

# Chain Gang Gazette



December 2013 • Issue No. 161

# Chain Gang Gazette

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**COPY DEADLINE FOR ISSUE 162 29 February 2014**

Front Cover: David Leigh's car exiting the esses at Shelsley trying to keep it all on the ground in the original GN Spider on his way to a 1st Vintage in 38.24 sec. Photo – © Peter McFadyen

Back Cover: Archives Byfleet in splendid surroundings at the castle near Ptujška Gora on the Slovenian Raid. Photo – © Peter Livesey

# Editorial

## Ann Robbins

First thanks to all of you who sent in reports and photographs from the Raids, there were hundreds of them, a lovely job to look through them all but only so much material could be used so I hope I've made a good selection. This edition brings you reports on two Raids. Thank you to all the roving reporters for their efforts here.

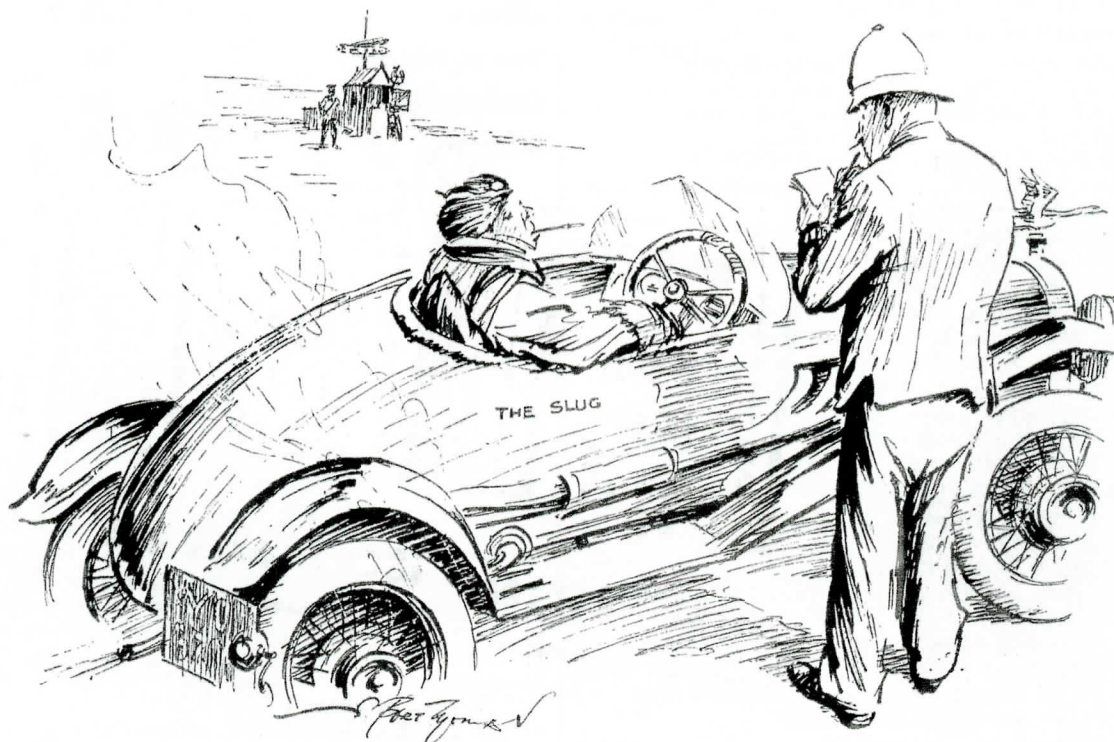
By the time this comes through your letter box we'll know if we've won the Intermarque trophy, if we haven't it won't be our captain to blame as she has just won the Lakes Trial as a postscript to vintage driving across America with Richard.

Competition reports have a new title 'GNashes in Action' this harks back to former times but with a twist to include GNs as well as Nashes.

Peter Livesey reports on a miraculous cure for his back problems, the Byfleet Therapy, any member wishing to use the equipment should apply to The Archves.

Keep on Nashing.

