



You can go anywhere....

Tom Hardman's

OBSSESSION



A WELCOME FROM TOM HARDMAN

Not far from the Trough of Bowland, in the iconic Ribble Valley, is The Foxfields Showroom, headquarters to Tom Hardman Limited (THL). This is where you will find a collection of stunning cars, gathered from across the ages. We welcome them, and you, into our heart and home, and to the much-anticipated relaunch of our inhouse book, Obsession.

We have exciting news! New stock, a new team and new passion here at Foxfields. Why the change? Well, in 2021 we sat back and thought. Since incorporation in 2010, THL has grown strong. Deep roots take time. We asked; who are we? Are we designed for an isolated, contact free, safe-in-our-own-homes life? No! It's not who we are, or how we grow.

Our three children; all born under the THL flag, share our passion and sharpen our view. It's our young son however, who brought it home. We listen to his squeals of joy whenever a new Magneto magazine arrives, and we've taken his point. Contact matters. The on-screen world has left us feeling empty. We long to touch and feel; to zoom for real. And so do you. So, for 2022, here we go....

It's all about the Story... Because contact is key, we have committed to remain an in-print-advertiser. Your cars will be in print on coffee tables, in the hands of enthusiasts. The printed medium reflects the cars we sell; enduring with a sense of permanence; stories worth telling. Obsession is our own expression of this and is available as a book as well as in the digital format. Get in touch for details.

To achieve this, we introduce our new friends and partners, Richard and Kari Webb of Narrative Media. They have joined THL as consultants and content managers, bringing a passion for print media and a love for storytelling.

Our magazine partners, The Automobile, along with coffee-table magazine Magneto – both respected publications – will market our cars and brand. Our magazine adverts are produced inhouse, carefully designed to create memorable advertising, and ignite interest in 'our' cars.

Presenting the cars

Our centrepieces and showstoppers. Our passion is to do justice to the fine automotive history, we are honoured to sell. The THL website is at the pinnacle of the industry, with imagery to match. Videography is core to our marketing strategy, and we are thrilled to work with the talented and award-winning Oliver Nuttall.

Our partner businesses and friends

Look out as you read Obsession for our friends old and new. From Rob Johnson at Classic Sports Finance to Michelin starred chef, Lisa Goodwin-Allen at Northcote Restaurant and Hotel. You will meet Vintage watch expert, Ian Walsh at Watches of Lancashire, and the fabulous Stephanie Donegan, exclusive bespoke Milliner, creating hats for all occasions using time-honoured skills from generations past. Our friends are those who share our passion, or they bring their own to share with us.

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PASSION IS HARD TO IGNORE

History is awash with stories of little-known genius, quietly contributing within little-known spheres, impactful only to those who are 'in-the-know'. These three 'unsung hero' cars are worthy of their creators.

Opposite: The Powys-Lybbe, car number 15 at Donnington.

A motor car is undoubtedly one of the most significant inventions of the modern era, and what is fascinating is that it was not the work of just a few, but instead embodied individuality from a number of people who were attracted by this new age of automobiles.

This is an awe-inspiring truth on the one hand, but in another way, it's tinged with sadness; the world is filled with stories of little-known genius quietly contributing, never likely to be fully acknowledged outside of a select audience.

The historic-car sector has a distinct and magnificent advantage over many other forms of endeavour – notably, the brilliance that still exists in the harvest of love and labour – the automobiles themselves.

They may offer little comfort, have almost zero driving aids, and consume quite a bit of petrol. But they are simply enchanting.

These cars from decades long gone are the automotive jewels of our past.

For some, it triggers wistful childhood and youthful memories, whilst for others, it raises the longing for an epoch not experienced by themselves.

These cars are no longer the means to an end to get from A to B. Rather, they have been transformed into cultural assets whose ownership, use and care give their owners the greatest pleasure.

At THL, the team are in an enviable position; one which we deeply appreciate. We often have the privilege of meeting those 'unsung heroes' and learning their multi-layered story. On some occasions, we too become part of that story, which is an even bigger privilege.

In recent times, we have encountered some stunning examples: The Bond, the Powys-Lybbe, and the Bellevue.

All unique, history-rich cars worthy of their notoriety, all just waiting for their exceptional stories to be told.





AN UNUSUAL JOY IS BEST SHARED

The striking MG Bellevue Magnette offset monoposto with its elegant style has been a shared joy for many illustrious racers over the years.

In 1935 a two-seater MG Magnette was in the possession of Kenneth, Dennis, and Doreen Evans, owners of the Bellevue Garages in Wandsworth as a gentleman's weekend car, hired out to young gadabouts for their titillation and thrill. Walter 'Wilkie' Wilkinson, famous mechanic and manager of the Bellevue Garages racing subsidiary, had a different vision; in 1935 he took the MG Magnette, and reimagined it for the track.

