

CLASSIC DRIVER

1953 Frazer Nash Le Mans Replica - Mark II

Mark II

- **Price**
Price on Request
- **Year of manufacture** 1953
- **Mileage** 76 000 mi / 122 311 km
- **Gearbox** Manual
- **Chassis number** 421/200/210
- **Competition car** Yes
- **FIA Papers** Yes
- **Number of seats** 2
- **Number of doors** 1
- **Performance** 175 BHP / 178 PS / 131 kW
- **Drivetrain** 2wd
- **Interior type** Leather
- **Drive** RHD
- **Interior colour** Black
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Blue
- **Car type** Convertible / Roadster
-

Description

Chassis number 421/200/210 is one of the final Frazer Nash chassis completed by the factory before car production ceased so that AFN could concentrate on new Porsche sales. It remained at the factory in rolling chassis form until it was purchased by Dr. Barnet Stungo in 1964. He bodied the chassis as a fixed head coupe and used it as his everyday car to carry out his G.P.'s rounds up until his death in 1976.

The car was acquired from Dr. Stungo's estate by family friend and well known Frazer Nash expert Bill Roberts. He restored the car and converted the body to Mk. II Le Mans Replica style (using the original body from chassis no. 183 as a template) and went on to compete all over Europe in the car for the next 30 years or so as Captain of the

Frazer Nash Club.

In 2012 the car was sold to its last owner who immediately commissioned Blakeney Motorsport to carry out a cost-no-object rebuild and all of the related invoices are on file, illustrating the vast amounts spent to prepare the car to the highest standards. Dyno sheets show c. 175bhp. It subsequently had only one competitive outing; in the Peter Collins Trophy at the Goodwood Members meeting in 2014, where Patrick Blakeney Edwards drove the car to 7th overall and was by far the quickest Frazer Nash. In the meantime, the car has had only limited road use and remains in immaculate condition throughout.

This car is eligible for many of the world's greatest motorsport events and has current FIA HTP paperwork. As one might expect, it is equipped with ATL fuel cell, plumbed-in extinguisher etc. and comes with standard road screen or optional perspex racing screen.

Source URL: <https://www.classicdriver.com/en/car/frazer-nash/le-mans-replica/1953/872597>

© Classic Driver. All rights reserved.