Ann



*Old offender: 'I say, ain't you goin' to read the minutes of the last meetin'??'*

Cartoon sent to me by Trevor Tarring who found it while enthusiastically speeding through the job of packing up to move house.  
Photo – Punch Motoring Cartoons

# Roar from the Cockpit

**Louise Bunting**

In preparation for what my predecessor used to say was his most difficult part of captainly duties – writing the Gazette report – I decided to go for an early morning run to get the endorphins whizzing about. Anyway, 8.00am saw me slogging my way along the road, trying to avoid water filled potholes and being mown down by the early morning rush hour tractors, and thinking what a truly wonderful year this has been for the Club. We’ve celebrated our 80<sup>th</sup> birthday, trialled, raced, sprinted, rallied, hill-climbed, picnicked, Etretat-ed, raided to Slovenia and New England, GN jollied, fettled and generally driven our way through 2013. There’s something very special

about the way in which the Club goes about all of this, and there’s nothing more exciting or rewarding to see everyone enjoying their ‘Nashing activities with such prodigious verve and enthusiasm. Also, we have no less than 34 new members who have joined during this year – I wish all of you a very warm welcome. Those endorphins were really zinging as I plodded along, thinking lovely positive thoughts about the Club.

One of those thoughts was about the effort that so many individuals put in to the running of the Club. Grateful thanks must go to Peter Still and Mike Bullett who are now stepping down from



New England Driving Tests. Photo – Richard Parsons

their respective duties with regard to Eligibility and Insurance. The Eligibility Officer's role is important and exacting, where a measured and diplomatic approach is required to tread that fine line between fairness and enforcement. The age old chestnut of eligibility has always been a subject to cause much discussion in Committee meetings over the decades – you only have to read through past issues of the Gazette and previous Captains' reports to see this. Taking Peter's place will be Simon Blakeney-Edwards who is also about to step onto the VSCC Eligibility Committee, thus reinforcing our link with the VSCC. Mike Bullett has looked after the Club's insurance matters for fifteen years, with fastidious attention to detail and determination to seek out the best coverage available. In recognition of all of this, the Committee has awarded Mike the A.M. & J.B. Frazer-Nash Cup for Best Personal Contribution to the Club. We are very grateful to Paul Bullett who is following on from his father as Insurance Officer.

As usual, at this time of the year, we all want to know how things lie with regard to the VSCC Intermarque Trophy. At present the Rileys have the edge on us – 19 points ahead after the Welsh trial/rally. How sweet it would be to claw this margin back. With the battle between Riley and Frazer Nash for the Intermarque Trophy being such a close run thing, it is somewhat frustrating to learn that certain Frazer Nash entries have been turned down in events where we would normally do well and gain critical points towards the trophy. One might be excused for thinking that there is a conspiracy afoot! However, that mustn't detract from the magnificent efforts that ALL competitors have put in throughout the year to get us to this point. The November VSCC newsletter shows Charles Gillett in an unassailable position at the top of four of the main trophies: Lycett Memorial, Northern Lycett, Lycett and 1500. The VSCC Motor Sport Brooklands Trophy, with SEVEN Frazer Nash members in the top fifteen places, has been won by Justin Maers. Justin has also won the Longstone Vintage Racing Trophy where we have EIGHT members in the top nineteen places.

Jo Blakeney-Edwards is second in the VSCC Ladies Trophy and Mark Garfitt is second in the Rally Drivers' Trophy.

Life at the Archives has become rather dusty recently following building work over the last couple of months, this to improve the way in which the facility works both for visitors and for storage and display areas. In February, the Archives are putting on an exhibition at the nearby Rivers and Rowing Museum on the banks of the Thames in Henley. The exhibition will run until July at this award-winning, impressive facility, providing us with a good opportunity to spread the word to the general public. In addition to the cost of the alterations at the Archives, the Trustees now find that the roof requires some considerable repair work which is hugely critical when you consider what resides underneath! So at present, we (Archives Trustees) are holding our breath to await what we anticipate will be a rather alarming quotation for this work.

There hasn't been a lot of time spent at home during this summer. Perhaps I should have started this report by saying, "Howdie, y'all", but despite having spent seven and a half weeks in the United States, most of which with bum firmly planted in Frazer Nash seat, an American accent is not one of the things that we came home with. In early August we were in California where Richard raced the Interceptor at the two weekends that make up the Monterey Historic Festival, at Laguna Seca racetrack. We then drove the Nash across the States, from Pacific to Atlantic, left it with member Frank Allocca in New Jersey whilst making a brief 9-day trip home to make sure that cat, ferret, house and business (in order of importance) were all ok, then returned to take part in the utterly wonderful Raid to New England. With two Raid reports already in this issue, we'll save our story until the next time. In an adventure that was filled with superlatives, one of the aspects we really enjoyed was the chance to meet some overseas members on their home turf. As I write, the rain is lashing down here at home and we're looking forward to the Lakeland Trial that looms in a couple of weeks; that desert and mid-West heat,

almost all-consuming at the time, now seems a million miles away.