The results were a striking and unusual offset monoposto – the MG Bellevue Special. With a naturally aspirated 1.1ltr six-cylinder MG Magnette engine, six Amil Carburettors and a stiffened chassis, the car debuted at Donnington for the Empire Trophy on April 10th, 1937. Wilkie and the Evans brothers then campaigned the car, selling it two years later to Charles Mortimer.

Author of 'Brooklands and Beyond', Mortimer described his time with the car, as well as the advice from his friend and driver of the Napier Railton, Charles Brackenbury. On Mortimer's decision to acquire 'The Magnette', Brackenbury said, 'it depends on what

you want from a car. If you just want excitement and pleasure, get the fastest car you can afford. But you won't win many races with it – fast cars tend to be handicapped. If you want to win races, use a slow one.'

Mortimer took heed, and the MG Bellevue Special fit the bill – a mid-pack runner with scope to succeed – in the right hands. The following season brought high hopes of wins in the Bellevue Special, which he ran alongside his Bugatti. Wilkie's expertise was called upon at Brooklands Easter Bank holiday meeting as Mortimer complained of 'wheel flap' and balance issues, leading to a 360-degree spin on track. After Wilkie made some secretive adjustments to tyres, brakes and suspension, lap times reduced by over a second.

The Bellevue Special won the race in the 'most enterprising fashion' and thanks to Wilkie's assistance, Mortimer took home winnings of £38 in prize money and £70 from wrong-footed bookkeepers. Mortimer ran the car on the Campbell track for the Whitsun Meeting and won; this was the last

Brooklands event – WW2 was declared just weeks later.

After the war, in 1946, the Bellevue Special re-emerged in the hands of Basil De Lissa. Respected driver and car constructor, Paul Emery, the man behind the Emeryson marque in the early F1 days of the 1950's, prepared the car. Events included the Leinster Trophy Meeting, the Manx cup, the International Stammer Park Hillclimb, and the first Goodwood Members meeting in 1948, and again in the following two years.

In the 1948 Goodwood debut race, the Bellevue Special was listed in race six. In race five, the young Stirling Moss made his debut, winning the race convincingly. The car was fitted with a supercharger in 1949 and telescopic shock absorbers, as well as a streamline nosecone. De Lissa's competed the supercharged Bellevue Special at Goodwood and was on the grid with Moss in the 1949 Easter Monday meeting.

The car was sold in 1950 and fell into obscurity until Norman Hart acquired the Bellevue 22 years later. Discovered in poor condition with an ignominious

GRP two-seater body fitted, Hart spent the next three years gathering the history on the car in collaboration with Wilkie, Mortimer and De Lissa. Hart returned the car closely to its original specification including a replica pre-war aluminium monoposto body. All of this culminated in a nostalgic demonstration run by Wilkie at the Croft Circuit near Darlington in 1981, and again for the Brooklands Reunion in 1982.

By the 1990's the Bellevue Special was owned by Ian Baxter and remained so for over 20 years, whilst being actively campaigned at VSCC hill climbs. In 2015 the car was offered for sale, via Tom Hardman.

Excited by the car, Tom introduced it to Michael Barber, who was captivated by the history. He agreed to buy the car, and to campaign it on the track once more with Tom Hardman as driver. "It's been an honour" says Tom, "To drive a car like this, full of history and power. Being able to return it to the racetrack; that's what it's all about."

**Source Brooklands and beyond by Charles Mortimer. Pages 125-6.*

A SLEEPER SPECIAL

Formed in 1921, Alvis had ambitions of track glory. The aristocrat Powys-Lybbe was a natural ambassador for the brand, and his legacy lives on in the Powys-Lybbe Special.

Right up to 1930, Alvis competed as a works team. Their last race saw their cars placed ahead of Captain Campbell's formidable Mercedes. The mantle for track glory was transferred to numerous glory-bound amateurs as they continued to develop and compete with the cars.

One such driver – Antony Powys-Lybbe – was the personification of the amateur racing driver. From an illustrious family that can be traced back to estates in Ludlow in 1250, he grew up with his father's cars, among

them a 1908 Berliet landaulette and a Sixty Mercedes.

Antony entered the Army and took up competition in a Morgan three-wheeler. He later ran his late father's Vauxhall 20/60, taking it to the London to Edinburgh trial. His self-proclaimed 'total ignorance' of trial techniques and the limitations of the car meant he did not achieve glory. Determined to trade up to a more powerful car, he soon traded the Vauxhall for what was to become known as the 'Powys-Lybbe Special'.

