

# Post-War Patter

James Trigwell



A superb line-up of post-war Nashes at Silverstone. Photo - Jim Trigwell

## Silverstone Classic

The Club (with financial support from the Archives) organised an excellent turnout of post-war Nashes at Silverstone in July. This to celebrate 60 years since the first Bristol-engined Nash was unveiled at the Geneva Motor Show in March 1948. Over the three-day weekend 27 post-war cars and 6 chain-drive Nashes were to be seen, either in the paddock and on the race track, or in the Club display area overlooking the Brooklands Complex. This was the location chosen last year by our friends in the BMW Historic Motor Club and we were very lucky to be able to get the display site next to theirs. The BMW folk were very well organised and graciously invited all FNCC members to share their buffet food and drink as well as seats and shade under their gazebo. The racing was good and the weather was

surprisingly hot, considering the wet summer we have had, so their warm hospitality was doubly welcome.

The 27 post-war Nashes that made the trek to Silverstone included 12 Le Mans Reprs, 8 Targa Florios, 2 Mille Miglias, 2 Sebrings and 2 Fixed Head Coupes. In addition, the prototype chassis with 3.4-litre Armstrong Siddeley Sapphire engine, built by AFN in 1953 but never finished, arrived on a trailer, and the owner of the last 20 years made it known that he was open to offers. The unique chassis has now been sold to Jon Rose who intends rebuilding it and bodying it in the style of a Mille Miglia or Sebring.

With only 75 post-war cars still in existence, and 15 of those residing overseas, the turnout at Silverstone was very good at nearly 50% of available cars.

Next year is the 60th anniversary of the famous third-place finish at Le Mans which gave the Le Mans Rep its name. It will be an interesting challenge to see if we can get another strong showing of cars to celebrate that milestone.

## Goodwood Revival

While the Silverstone Classic is year by year regaining the stature that it once had in the late 1990s, when it was sponsored by Coys, the Goodwood Revival in September continues to maintain its very high standard as perhaps THE historic race meeting for cars of the 1950s and 1960s. Club displays are not a feature of Goodwood but each year there are one or two races that cater for cars such as Frazer Nashes. This year there was no race for pre-war cars but there were two races where post-war Nashes were eligible. The 90-minute Freddie March Memorial Trophy was open to cars similar to those that had competed in the 9-hour races of 1952 to 1955 and the 12-lap Fordwater Trophy to production sports cars of the early 1950s. There were a total of 8 Nashes entered in the two races: 3 Le Mans Reps in the first and 2 Sebrings, a Mille Miglia, a Targa Florio and a Le Mans Coupe in the second,

and they made quite a sight lined up together in the Goodwood paddock.

The Le Mans Reps were outpaced by an Austin Healey 100S, C-type Jaguars, HWM-Jaguars and Aston Martin DB3Ss in the Freddie March Trophy, finishing eleventh (Patrick B-E / Tony Dron), thirteenth (John Ure / Peter Mann) and seventeenth (Annette & Holly Mason) out of 28 starters, but the other Nashes were much more competitive in the Fordwater Trophy, despite lapping in similar times to the Le Mans Reps. Patrick Blakeney-Edwards led the whole way in Jonathan Procter's ex-Dickie Stoop Sebring to win the race from a Jaguar XK120 and an Aston Martin DB2. Phil Champion came fourth in his Mille Miglia, Andrew Hall sixth in the ex-Lionel Stretton Targa Florio and James Wood seventh in Charles Joice's Le Mans Coupe. Fastest Nash lap time of the weekend was Patrick (Sebring, 1min 39.8) from John Ure (Le Mans Rep, 1min 40.5) and Phil (M. Miglia, 1min 41.8).

Taken together with John Ure's win at Monaco in May and several cars competing in the Mille Miglia during the same month, post-war Nashes have been in the limelight this year. Shame that they don't count for points in the VSCC inter-marque trophy!



Jim Trigwell's dream comes true at last. He has surely deserved it, and we all wish him health.

Photo - Jim Trigwell