I hope most of you are making use of the new website that was launched in June. These few months have been a chance to test-drive it and we are currently working on one or two improvements arising from constructive comments. In addition to the "News" section on the public area of the site, there is also the Members area which holds more specific information, so please log in to this on a regular basis – daily would be a good idea!

The AGM and Christmas Party weekend is almost upon us so I look forward to seeing everyone there. Don't forget to drive your GN, chain drive or post-war Frazer Nash or FN-BMW to the event – you might win a pair of tickets for next year's party.

A very merry Christmas to you all, from the Captain and her Mate.

## Gazette Binders



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# Raiding New England

**Andrew Barnett**  
**(with a little help from Graham, Lou and Alastair)**

**M**y name is Andrew Barnett. I neither own a Frazer Nash, nor had ever driven one until a couple of weeks ago. That soon changed when I became the support van driver for the New England Raid. I was thrilled to get involved in such a significant Club event involving members from both the US and UK. From the start it was easy to see I was with a unique Club of people, out not only to love and restore their vehicles, but to enjoy them for the same reasons they were built: for fun, sport and adventure! Leading by example were Richard Parsons and our Captain Louise who drove trans-America from West Coast to East Coast before meeting up at the start of this Raid.

The first day's journey to pick up the cars from the port set the tone for the trip. The road signs were somewhat dubious and not to be trusted, so we needed to get out of Newark, New Jersey and head for the hills!

The first stop was a classic American diner to get us all in the raiding mood; then on to Lime Rock Park circuit in Connecticut. It was here that we were joined by US owners Ed and Sandy Osborn in their ex-Arline Needham 1933 TT Replica – just rebuilt after a 20 year rest. Frank and Janet Allocca were there too in their oh-so-lovely Le Mans Coupe while a surprise visitor was Bob Simmons in MV 3742, a Brooklands Double 12



6000 miles from San Francisco: Richard, Louise and PG near the last stages of their heroic American Odyssey. Photo– Jim Leggett



Outside an American diner, Brooke Saunders decides whether to add some chrome to his FN/BMW 319. Photo – Andy Barnett

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car with a later TT Replica body. I was told that the number plate, if not the car, had competed in the Alpine Trials! I think it's fairly safe to say that our visit to this historic race track hugely surpassed our expectations.

The circuit officials were extremely accommodating, so this was a chance to really blow out the cobwebs and get in a few good laps. Thanks to Graham Rankin this was my first drive in a Nash, although I did have to take the seat out and my shoes off to fit in!

From here we headed north into Vermont where the Fall colours in the foliage were really starting to change. Keen photographers on the Raid were blessed with beautiful backdrops and sunshine around every corner. Amazingly, this weather that

had me reaching for the suncream in October, held out for almost the entire two weeks. Given the open-top nature of most Nashes this was pure good luck.

The journey to Blueberry Hill in the Green Mountains took us via a detour to a Shaker village and up Mt. Equinox, a five-mile hill climb to the top of the Taconic mountain range. It was on this day that we also had our first taste of dirt roads, a feature that we would become very used to over the next few days. The loose gritty surface made for great fun with the playful nature of the chain-driven cars.

We now had a rest day at the Blueberry Hill Inn which gave a well-timed opportunity for some maintenance and fettling, Number one on the list



Lime Rock Circuit, (north west corner of Connecticut). Tim Jarrett driving TT 525 chasing Alistair Pugh (A2P2) in CXO 347, Richard Parsons PG 7028 and Alistair Pugh MV 3079. Alistair Pugh is known as A2P2 to distinguish him from Alistair with an "a" ! The circuit is owned by Skip Barber — former race-car driver who now runs a racing school. Photo – Graham Rankin

was Peter Allen's head gasket replacement, and re-checking Michael Parr's head bolts, causing grief only two days before. Most importantly this meant all the cars were ready for the following day, the driving tests. Three different tests were set up, a wiggle woggle, a regularity hill climb, and the classic blind navigation.