“

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The new purchase, an Alvis 12/60, was motivated by road test report and bought unseen in 1931. Antony noted the performance was like the Vauxhall and the bhp figures were 'rounded up'. Nevertheless, the 12/60 Alvis improved Antony's performances and so a little development followed. A close ratio sports gearbox improved matters but so did Antony's technique and daring. Helpful friends would station themselves at the top of blind rows and corners to warn off hidden herds of cows.

Brooklands in the 1930's was the breeding ground of the weekend racer and professional alike. Naturally, Antony gravitated to the circuit as he developed his much-needed craft.

“*A close ratio sports gearbox improved matters but so did Antony's technique and daring. Helpful friends would station themselves at the top of blind rows and corners to warn off hidden herds of cows.*”

He admits that the 'racing line' was optional and that The Mountain Circuit was a melee at times; the wild antics of the drivers was once enough dissuade Tazio Nuvolari from participating. Antony gained a taste for speed and competed the Alvis in a One Hour MCC Brooklands High Speed Trial in 1931. By 1932 the Alvis and driver began to have more successes and it was even holding ground against Frazer Nash, Riley and Bugatti in short handicaps,

quite an impressive thing for what had been a standard 12/60 Alvis.

Antony then began a series of developments. The 'very ugly' high radiator car was given a new 12/50 big port head with higher compressions and alcohol fuel, a short stroke crankshaft, and Antony contrived a dry-sump system by adding a second oil pump. An aluminium duck's-back body which cost £2 was added, and an older, smaller Alvis radiator was used with the early winged badge. Later still, a new lighter body was fitted. The Powys-Lybbe Special took shape and was lapping at Brooklands outer circuit at more than 90mph. He ran the Special in the 1933 Land's End Trail and fell asleep at the wheel, causing the car to overturn. He wasn't hurt and was able to repair the car overnight for Brooklands on Easter Monday.

In 1933 the Alvis and driver were present for the first Donnington car meetings, and it came second to a Frazer Nash. It was also second to a MG Magna in the 1933 Stanley Cup at Brooklands, and in 1934 it won a 5-lap handicap from Percival's Frazer Nash and Doreen Evans MG, albeit crossing the line with a dead engine and stripped timing gears.

During 1934 Anthony purchased a 1929 short chassis Alvis Silver Eagle which became 'The Black Car'. Hitching the Special to The Black Car using a



self-steering bar, he would reputedly tow the smaller car behind. Once, the Special became 'unhitched', ending up in a thorn-hedge. The car undamaged, Antony recovered it and continued his journey, only to discover a few weeks later that he had been seen and the hedge owner was less than happy with the damage caused.

“
*He was however,
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”

He was however, surprisingly appeased by the loan of a rare book; 'Extracts from the Diaries of Caroline Lybbe-Powys', an 18th century diarist and Antony's fore-bare.

In 1935, Powys-Lybbe Special was sold to Mr Butcher, and Antony replaced it with an Alfa Romeo 2.3ltr Monza, claiming the need for a change in racing style. He continued racing post war cars until 1954.

Right up until his death at 95, he remained an interested and keen correspondent with those who took over the stewardship of his cars. He clearly had a great fondness for the cars and although he was a font of technical knowledge, he remained disparaging of his own engineering skills; describing his 'ignorance' in some of the technical solutions he devised.

The Special continued to be used until the war, but in 1957 the Powys-Lybbe Special was acquired by Mr Mike Head, from a garage in Warminster.

The previous owner failed to pay a bill for works for over ten years. The car was in poor condition, but Mike rebuilt the car in 1958, and was advised by Antony himself.

Mike was an active member of the Vintage Sports Car Club with the car for 5 years. In decision Mike ultimately regretted, he sold the car to fund his honeymoon, and the car was then dismantled, and placed in boxes for the 'full rebuild' that never was.

The Powys-Lybbe Special, sat in obscure parts until 1984, when it was bought by Mr Alan Stokes. Restoration began with the car eventually being sold to Tim Hooley, who completed the work.

