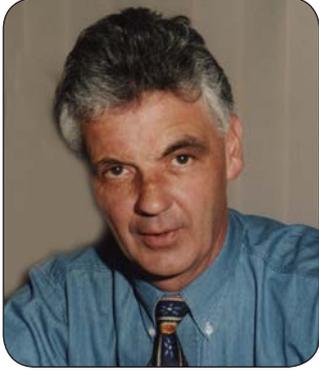




## PROFILE

*Tony Edmondson*



INDUCTED: 1998



Tony Edmondson was a two-times Australian sports car champion, but is remembered for being more than just a driver.

**T**ony first started racing in 1970 in Ford Cortina 1500, moving several years later into a BMW sedan powered by a Repco Brabham V8 engine.

In 1976 he took over a car built by another great Tasmanian racing engineer, John McCormack, which was an awesome performer.

In 1978 Tony formed a partnership with two colleagues to form K. and A. Engineering.

Tony founded Elphin Cars Australia, which built all types of sports cars, racing cars, and sports sedans and was the major Australian importer of sports cars until 1984.

One of the new company's first race-orientated projects was to build an Alpha sports sedan to be raced by Tony.

The distinctive Alpha burst onto the Australian sports car championship scene in 1979 and Tony was well placed in the series when he was involved in a serious accident at the Surfers Paradise International Raceway in August that year.

He sustained severe burns and was not expected to live.

But just as he was a fighter on the track, Tony was also a fighter in life and after three months in a Brisbane hospital he was ready to return home again, but more importantly to also return to the racetrack, performing strongly in his return race at Adelaide late in the same year.

In February of the next year (1980) he won the first round of the national championship at Sandown (Vic.) and went on to win the series, and again repeating the effort in 1981.

Changes to rules in the sports car GT championship in 1982 handicapped Tony's Alpha by increasing its weight and decreasing its tyre size, making the car uncompetitive.

The same year Tony founded Elphin Cars Australia, which built all types of sports cars, racing cars, and sports sedans and was the major Australian importer of sports cars until 1984.

In 1986 changes to Australia's duty-free laws made the business uncompetitive and it was sold, virtually marking Tony's retirement from motorsport.

After that time he became the managing director of a large transport company based in Hobart and was still in the position at the time of his induction.

Profile by Martin Agatyn