Just as the wiggle woggle competitors were starting to show some good runs, the inevitable happened. We had inadvertently set up the course in what was essentially the middle of a campsite. Unfortunately the campers didn't seem as enthusiastic about our sport as we were, so we were forced to pack up shop and move on. However, all was not lost as the hill climb turned out to be a great test at a perfect location. I'm not sure the regularity part lasted too long though! I was lucky enough to be loaned a ride from Richard Parsons, for which I am very grateful.

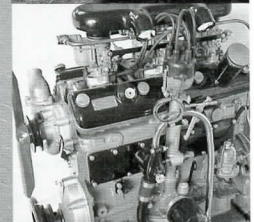
I seem to recall I was smiling so much my face hurt\*. And then to the blind driving which always makes for great spectating. It wasn't long before cars were slowly heading off towards the corn field rather than the cones, with navigators frantically pointing directions that the driver would never see. The owner and staff at the Inn clearly shared our sense of humour as the ride-on mower soon made an appearance round the course. That was followed by Alistair Pugh (A2P2) driving the van and trailer blindfold around the rather tightly spaced cones and then a lady, who just happened to be driving by on the dirt road past Blueberry Hill Inn stopped and asked 'Could she have a go?' Well of course she could!

The lack of a bar or music at this remote Inn was no deterrent to finishing off that day in high spirits. We devised our own evening's entertainment including musical, theatrical and informative contributions from many members.



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Dawn patrol: Graham Rankin crests Mount Washington, 6288ft.

Photo – Andy Barnett

Day five was an early start for most teams. This was to be the longest distance to cover in a single day, 30% of which was on dirt roads, with an aim to match the 'bogey time' set by the lead car. The cold heavy morning mist once again cleared as the sun rose, adding to the enjoyment of more rural tracks and mountain roads. The appealing Hero's route, which I believe was taken by all, with the Nashman's route ignored, took us a mere 20km from the Canadian border before crossing over into New Hampshire. The scenic Kancamagus Highway showed us the Fall colours in all their glory on what is a largely unspoilt stretch of road before passing through a fabulous covered bridge into Jackson, our home for the next three nights.

The next day was an exciting prospect, with the chance to put the cars to the test on a steep 7.6 mile climb up Mt. Washington, to 6288ft, the highest peak in New England. This was a rare opportunity as the autoroute had been closed for

an hour, just for us. Not for the feint hearted, the climb has sheer drops on gravel corners, but is well worth it for the magnificent views. Somehow all the Nash ascents seemed to get timed! Richard Parsons in the trans-America car showed just how it should be done. This event took its toll on some cars though, James Trigwell having the misfortune of a failed fuel pump before even getting to the start and Jane Arnold-Foster's Anzani suffering with a bearing popped out onto the rear axle. Of course this merely gave the opportunity for like-minded people to scratch heads and conjure up a solution, aided by the very helpful handyman at the Eagle Mountain Hotel who gave us free rein over his workshop, perfect for the job.

As we moved into the second half of the trip, you could feel we were travelling from the beautiful scenery and country tracks of Vermont and New Hampshire, to the more historic towns and cities further south. The next stop for us was the

Colonial Inn at Concord Massachusetts, many of us soon finding a lovely local pub and live music to match. The following two days gave us a chance to explore the Boston area. A trio of former Harvard Business School alumni made a trip back for a short reunion and a photo shoot with their cars. This was followed by a visit to the Larz Anderson Museum, an amazing collection of some of the oldest, rarest racing and other cars in America, a perfect excursion for everyone on the Raid.

The final journey back though Massachusetts and into New York State took us, via an extended morning coffee in the garden of MG enthusiasts Peter and Rachel Ross (Peter is a member of the Club) to Historic Deerfield and Rhinebeck. This route had some great rolling Nash-friendly roads, though the leaves now starting to fall made for some slippery conditions on the corners of Mount Greylock, our third climb of the Raid. But the van and trailer also got to the mist-shrouded top!

A stop off at the Old Rhinebeck Aerodrome and Museum was a wonderful way to top off the

day. This is a unique establishment where flying machines going back to the time of the Wright Brothers can be seen both as Museum pieces (in barn-find condition) and, in many cases, actually flying. The complex is very much akin to what grass airfields must have been like in Britain before the war – totally pastoral, understated and seemingly relaxed.