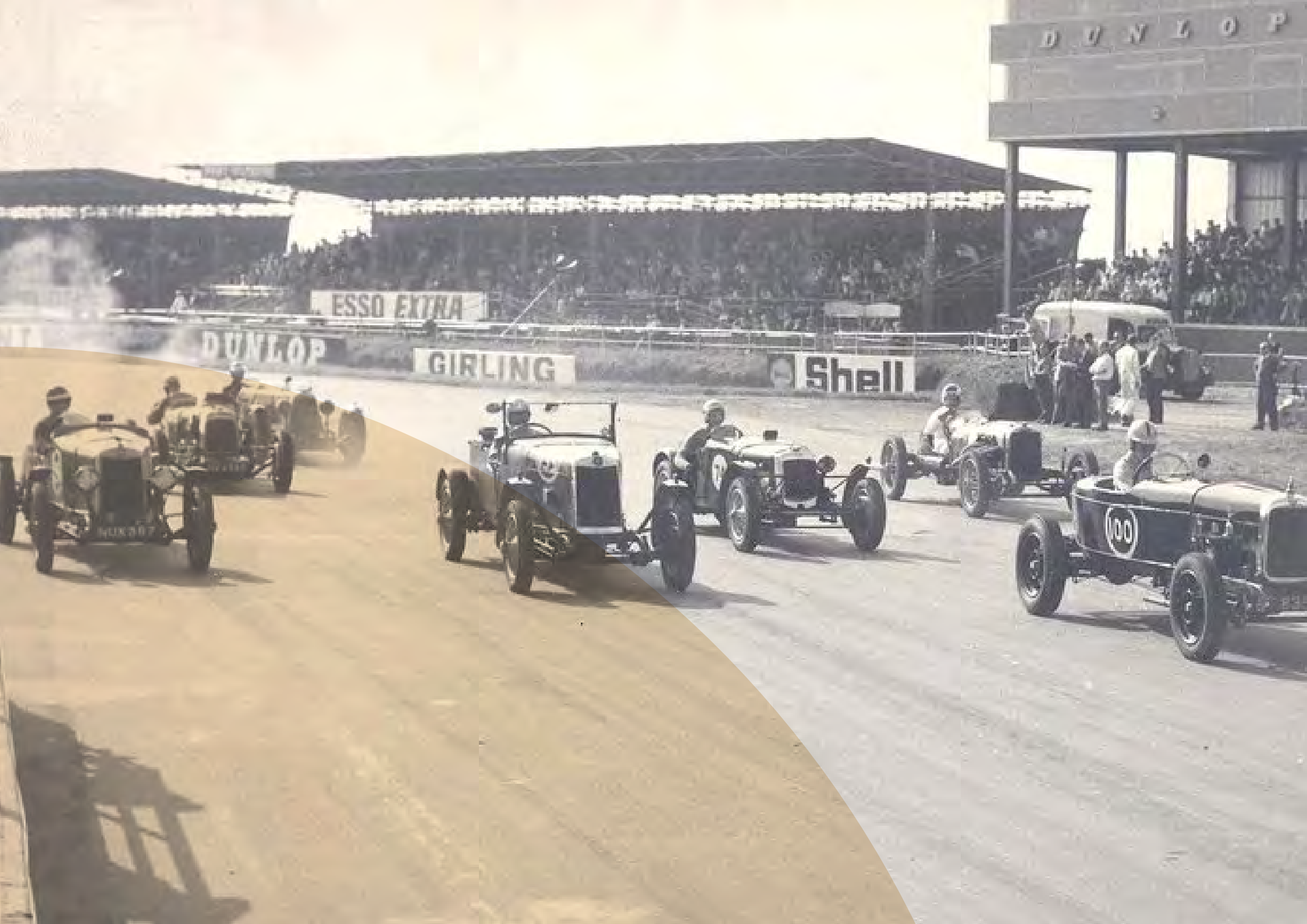
In September 2021, Tim took the car to the Alvis Centenary Race at Mallory Park, for the first track event the car had attended in nearly 60 years.



First time out in 60 years at the Alvis centenary race, Mallory Park 2021



Flat out on the back straight at Mallory Park





THE LISA GOODWIN-ALLEN INTERVIEW

We invited Lisa Goodwin-Allen, winning chef of The Great British Menu, to the Foxfields Showroom to share our passions: Food and Cars.

Lisa is the Executive Chef at Northcote, the Michelin Starred jewel in the Lancashire countryside. Every January, top chefs occupy their kitchens, filling plates and dreams for tables of devoted foodies. With Michelin Stars everywhere, this showcase is coincidentally called Obsession – and is one of the most coveted Food Festivals in the UK.

Mindful of the synergy, we took her for a spin in a couple of special cars around our stunning little roads. A Frazer Nash Falcon and a lovely Series 1 3.8 E-Type Jaguar. Afterwards, we had a coffee and chatted about cars and food.

Tom: Lisa, you're multi-award winning chef. Tell us where it all began?

Lisa: My early days were connected with nature – foraging for raw ingredients gave me a penchant for nature-to-plate cooking. I met Craig Bancroft and Nigel Haworth at college

and a few years later they offered me a job at Northcot. I was head chef at 23.

