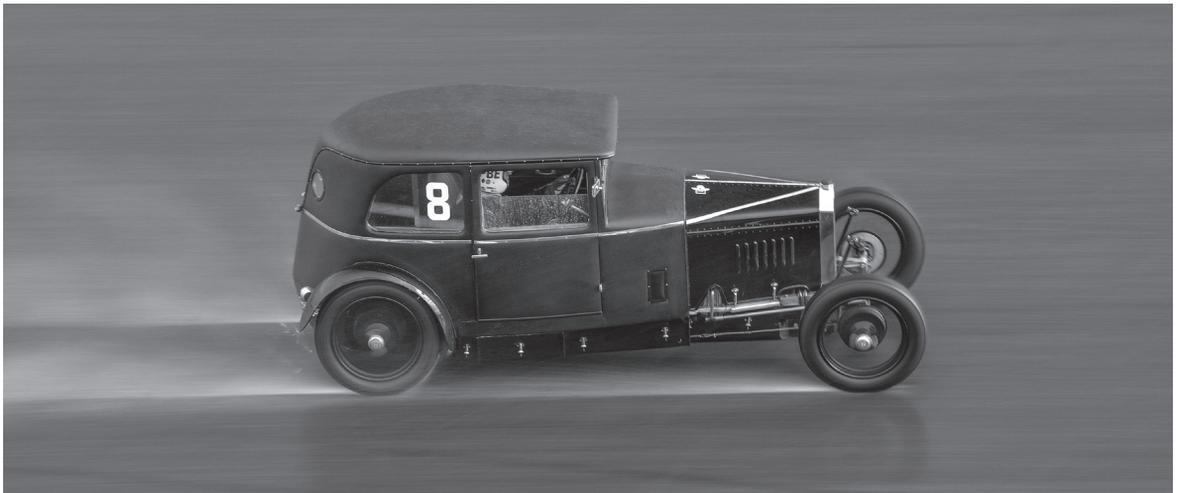


BLAKENEY LTD

motorsport



Racing in the wet has always been a favourite pastime of all chain drive Nash owners but to do it in the saloon is a surreal experience. Whilst lining up for the AMOC Vintage Sports car race at Brands Hatch in May, the heavens opened. To add insult to injury, racing was delayed while the rivers dissipated from the track. I felt pretty smug sat in the saloon whilst my fellow racers sat grimly alongside getting thoroughly soaked! The green flag lap was spent searching for grip and the solid back axle allowed for a flying start from the second row to take the lead in to Paddock Hill Bend. The was followed by a huge understeer moment which nearly ended my race in the gravel but again dual rear drive allowed for swift extrication followed by a some fairly robust blocking on the inside line at the hairpin. Thereon, I was able to open out a lead not just because Nashes are good in the wet but also by trying and applying all sorts of weird lines to go where the grip is. I was delighted with a win, it must be a first for a vintage saloon car for a very long time! It may feel odd driving off line but all that matters in the wet is lap time & staying ahead – try it next time, you will be surprised!

A new car to the fold is the 1932 Compton bodied TT Rep MV2989. The car has been recently owned by the Diffeyns and is largely original & un-messed about. Being doorless and lightweight, the plan is to rebuild it to correct specification but with a leaning towards

competition as they were first intended. I've always admired the original bodied cars racing regularly such as Dennis / David Johnson & Alistair Pugh and look forward to lining up alongside them. On the subject of original cars, CMH500 has changed hands and is now owned by Gordon McCulloch who also owns Le Mans Rep VMF493. Gordon is keen to have the car competitive again and we are toying with the idea of building an all-new 190 BHP twin blown Gough engine. The original engine can then be removed & preserved, probably along with the original B-Box. It's a difficult subject as from one point of view it is almost too important & original to race but on the other hand if one protects specific areas as much as possible, then it would be a wonderful thing to see it at the front of the Nash race grid and significant meetings such as Goodwood & LeMans. It is after all an historic and thoroughbred racing car. Meanwhile, I have the honour of piloting the legendary car at VSCC Prescott which will be another personal milestone for me.

On the post war Nash front, Ian Dalglish and Tim Summers in JYS3 & HBC1 both upheld club honour at Le Mans Classic and both finished well up the order. Both cars are extremely historic and HBC1 competed at Le Mans in 1953 and in his own words, Tim felt pretty honoured at 120 mph on the Mulsanne Straight! It's great to see these cars being raced by hard charging enthusiasts.

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