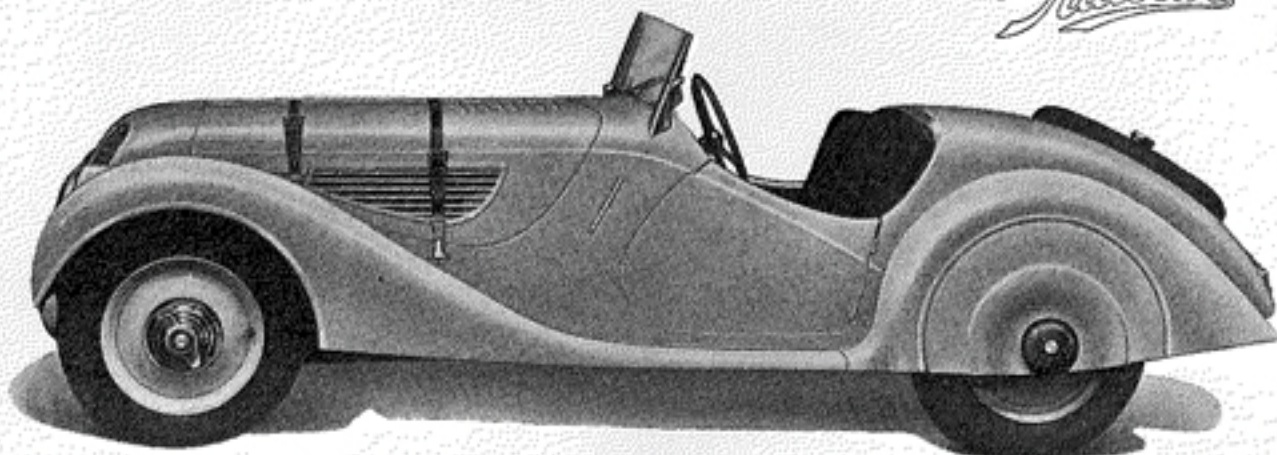


THE TYPE 328 SPORTS FRAZER - NASH - B.M.W.

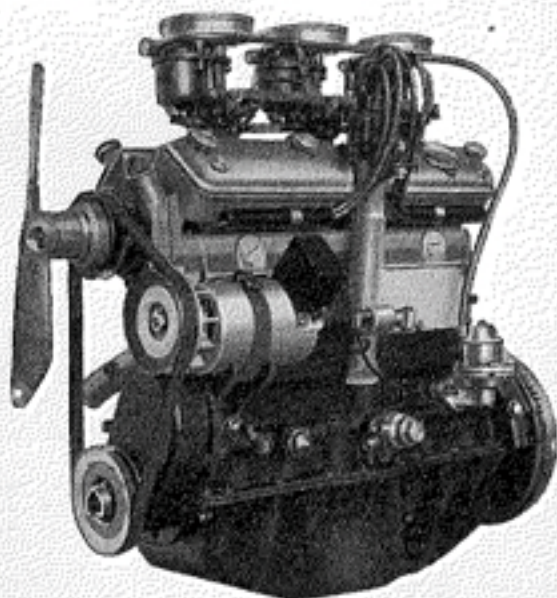
"Marches from Race Success to Race Success" **The Motor**

"Once More Scores a Striking Success"

The Autocar



A 2-litre unsupercharged model, which although fully equipped for the road, competes successfully against supercharged racing cars, is definitely something new in sports cars, while it is at the same time eminently suitable for normal road-work. The 2-litre type 328 Frazer-Nash-B.M.W. is not only undisputed leader of its class, but it is also the fastest, quietest and certainly the most comfortable sports car in production. This is not the ordinary vague claim of superiority made on behalf of almost every make of car, but as these representative and consistent successes in important events show, it is a statement substantiated by hard facts. The Frazer-Nash-B.M.W. is, moreover, the first sports car, irrespective of class, to put in over 100 miles in the hour at Brooklands, fully equipped, running on standard pump fuel, and under official R.A.C. observation.



Brief Specification: 16.2 h.p. Tax £12 15s. 0d. Bore 66 mm. x Stroke 96 mm. Capacity 1,971 c.c. 4-cylinder engine. Compression ratio 7.5 to 1. Oil radiator. Hand-controlled radiator shutters. Single dry-plate clutch. 4-speed gear box, synchromesh third and top. Top gear 3.9 to 1. Downswep chassis frame. Front wheels independently sprung and steered. Hydraulic shock absorbers. Hydraulic brakes. Heavily-ribbed brake drums. One-shot chassis lubrication. Large capacity rear petrol tank. Disc wheels. Dunlop 5.25in. x 16in. low pressure tyres. Permanent jacking system. Bosch equipment throughout. Complete range of instruments. Exceptionally well-built two-seater body to A.I.A.C.R. regulations, fully equipped for touring. Two doors. Normal folding hood—concealed. Good luggage accommodation. V screen of unique design—either section may be folded flat individually without interference with the windscreen wipers. Battery, all tools, etc., below scuttle. Track, front, 3ft. 9½in., rear, 4ft. 0in. Overall length 12ft. 9½in. Ground clearance 8in. Petrol approximately 22 m.p.g. Oil negligible. Turning circle 29ft. 0in. **Price £695**

EIFELRENNEN—Nürburg Ring. June 14th, 1936. **FASTEST SPORTS CAR TIME OF THE DAY**, and Winner of 2-litre Class.

TOURIST TROPHY RACE—Ards Circuit. September 5th, 1936. 3rd in race at 77.32 m.p.h. Winners of the **TEAM PRIZE** at a higher speed than in any previous T.T., including supercharged teams. Winner of 2-litre Class, also 2nd and 3rd. **New Class Record** at 80.61 m.p.h.

BROOKLANDS. Easter Monday and Whit-Monday, 1937. Competed in four handicap events on the Outer and Mountain circuits and obtained three 2nds and a 4th.

FINLAND. Helsingfors Road Circuit. May 9th, 1937. Winner of 2-litre Class, also 3rd and 4th.

MUNICH ROAD CIRCUIT. August 9th, 1936. **FASTEST SPORTS CAR TIME OF THE DAY** (average speed 85 m.p.h.) and Winner of 2-litre Class.

SHELSLEY WALSH. September 12th, 1936. **WINNER OF T.T. CHALLENGE TROPHY** for fastest climb by an actual T.T. car. June 5th, 1937, M.A.C. Trophy for **FASTEST SPORTS CAR OF THE DAY**.

BELGIUM. Grand Prix des Frontières. May 16th, 1937. **FASTEST SPORTS CAR TIME OF THE DAY.** Winner of 2-litre Class, also 2nd and 3rd.

GRAND PRIX OF ROUMANIA. May 30th, 1937. **FASTEST SPORTS CAR TIME OF THE DAY.** Winner of 2-litre Class, also 2nd, 4th and 5th.

INTERNATIONAL EIFEL RACES—Nürburg Ring. June 13th, 1937. **FASTEST SPORTS CAR**, irrespective of class—the field included many supercharged cars of larger capacity. Winner of 2-litre Class at an average speed of 67.31 m.p.h.—a new sports car record, irrespective of capacity, for this famous circuit.

Illustrated Catalogue on application

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