I take the staff out from behind the scenes to learn where food comes from, who is growing it or rearing it. It's easy to see a box of carrots as just that, but when you see them in the soil and meet the person who planted the seed, it's meaningful. When they see all that, they can bring it to the plate.

Tom: It's all about origins. That's why we love these cars too. What's your favourite? The Nash or the Jag?

Lisa: I like them both. The Nash gives the whole spirit of the journey; wind in your hair, the ticking of the engine and feeling how it works. I expected it to be clunky, but it was really smooth. It was a great experience.

The Jag was just special. My parents had a lot of Jag's when I was younger. Modern cars have got all the tech, but they're not like this – it's the work

that's gone into it you can really tell. You're part of it, lost in emotion. Quite a sentimental feeling really.

Tom: Sentimental because of your parents?

Lisa: My dad, Ken, left school at 16 and worked at a scrapyard in Kendal called Hanratty's. His passion and commitment got him noticed; he was an incredible man. He was like an encyclopaedia. He loved the cars too, knowing them all by their engine noises alone, even diagnosing problem remotely and telling you if he had the part to fix it – and exactly where it was in the yard!

Tom: So, he was like Google back then!

Lisa: Yes! He bought a piece of land – basically a dirt track and he and my mum started their own scrap yard. He instigated the road that became the White Lund Industrial Estate in Morecambe. As kids, we played on

tyres on the end of the crane arms used for crushing cars. The number of times I ended up falling into the axle heap – it's amazing I never broke a bone!

We fixed small cars like Fiats and parked on our long driveway. Aged ten, I drove them up and down for hours, and on the sands at Morecambe Bay when Dad took us there. Now the yard is so different it's changed with the times, it's an amazing business heading into a new era and as a family we are proud to keep his legacy alive.

Tom: So how does this all tie into the food you like to cook?

Lisa: I do really love traditional food. The classical dishes of the past really excite me and I enjoy putting a new twist on them. I like to bring back memories to the person who I am cooking for. That's a big part of why I love what I do. It's the emotion and passion that's in food, and I can see you love what you do here with the cars too. It's very similar!

LISA TREATED US TO THIS WINTER-WARMER RECIPE
WE CAN ENJOY AT HOME.

HERB-FED CHICKEN THIGHS, PEARL BARLEY CASSEROLE, SMOKED BACON, SOFT HERBS

Yield and / or number of portions: 4

Chicken Thigh Ingredients:

- 4 herb-fed chicken thighs (140g each)
- 1 lemon, zest
- 1tsp salt
- 1 clove garlic

Method:

1. Place the chicken thighs on a plate, skin side down, flesh side up
2. Evenly rub each one with the lemon zest and garlic then season with salt



Pearl Barley Casserole Ingredients:

- 100g pearl barley
- 80g onion, finely diced
- 80g celeriac, finely diced
- 80g carrot, finely diced
- 2 cloves garlic, finely diced
- 100g good quality pancetta, diced
- 350g good quality chicken stock
- 20g Worcestershire Sauce
- 100ml white wine
- 2tbsp mixed chopped soft herbs (chervil, parsley, chives)

Method:

1. In a medium sized casserole pan, sweat down the onion and pancetta bacon for about a minute.
2. Add the garlic, diced veg and barley and sweat for a further 2 minutes until it starts to caramelize slightly on the bottom.
3. Deglaze with the white wine and reduce by $\frac{3}{4}$.
4. Place the chicken thighs on top skin side up.
5. Add the chicken stock and Worcestershire sauce.
6. Bring to the boil, and once boiling, place a lid on top and put in the oven.
7. Cook for 20 minutes @ 180°C.
8. Remove the lid from the pan and turn up the oven to 220°C
9. Cook the chicken for a further 10 minutes in order to crisp up the skin.
10. Once done, remove the thighs from the casserole and stir in the chopped soft herbs.

To Serve:

Place a good spoonful of the barley casserole into a shallow bowl and place the crispy-skinned chicken thigh on top.

THE LUXURY LANCASHIRE HOTEL & MICHELIN STAR RESTAURANT

Take time out to indulge in a gourmet break

Northcote's ethos is all about food, wine, and great Northern hospitality. Our Gourmet Getaways are all the reason you need to indulge in the Michelin-star restaurant and experience menus by Executive Chef Lisa Goodwin-Allen.

Drive through stunning scenery in The Ribble Valley and Forest of Bowland, the jewels in Lancashire's crown. Northcote is surrounded by these hidden gems and picturesque villages all just waiting to be discovered.



ONE NIGHT GOURMET GETAWAY

Experience Lisa Goodwin-Allen's Gourmet Menu as the dishes take you on a culinary journey through five stunning courses, each one capturing the spirit of the season. Local produce is at the centre of Lisa's stunning dishes taking inspiration from the landscape for her exciting creations.