Alastair had been looking forward to that particular day more than any other in view of his close association during his very eventful life with all things flying. It was a bitter disappointment for him (although he would never have shown it) when the weather on the day was wet and all air activity had to be cancelled. This was particularly bad luck since we had experienced magnificent unbroken blue skies virtually for the whole of the rest of the Raid.

However, towards the end of the afternoon things started to dry out and Alistair Junior (A2P2) had the totally brilliant idea of speaking to Bill King, the owner of the beautiful Tiger Moth which was sitting idly by on the grass landing strip .He



All together now! New England's green and pleasant land: Rhinebeck Old Aerodrome, New York State.

Photo – Jim Leggett

A Brace of Blackburns AMD 582 and  
BMC 450 at the top of the Gross  
Glockner Pass.  
Photo – Jenny John



Mike & Kay Sythes chasing Beetle up the Brevic Pass. Photo – Nimmy Mellor





Tim Jarrett seeks ftd on the regularity hill - but can he stop?

Photo – Andy Barnett

Jane AF and Annabel realise why they came to New England in the Fall.

Photo – Andy Barnett





A lifetime in a picture - Alastair with Tiger Moth and TT Rep.

Photo – Jim Leggett

quickly explained the situation, whereupon Bill agreed that he would phone his son who currently flies the plane to see if it might be possible to take Alastair aloft. Dave very quickly agreed and said he would be there in 15 minutes. In the meantime, the bush telegraph allowed everyone there to know what was about to happen, without the inclusion of Alastair, of course. It was then surreptitiously contrived that Alastair would bring MV 3079 to be parked next to the Tiger Moth to be photographed. The next thing he knew was that he was being asked whether he would like to go flying. Well... 'Is the Pope Catholic'?! The moment between the question and answer is the definition of a split second!

A glorious 20 minutes or so then ensued which encompassed take-off, circuits, stall turns, low passes and other stomach-churning manoeuvres which was wonderful for the Nash crowd to behold. A superb landing to great applause found the honoured guest flyer dismounting his steed with the biggest smile any of us has ever seen together with the comment "MARVELLOUS!!"

Alastair confirmed that he had not been up in a Tiger Moth since the 1940s.

This was a most moving and memorable occasion and particularly appropriate as a very small gift of thanks for the man who had just spent (together with Lou, Frank and John) two and a half years of intensive hard work organising this Raid for the benefit of others. The whole event was really beyond words.

The Beekman Arms in Rhinebeck, the "Oldest Inn in America", was to host our final celebratory dinner. It was a feast of great food with fantastic entertainment as competition results were announced and heartfelt words were given by many.

After experiencing this trip I can now see why these events are called Raids. The true spirit of vintage motoring is being kept alive, as it should be, in stylishly challenging vehicles causing amusement and havoc at every opportunity along the way!

\* Andy's time on the regularity test was 7 seconds faster than anyone else – A. Pugh

## Post Card from the Colonies

### Sandy and Ed Osbourne

It seems that HRH decided to settle the score by sending a mob of *chain gangers* over here. it was called The Raid to New England. But the translation for a *chain ganger* in the Colonies is a group of people in prison striped suites shackled at the ankles digging ditches alongside the roads!

More fun than a barrel of monkeys... a gaggle of Frazer Nashes with their associated people. What could be more inviting that long, winding, tree lined roads with the fabulous changing colors of October, mountains to climb – Mt Equinox, Mt Washington and Mt Greylock – friendly people, sensational weather, gracious hotels, interesting history, good food, music, drink

and entertainment. The group is creative and collaborative at problem solving mechanical issues and just as creative at exploring new territory. Ever resourceful at creating entertainment, blind racing, hill climbs, road rallies. Only the Nash group embraces it all, never dull, never boring. Always something to enjoy and laugh about, there is something for everyone.

After a 24 year hiatus, our last raid was 1989 (raising kids and working on various restoration projects), it was great to be back to the Raid experience with AHX495 finally back on the road and running better than ever, even if we did cut it close with last minute repairs. But isn't that typical of a Nash. It was about new experiences. A Raid to New England? How could we not do it with just getting the car on the road and no plane fare

Sandy Osbourne is confident that when she is blindfold she can drive faster from the right hand seat in Arline Needham's Alpine car.  
Photo – Andy Barnett





or roro ship to meet unlike other participants. The other new experience was starting a blog, that was a trip as well, turned out to be a very good way to share with family and friends.

