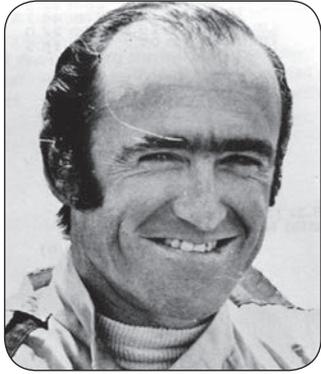




## PROFILE

*John McCormack*



INDUCTED: 1992



John McCormack, formerly of Burnie (who later retired to Binnalong Bay), established an international reputation as an accomplished racing driver during the late 1960s and early 1970s, later turning his knowledge and talent to designing championship winning sports sedans.

**D**uring an illustrious racing career he won Australia's premier circuit racing title, the Gold Star Championship, three times.

These were all memorable seasons won in memorable cars, including an Elfin MR-5 Repco in 1973, which was the first of Garry Cooper's Formula 5000 cars, an Elfin MR-6 in 1975, and a McLaren Leyland M23 in 1977, which was an ex-Formula One car modified and developed with a Leyland P76 alloy V8 engine.

Other memorable cars driven to victory by John include a Nota, a Brabham Climax, and an Elfin 600 Climax.

John also won various rounds of the Tasman Series, including a sensational victory against top international competition in the 1973 New Zealand Grand Prix.

After campaigning open wheelers for many years, John switched to sports sedan in the late 1970s and pioneered the configuration still used by many sports sedan drivers today of a mid-mounted engine with transaxle rear end.

That car was a Valiant Charger that gained notoriety throughout the country and established John's true ability as an engineer, also taking him to two Australian sports sedan championships.

Following the successful Charger, John developed a Jaguar XJS to sports sedan specifications, but the full potential of this car was cut short when he was seriously injured in a road accident while travelling to compete in

support races for the 1981 Australian Grand Prix at Calder Park, Victoria.

John also won various rounds of the Tasman Series, including a sensational victory against top international competition in the 1973 New Zealand Grand Prix.

The car was purchased by Queenslander Mark Trenowith and further developed with great success, and then campaigned by Garry Scott before being retired from racing in 1991, more than 10 years after John first started development on the car.

John McCormack was a brilliant engineer and a talented driver whose career was cut short when he still had a great deal to offer Australian motorsport.

Profile by Martin Agatyn.

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