CLASSIC DRIVER

The Post-War Frazer Nash

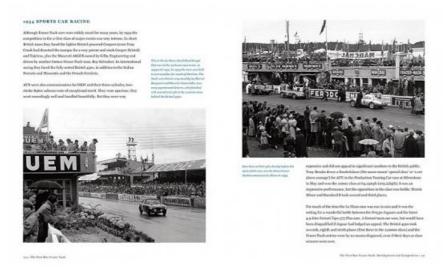


The legend of the Frazer Nash sports car of the early post-War period is inextricably linked to the brilliant BMW 328s of just a few years before. Another sumptuously presented book from Palawan Press tells the story of the sophisticated cars built in Isleworth, West London, utilising (mainly) BMW-based straight-sixes.

Palawan Press needs little introduction to **Classic Driver** readers. It publishes definitive, superlativequality books in limited editions. As with others in the catalogue, the new **Frazer Nash** volume comes in a slipcase and every page oozes high production values. This time, however, there is little photography of cars in ownership today – a trademark of other **Palawan** titles. Instead, the book concentrates on the convoluted relationship between **Bristol**, **BMW** and the **Aldington** family that begat the post-War company, its ensuing development, and the individual history of each chassis built thereafter.

And what a history many of them have. **James Trigwell**, the **Frazer Nash Registrar** and a **Trustee of the Frazer Nash Archives**, co-authors the book with well-known motoring writer **Anthony Pritchard**. The result is a well-set-out homage to the legendary card index first compiled in the 1970s to track each chassis.





A fantastic performance by **Norman Culpan/H.J. Aldington** meant the marque finished third overall at **Le Mans** in 1949, and two years later **Franco Cortese** won the **Targa Florio** outright in the fifth **Competition Model** (not yet carrying the name 'Le Mans Replica'). This was the only time a British car had won the notoriously tough Sicilian event and a **'Le Mans Replica'** also finished first in the **1952 Sebring 12 Hours**.

The Targa, Le Mans, the Tourist Trophy and the Mille Miglia all feature, as do stars such as Stirling Moss, Tony Brooks, Mike Hawthorn and Roy Salvadori. There's even a section on the Frazer Nash 'Targa Florio' ordered by the actor Errol Flynn for his wife, Hollywood actress Patrice Wymore.

After a history of the marque detailing its significant moments, chassis history and profiles of the leading 10 'Nash drivers, a section showing reproductions of catalogues, road tests and press descriptions completes the picture.



Unlike other stories of 1950s motor racing, the history of **Frazer Nash** is a strait-laced and simple one. The company was clearly professionally run, made very well-engineered cars for serious buyers and knew exactly when to stop. The last **Frazer Nash** (a **Continental Fixed Head Coupé**) appeared in both the 1957 and 1958 **Earl's Court Motor Show**, first in red than repainted white. By then, the cars were too expensive and

lacked the performance the market expected for the money. **AFN's** British agency for **BMW** finished in 1959, but it went on to develop its **Porsche** concession profitably until the Stuttgart company bought the **Aldington** family's remaining shares in 1988.

It's another superb **Palawan** book; essential for owners and **Palawan** collectors alike and a fine treatment of one of Britain's most significant marques.

Text: Steve Wakefield **Photos:** Palawan Press

The Post-War Frazer Nash book is available in two editions:

Clothbound Edition

Limited to 500 numbered copies, bound in black buckram with foil blocking on front and spine, encased in a green buckram slipcase with foil blocking on spine. £300 plus Postage & Packing.

Leatherbound Edition

Limited to 100 signed and numbered copies, handbound in green Morocco leather with grey leather onlay on front, and foil blocking on front and spine, encased in a handmade felt-lined solander box with leather onlay on front and foil blocking on front and spine. £700 plus Postage & Packing.

For further information, see www.palawan.co.uk

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