When we visit England a mental shift is necessary to remember to drive on the left side of the road no matter what car one is driving. When we are surrounded by British people and their lovely accents, and our Frazer Nash with the right hand drive, the brain begins too think 'ah..we are in England' right? No, remember where you are and that you need to remember which side of the road is the correct one to be driving on in NEW England. More than once we pulled out onto the road and were reminded which side of the road was the correct side in NEW England.

Another source of amazement for Ed and I was the fact that speed limit signs seem to have no impact on people that drive Frazer Nashes in America. And they get away with it. (*They don't apply to us do they? Ed.*) We don't know anyone who was stopped by the local constabulary for any reason whatsoever. Well, Alistair Pugh did get arrested by the Bolton, MA police while having morning coffee at the home of Peter and Rachel Ross. We had a good excuse as our speedometer had packed up on the first day but it was obvious that with no traffic and an open road the limit for Frazer Nash drivers is however gracefully you can take the curve. It is always so amusing to follow another Nash and observe reactions of bystanders either in modern cars or on the side of the road.... 'whoa... what was that car that just went by?'... 'too late... you missed it.' It feels so good to be back in a Nash.

We are so pleased to have participated in this 2013 Raid to New England to meet former acquaintances again and to make new friends; to climb mountains we have not climbed before. 'The Road Not Taken' by Robert Frost was such an appropriate poem which was added to the Raid Book. So *a propos* especially when lost or temporarily misplaced resulting from a wrong turn. The Raid organizers, Bunting, Pugh, Sheard and Allocca, did such a super job of the recce and

the route. There were so many highlights... what a delight to see Alastair Pugh enjoy his ride in the biplane and in turn to give a ride to the pilot in his Nash at The Rhinebeck Aerodrome, our visit to Ben and Jerry's in Waterbury, VT for ice cream... the hilarious entertainment after dinner, the regularity hill climb and watching the van WITH trailer doing the blind race at the Blueberry Hill Inn in Vermont, the final dinner at The Beekman Arms in Rhinebeck, New York with fabulous fillet mignon and chocolate volcano cake. And 'Honey Buns', the rabbit, our travelling companion survived with only a bit of Frazer Nash grease on her nose.

## **Graham and the Rankets - 2013 Tour of America.**

### **Tim Jarrett**

Although the trip was billed as the Frazer Nash Raid to New England it was in fact the little publicised US break through tour for Graham and the Rankets. The tour was almost called to an early halt when the ukulele and accordion were pulled out of hand luggage by Heathrow security, however once they realised the stars they were dealing with, the tour was allowed on the plane.

First gig was opportune busking at Newark airport where a group of people on an old chain drive car tour soon gathered round and were too polite to complain. Now established as THE upcoming act, the Rankets were soon booked for support and headline acts at Blueberry Hill where a selection of rather rude bawdy 17th century folk songs were performed.

After playing to capacity audiences, a secret gig was planned for Concord where a bottle of whisky was liberated from the hotel bar right in front of the local sheriff. Loud bawdy folk songs were heard from hotel rooms until the early hours before the band walked the endless corridors, searching hopelessly for the hotel rooms, singing and fighting with ice cube machines on the way. Again, not one complaint was heard all night, so once more Graham and The Rankets had gone down to (rave?) reviews.

In the town's music joints the band was to be found appreciating the 'talent' and is pleased to report that the locals have indeed heard of the Alps.

Back on the road, the tour continued in to Boston where street pianos were used to drown out the local buskers to great effect. Again the lack of complaints boosted spirits and the band played on in its attempt to reclaim the colony behind our anthem.

The last gig was scheduled for the Beekman Arms where a high class celebratory dinner had been

planned to conclude the Rankets' highly successful tour. A new set list had been hastily rehearsed and was delivered to the lucky ticket holders.

Finally back at the airport waiting to board the plane the Rankets Trio was heard to silence the boarding lounge with a rendition of "There Once Was Three Travellers Travellers Three"

The band would like to thank Booking Manager Alastair Pugh, US Tour Manager Frank Alloca, Roady Manager John Sheard, Creative Director Louise Bunting, and all the fans who crossed the Atlantic to attend our gigs.



