

# BLAKENEY LTD

## motorsport

2016 has been another magic year for Blakeney Motorsport. Highlights for me include winning the GP Itala Trophy at April Silverstone, taking the vintage 1500 SC record at Prescott and the overall vintage record at the Goodwood Sprint. The usual provocative and anonymous comments to the VSCC regarding engine capacity in fast Frazer Nashes typically raised its tiresome and ugly head again. I really do wish someone would have the balls to complain officially so any of our engines can be inspected by the scruts immediately and publicly at a meeting so these inappropriate and unsubstantiated comments can once and for all, be properly quantified. After all, I could whistle a 4ED head off in less than 30 mins before handing them a Vernier calliper for them to find all is in order, as it always is. I suppose there are simply some people who just can't accept that a well-developed, prepared and driven chain drive Frazer Nash is indeed a very fast and formidable competition car. I'm not and never have been interested in winning anything if it means cheating to do so. Highly clever development, yes but breaking the rules, no. I am currently looking at the possibility of designing and creating a product which will ultrasonically measure a cylinder via the spark plug hole in the hope that anyone wishing to succeed with over capacity engines are gently dissuaded from doing so if they know there's a risk of it being easily measured. Many wins and podiums for our clients at all the major Historic events prevailed in 2016. Power and handling are obviously key points in racing but one

of the major components in success is also reliability and our record in this area never ceases to amaze me. I am grateful to our superb team of mechanics for their unerring commitment. Frazer Nash exponents Martin Hunt and Fred Wakeman have in particular excelled in their 1950's HWM and Cooper – both Jaguar engined. The VSCC Pomeroy Trophy Event in 2017 will be a good event for pre and post war Nashes - a major and exciting change will be the use of the full Silverstone Grand Prix circuit. The VSCC are also being dynamic and looking at ways of attracting more and different cars and are already relaxing the rules to accommodate this. The event itself is potentially under threat due to dwindling numbers in recent years so if we want this iconic event to continue we all need to support it. 40 mins on the GP circuit for £115 is worth it alone. BMS will there in force and happy to help anyone who needs it. We have now rebuilt our 4th Anzani engine in as many years, the current one for Eric Kavanagh and his ex-Lionel Stretton / Roger Richmond 1927 SuperSports. The engine in this car had been developed by Roger to twin carb spec fitted to the exhaust side. Whilst the idea was brilliant and well executed the fragile old block had rather given up so it has now been rebuilt back to conventional layout around a new block but with typically a bit more grunt than standard. Despite the vast range of cars we work on, Frazer Nash remains the back bone of our business so if you do have an issue which needs resolving or work carried out, do feel free to get in contact with us.

*18 year old Theo Hunt in his dads TT Rep at the VSCC Goodwood sprint. A new, young & competitive Frazer Nash recruit showing form and only 1 sec behind his dad. Fabulous!*



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