Relax in a stunning luxury room or suite in either the Manor House or the Garden Lodge before spending the evening in the elegant restaurant.

- In the evening enjoy an aperitif in the stylish cocktail bar
- Indulge in the 5-course Gourmet Menu in the restaurant
- Wake up to an a la carte breakfast and choose from the extensive menu

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THE CAR SHOULD BE AS REMARKABLE AS THE JOURNEY

There is little more disappointing than a stunning piece of road, driven in the wrong car.

Living in the glorious North, I am privileged to have access to some of the best roads in the British compendium, but that doesn't always mean I'm in the right car.

I took my wife Helen for a ride to see the autumnal colour display of the Lake District in our Audi 3ltr Biturbo. It's a great car – fast and practical – but something was just, well, 'missing'. I found myself imagining that journey, but in some of the stunners sitting in our showroom: The spit, growl and roar bouncing back at me from the

stone walls and leafy gullies – with the bracing wind in our faces and arriving at Windermere ready for a hot chocolate by the lake. We had a nice day out. But it could have been so much more.

The cars collected in my showroom are there because I see what they can offer. Each one is chosen carefully – and it's never about just one thing. Character, history and purpose; they all play a part in building the identity of each car. Like you and I, they are all individual.

The THL approach is driven by this. Personal choices require a personal

service. We tailor what we offer to the car and customer, allowing each to 'be themselves'.

“

*We do all we can to
maximise the experience;
we handle the details you
don't want to.*

”

We do all we can to maximise the experience; we handle the details you

don't want to. From shipping, to import and export, arranging modifications, or simply to advise in the transition. We love the long-term relationships we have developed with customers and cars over years of business, and we see our role as pivotal in the correct placement of these cars. We get to see the realisation of so many dreams, and to hear the stories that follow.

So, let's all enjoy the journey. My question to you is, which one would you choose?



1908 Brasier 'Voiture De Course'

CHASSIS #0WMMH05 | ENGINE #10383 | REGISTRATION #BS9790

It's 1904, and Leon Thery's Automobile Club de France entered Richard-Brasier trounces the Mercedes 60's, Turcat-Mery's and Fiat's in the Coupé Internationale/ Gordon Bennett Trophy.

Back to the future – and I've had a privileged glimpse into Leon's epic race experience, having driven 30 miles in this 1908 Brasier Voiture De Course. This car is an astonishing act of passion and commitment by the well-known Mike Holt, who has bought this car to life from what seemed like an impossible back-story.

This well-known Brasier is as authentic as you'll find, with oodles of provenance. It has been comprehensively campaigned at the Le centenaire du Grand Prix de France at Lemans, the SF Edge Trophy at Goodwood and was due to compete at last year's Circuit des Remparts – Angoulême. It has also toured at a much more relaxed pace all throughout Europe.

An impressive recreation of one of the three original 1904 and 1905 Gordon Bennett Trophy cars. It is the very closest and rarest iteration of that illustrious racing Brasier for sale today.



1937 MG Bellevue

CHASSIS # NA0756 | ENGINE # 869134 AN

This Brooklands N-Type Magnette single-seater racing car was the brainchild of the infamous 'Wilkie' Wilkinson, the British mechanic, and a founder member of the British Racing Mechanics Club. It is understood to be the original car built by Bellevue Garage (Racing) Ltd in 1937.

Offered for sale on behalf of Ian Baxter in 2015, it later starred in the Michael Barber collection. The historically important Marshall supercharger was re-fitted by Tom Dark.

The correct Andre Hartford shock absorbers were fitted, along with the original Bellevue Garage blue chassis paint. Freshly applied cream bonnet stripes were applied to complete the period look.

Ricketts Automotive Engineering have addressed engineering weaknesses and in the last two years it has been 100% reliable – boasting two strong podium finishes in 2021.



The CDL Chorlton Special

A FINE, HISTORIC CAR WITH A DEEPLY MOVING HISTORY

Michael Chorlton, film director and entrepreneur, had a dream of owning a racing team. Nurtured in the early years at Brooklands, Chorlton was ambitious to make his mark.

So, in 1946, Michael Chorlton acquired ex-Count Stanislaw Czaykowski's Bugatti Type 51A, replacing the two-seater Bugatti body with an aluminium monopost in GP-style, with some unique features. He campaigned it widely; Silverstone GP, Isle of Man and at Goodwood for the first Members Meeting, where in 1950, the CDL raced alongside Stirling Moss' HWM 50-Alta and Prince Bira's Maserati 4CLT/48, finishing 5th.