A 2013 British Rebellion? Graham Rankin and Tim Jarrett, two of the Rankettes, play God Save the Queen opposite the exact location of the Boston Tea Party

# On Pebble Beach

## Andrew Hall

I took CMH 500 to California where it was entered in the world famous Pebble Beach Concours D` Elegance in the Pre War Preservation Class i.e. (and you will be pleased to know!) the class for scruffy unrestored cars that don't get polished.

The day of the Concours is the Sunday at the end of a week of madness in August including other Concours events, the Laguna Seca race meeting (where there was a very strange couple from Derbyshire with a green Nash) and endless auctions including the Bonhams sale where the Waltman Le Mans Rep sold for \$1M USD.

Anyway for those of us doing the official Pebble Beach Concours there is also a gentle rally on the Thursday before which is only about 80 miles but includes a lap of Laguna Seca which was fun (I terrified my passenger Tom Edwardes by driving flat out as I remembered the way from a few years ago when I took PBE's racer "BAM" there to race) followed by a blast down Big Sur and back on the Pacific coast south of Carmel which is not only one of the best roads in California but probably the World. On Sunday after a loooooong day on the Concours lawn and stressful judging (?!) CMH was awarded 3rd in Class and received one



CMH 500 on Big Sur.

Photo – Tim Scott - Fluid Images

of the sought after sculpted Art D'Eco racing car trophies and a posing trip over what is known as the ramp at Pebble.

Two years ago I did the same trip and took Fane's FN BMW 328 (GMC 1) which came 2nd in the same class - I doubt Fane would approve but I had a hoot both times! For anyone who hasn't experienced what is now known as Monterey Week I can recommend it - its different to anything over here and there is an event on somewhere during the week to cater for all tastes.

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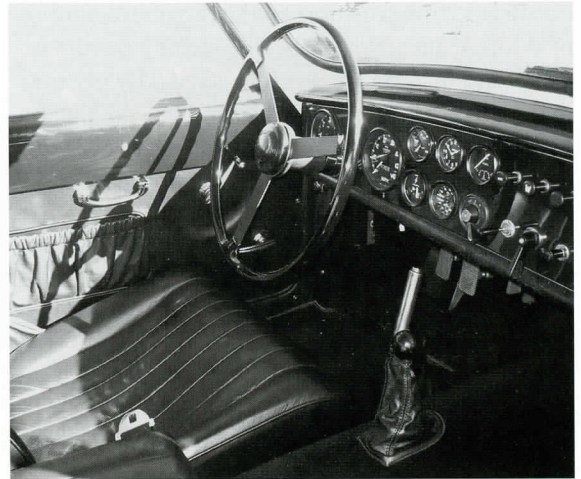
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# Post-War Patter

## Left-Hand Drive Frazer Nash

### James Trigwell

On the recent Raid to New England we all got to see the only left-hand drive Nash built by the works. This Le Mans Coupé had been specially ordered by Jo Guild of Chattanooga, Tennessee in 1954. It was later raced by woman driver Sierra ‘Smokey’ Drolet. It is now owned by Frank Allocca, who was the key US member in the team who brought us our wonderful Raid to America. Before Frank bought the car in 2006 it had been badly damaged, firstly when a garage roof collapsed on the car’s roof and bonnet, secondly when it was crashed at Lime Rock Park circuit in 1996 after the fibre coupling in the steering came adrift. Frank has spent several years having the car brought back to perfection and the Raid was one of its first trips.



Left-hand drive Le Mans Coupé.

Photo – James Trigwell



Frank’s 1954 Coupé and the author’s similar vintage Le Mans Rep at Blueberry Hill, Vermont. Both were exported new to the USA.

Photo – James Trigwell

Also on the Raid was my 1954 Le Mans Rep; it too was ordered by an American customer. William O'Brien of Connecticut took delivery of this car after it had been shipped on the Queen Mary from Southampton to Port Newark. In 2013 the car again travelled the same shipping route, but this time not on the Queen. A young man was sitting in the passenger seat in 1954 when it was driven from the port to the distributorship in White Plains, New York. He already owned an HRG and in 1957 became the second owner of the Nash, keeping it for 36 years. His name was Robert Richer and he still lives in Connecticut, so I invited him to join us for the day at Lime Rock Park. The years rolled back for Robert when I let him drive half a dozen laps of the circuit where he used to race the Nash in the 60s and 70s, during which time he was President of the VSCCA.

Both post-war cars disgraced themselves on the Raid, Frank's Coupé with a dodgy dynamo and my Le Mans Rep with a faulty fuel pump. Frank's car went home early but my car continued once I had fitted a new pump.

