembly this month. The car is being prepared along the same lines as racers driven in the 1950s by some of the legends of Australian motorsport, including Firth, Pete Geoghegan, Norm Beechey and Bob Jane.

The only concessions to modern technology are safety items such as a mandatory fuel tank bladder and front disc

brakes (taken from an EH Holden).

The restored Holden is thought to be only the second 48-215 to compete outside Australasia, the first one being campaigned in the Monte Carlo Rally more than five decades ago by Lex Davison and Tony Gaze.

Coincidentally, the "FX" Holden was released in the same year that Goodwood Motor Raceway opened, in 1948.