



PROFILE

Bob Wright



INDUCTED: 2007



Bob Wright is one of the quiet achievers and true pioneers of Tasmanian motorsport.

Bob first became involved in motorsport in 1953 as a member of the Light Car Club of Tasmania and then as a foundation member of the North-West Car Club when it was formed.

He first participated in mainly social-type events, using his family car, but soon developed the need for more serious speed.

Bob's first attempt at serious motorsport came as one of two co-drivers in a four-man team in the 1953 24-hour Redex Round Tasmania Trial, competing in a 1947 Ford V8.

While Bob continued to compete in hillclimbs at Penguin and racing at the Valleyfield Airstrip circuit, his first serious attempt at circuit racing came in 1957 when he raced a Ford V8 Special with a Singer chassis.

Bob later upgraded to a Ventura Special and eventually switched from racing cars to sports cars when he campaigned a sports car based on a Lotus 23, which he christened the Tasma. Although not winning many major titles or championships, Bob derived his pleasure from racing what he

had built himself, as it was the only way he could afford to go racing.

He was always available to give advice and guidance to newer and younger drivers.

Several of Bob's more memorable cars included a Chev Corvette he purchased in poor condition from Melbourne, but re-built to its former glory and a former Formula One car he purchased in 1970 and converted to a sports car he called the Tasma II, which was the first resident rear-engined sports car in Tasmania.

While he spent a lot of time in hillclimbs and circuit-type events, Bob's first love was trials and rallying and he was never far from the chance to compete on the gravel.

Bob competed in countless rallies over the years and won a round of the Tasmanian Rally Championship on one occasion and finished second in the Glazebrook Trial in 1960.

But, as was the case with his circuit exploits, Bob's main enjoyment came from simply competing and being part of the sport. >>

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