There were two more American-based Nashes at Lime Rock, both mid-1930s TT Reps. Sandy and Ed Osborn brought AHX 495 (the ex-Arline Needham car) from Ohio and then joyfully joined in the rest of the Raid, while Robert Seymour from Connecticut brought MV 3742 for the day. Both were very welcome additions to our happy group.

### Le Mans Coupés & Targa Florios

Frank's car is one of eight similar Le Mans Coupés built by the works over a 2-year period following the introduction of the prototype Coupé in mid-1953. The Coupés brought a more modern shape to the post-war Nashes, which was reflected in the last five Targa Florios and all three Sebrings built in 1954-55. The earlier Targa Florios built in 1952-53 had an upright chrome grille similar to a Le Mans Replica and a tight rounded boot area. The later Targa Florios mimicked the Le Mans Coupés with a large open radiator intake and a longer boot area and were effectively open versions of the Coupé.

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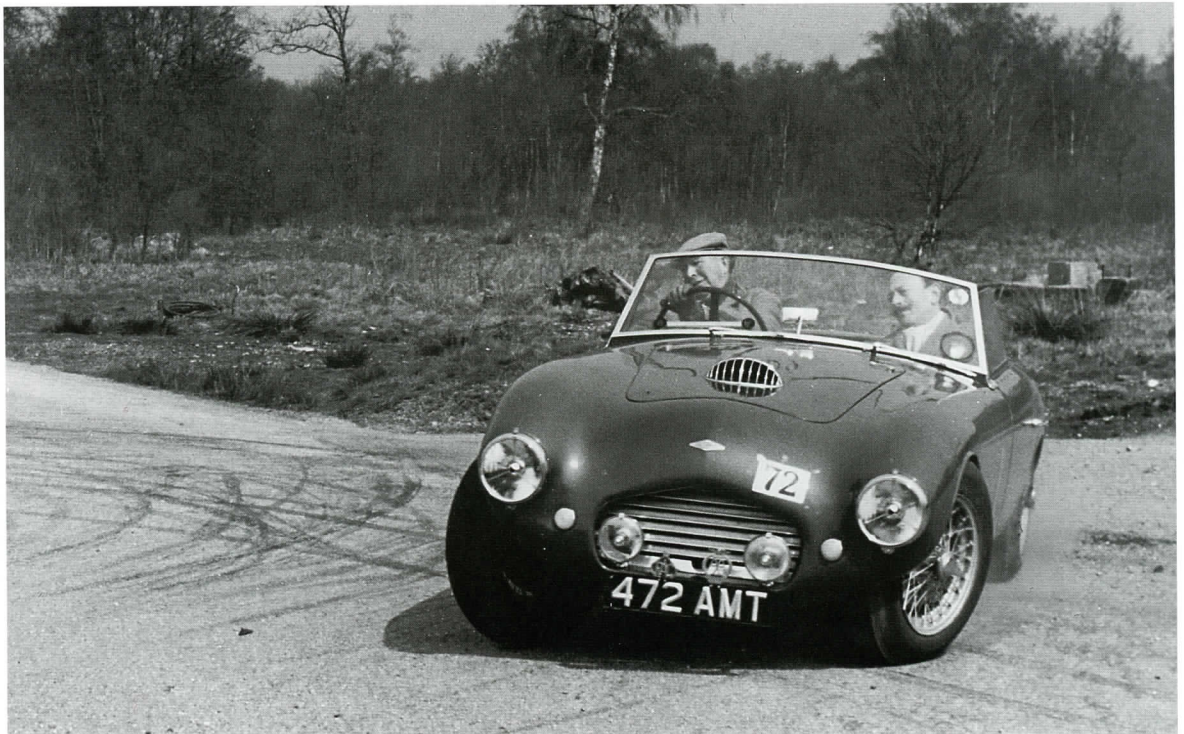
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Existing members supplied to, include:- Rob Beebee, Richard Parsons, Winston Teague, & Mark Joseland.  
Others include:- Frazer Nash Section, Midland Automobile Club & Vintage Sports Car Club.



1953 Targa Florio in 1980 when owned by the author.

Photo – James Trigwell



1954 Targa Florio when new, later owned for many years by John Maitland.

Photo – Nat. Motor Museum Beaulieu



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