

The Penrite Racing Heritage in Australia

Penrite believes that these vehicles should not be closeted in museums or private collections but be shown off in the manner in which they were designed, to be raced and raced hard. Every year Penrite Oil Company brings a magnificent historic racing car to the racetracks of Australia. Since the early 1980's Penrite has exhibited some of the most important racing cars still being campaigned today. These cars are made available for both static and racing events Australia wide.

The Collection



1950 L26C LAGO TALBOT The Peter Giddings Lago Talbot, owned and raced at one stage by Fifi Etancelin, featured an off-centre tailshaft and somewhat uncomfortable seating position. It has appeared at Phillip Island, Eastern Creek, Geelong Speed Trials and the 1996 Australian Grand Prix.



MASERATI 3011 In 1992 one of the most important motor cars ever raced, the ex- Whitney Straight ex Bira Maserati 3011 was imported. After an extensive rebuild by Penrite, this car was shown and demonstrated to literally thousands of people as well as being re-united with one of it's former drivers Tony Gaze. It is one of the few cars in the world with a book written about it.



Obsession with oil

VINTAGE VETERAN AND CLASSIC TECH NOTE



MASERATI 250F The ex Moss 250 F Maserati again brought to this country on more than one occasion and proved very popular at Historic Winton, Geelong Speed Trials, Eastern Creek and at the 1996 Australian Grand Prix.



MONZA ALFA ROMEO Another favourite was the Monza Alfa Romeo which Penrite was lucky to have on loan on more than one occasion. The Scuderia Ferrari Alfa attracted a lot of attention because its badge features the rampant Ferrari stallion, most unusual on an Alfa Romeo.



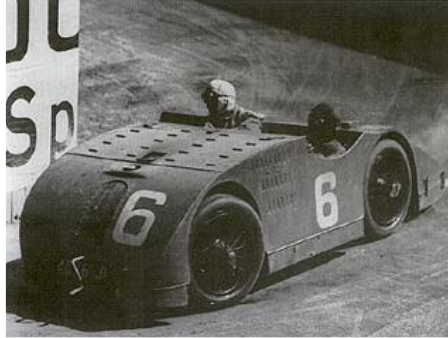
E.R.A R12B During 1994 the E.R.A. R12B 'Hanuman' came over from the U.K for some serious racing, the Geelong Speed Trials among the venues.



1924 GRAND PRIX DELAGE Penrite acquired the 1924 French Grand Prix Delage courtesy of American Bob Sutherland for Historic winton in 1996. This car finished second in the French Grand Prix behind the Alfa Romeo of Campari and then spent a good part of its life in Argentina. It was then discovered in a derelict condition in Chile. An 11-year restoration programme car returned to its former glory complete with engine turned aluminium body and engine castings. A mechanical problem meant its early return to America.



VINTAGE VETERAN AND CLASSIC TECH NOTE



1923 TYPE 32 BUGATTI "TANK" The replacement for the Delage, while the mechanical components are genuine, the rest of the "Tank" has been faithfully copied from the original example which rests in the Musée national at Mulhouse. Bugatti entered four of these cars in the 1923 French Grand Prix. Two crashed early in the race, one retired and the fourth finished third behind two Sunbeams. With its aerodynamic shape and two-metre wheelbase, no firewall, cockpit full of engine fumes on little more than dirt roads for hours on end in Grand Prix conditions the car has been described as 'interesting' to drive. The Bugatti made its last appearance at Historic Winton '98" and is now back in America.



ALFA ROMEO 8C-35 Following an extensive restoration, the ex Nuvolari 8C-35 Alfa Romeo was showcased at the 1998 Australian Grand Prix. This monster racing car delighted the crowds and was the featured car along with the "Tank" at the '98 Historic Winton. Fitted with two superchargers, and a 3.8 litre twin camshaft overhead valve engine developing 330 BHP at 5400 rpm, this car has made a huge impression on the racing fraternity.



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