1928 Alvis 12/50 SD

CHASSIS # 6976 | ENGINE # 7409 | CAR # 11831

This fine original-bodied tourer, which retains its short-stroke engine, has recently undergone a great deal of both mechanical and cosmetic work to bring it up to a magnificent standard.

Originally, the chassis was sent new to Australia to the main Alvis agent in Sydney – Biden & Roberts Ltd. Biden kept the car and ordered his local coachbuilder to make a narrow tourer body-style of the long-stroke Alvis 12/50 chassis of the period. Probably the only original SD chassis in this style, the car features on page 386 of 'The Vintage Alvis' by Hull and Johnson.

Hightone Restorations Ltd completed chassis work and fitted an overdrive unit in 2017. Within the last 18 months, the body has a bare metal respray in dark green. New green leather and Wilton carpets to compliment the new hood and tonneau cover. The original short stroke (1496cc) engine is completely rebuilt by John Taylor in Derby; new Phoenix crankshaft, con-rods, pistons, camshaft, and timing gears.

1925 Bentley 3 litre 'speed model' 3 - 4 ½ Litre

ENGINE # XR3349 | CHASSIS # HP388 | REGISTRATION # CX7658

This October 1925 Bentley was owned Thomas Ferguson of Knightsbridge and was registered with London number YM7877 as a drop-head coupé with dickey by Surbico. (Surbiton Coach and Motor Works in Surrey)

This Bentley's pre-war and post war tenure is impressive, with detailed ownership data to give very comforting provenance to the next custodian. By 2015 the car was sold by Bentley legend Stanley Mann Racing. The buyer then entrusted Stanley's legendary team to fully rebuild the engine with new parts, including a semi-counterbalanced crankshaft, conrods, pistons, big and little end bearing shells and many other new parts.

Prepared for long-distance rallies before being sold by Robert Glover Ltd to our client in 2017, the car was again entrusted to Stanley Mann for more fettling. Upgraded for long-distance touring, the fitting of overdrive along with an alternator enables discretely positioned phone-charging points and a 12-volt socket for satellite navigation to make it 'digital life' compatible!



Aston Martin Mark II 2/4 seater

CHASSIS # F4/454/S | ENGINE # F4/454/S

This 1934 Aston Martin Short Chassis Mk II was considered Aston-Martin's replacement for the Le Mans model. Being the shorter version, it almost identical mechanically to the celebrated Ulster racing car, one of which claimed 3rd overall in the 1935 Le Mans 24-hour race.

This well-presented short-chassis example is a testament to all previous owner's investment into its originality and maintenance. The car benefits from superb provenance, with records of expenditure and sensible preventative maintenance throughout their ownership, including a recently rebuilt gearbox.

This extremely capable and fast car has in-period competition history, making it eminently suitable for rally, touring and racing events. It's competitive history includes rallying in Europe and comes complete with all the required equipment to compete in classic time trial events.

Now ready to bring a smile to the faces of anyone who gets to be close to it, it is available for inspection upon request.



1968 Aston Martin DB6

CHASSIS # DB6/3371/R | ENGINE # 400/3465/VC | REGISTRATION # PRH75F

Introduced at the London Motor Show in October of 1965 the DB6 is the final evolution of the unforgettable DB4 shape first penned by Touring in 1958. This Kamm tailed car, PRH75F is a highly desirable Vantage model – largely unchanged since newly purchased by S. Rogers of Chelmsford on 24 January 1968.

Unlike many DB6's, it retains its original Vantage specification engine. The car has a 3.73:1 limited-slip differential factory fitted, and in March 1969 the rear axle was changed to an M69/19. The optional power-assisted steering was removed in March 1968. Early maintenance provenance faithfully reflects this being in fine fettle, with standard servicing and fault repair activities being undertaken at Aston Martin Works in Newport Pagnell.

In 2015, PRH75F was restored by Carrosserie Lecoq of Paris. My client, the current owner since 2017 then engaged Adrian Johnson of Otley to complete for 900 hours of work. The entire substructure of the front end and underside of the car has been replaced along with a new front-end.



1962 Jaguar E Type S1 3.8 FHC

CHASSIS # DB6/3371/R | ENGINE # 400/3465/VC | REGISTRATION # PRH75F

The Jaguar E-Type

A poem without words

Designed to steal

The eye

The heart

The memories,

You get to keep.

This achingly beautiful car is widely regarded as one of the most important sports cars of all time, provoking a generation to dream.

At its launch at the Geneva Auto Salon in March 1961, the E-Type not only stole the show but every headline imaginable. It also captivated Enzo Ferrari, who reputedly described the Jaguar as the most beautiful car in the world. Many regard the original Coupé and Roadster models as perfect from every angle.

Talk to us about this beauty. You may get to keep the memories, too.





**There are moments in your life where
you can't believe where you are.....
And people in life you never thought
you'd meet**

At Classic Grand Touring, we think the very basic core of man's living spirit is their passion for adventure. There is no greater joy than to have an endlessly changing horizon and for each day to have a new and different sun.

We know this, because for the last ten years we have created some of the finest car tours and driving holidays with both bespoke and pre-arranged guided tours to the best motoring events and destinations around the world. Our tours cater for both classic cars and supercars.

We take you to places others cannot; private car collections, circuits, museums, and chateaux's, reached via sensational and scenic driving routes – with unforgettable overnight stays in luxurious and unique hotels and outstanding cuisine. All delivered with a very high level of personal attention and service throughout each tour.

2022 CALENDAR

ICE DRIVING IN SWEDEN - FEBRUARY 2022

MONACO HISTORIC GP - MAY 2022

CHINON CLASSIC - JUNE 2022

THE E-TYPE GENEVA RUN - JUNE 2022

LE MANS CLASSIC - JULY 2022

THE ALPINE PASS TOUR - AUGUST 2022

ANGOULÊME - SEPTEMBER 2022

AUTUMN SCOTTISH TOUR - OCTOBER 2022



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Classic Grand Touring is one of the only ATOL and ABTOT protected automotive touring companies in the UK, so travelling with us assures your financial protection.

THL'S CUSTOMERS COME TO FOXFIELDS FROM AROUND THE WORLD

Richard Webb talks to three clients to get their perspective.

Sam Whittaker, United Kingdom

I watched Tom racing the MG Bellevue special and contacted him after seeing an early 1924 Alvis tourer he had for sale in early 2020. THL print adverts were a little different and of high quality, so felt Tom's offerings would be of high quality.

He understood what I wanted and he encouraged me to take the plunge but to cost up the items of work that needed doing. There was no hard sell. I was daunted by the project but Tom was exceptionally patient and we spoke regularly – and I took the plunge.

Tom has strong values and was determined to do right by the family that sold it and we did a deal we were all happy with. Through the ownership of the Alvis have got to know some wonderful people who advise and support me and I feel the ownership has opened a new world of adventures.

In finishing the car, I have spent time with my oldest friend and with my father – discussing each step. My father has relived his vintage memories

through my enthusiasm. The car wears a dashboard lamp that came off the shelf in his garage.

I'd recommend Tom to anyone. He has also introduced me to locals near me who are competitive to him which is refreshing, open and honest. I'd buy through Tom again!

Howard Banaszak, USA

I first learned about THL from my nephew, Robert Adams, who had purchased a Cooper MG MYH 314 from Tom. It is a great car. Robert called me THL had a Lotus 8 for sale. I'd always wanted to add a Lotus MK 8 to my collection, partly as they are rare, and the transition to the Lotus 8 with Frank Costin influence is an interesting story.

I raced vintage cars with the Sportscar Vintage Racing Association in the 1990's. There was a Lotus 8 in my class, and it hit every note in what I like in under 1500 cc race cars.

Tom's website' revealed he has a great eye for cars. I emailed Tom and he walked me through the car and sent photos with more detail. I thought

about it for a week, and because I was confident Tom would treat me fairly, I bought the car without physically seeing it. Tom got the car shipped to the States and kept me fully informed. I could not have done it without his help. The Lotus is now road registered and is a joy to drive. It was awarded First in class for 1950's race cars at Amelia Island Concours.

THL is easy to recommend, Tom has a good eye and will help you as a customer. no words of wisdom, Tom is very good at what he does, and it shows.

Andrew Webster, Singapore

I visited a good friend in Yorkshire who had recently bought a rare 1932 Pre War Alvis from THL. He recommended I see Tom during my next UK visit. Initially, I wanted to seek his advice on the available pre-war MGs, Alvis, Talbot, and Riley Models. I'd already owned three MG's in Singapore and was considering adding an MG NA or MG NB.

After viewing the Alvis Speed 20, I started looking for a pre-war Alvis.

I then purchased two cars from him. A 1933 Alvis Vanden Plas Speed 20, which Tom also project managed a restoration on my behalf with marque specialists in Bolton and Blackburn.

I also bought a 1938 Aston Martin Short Chassis Sports Tourer. THL arranged the logistics, export, and documents to Singapore in 2019. The Aston is amazing, with its incredible handling, performance, and low engine temperature. All this whilst driving in the tropics!

A piece of wisdom I would give to Tom? Keep doing what you're doing! The advice and assistance you give is invaluable.

Clockwise from top left: 1924 Alvis tourer, 1938 Aston Martin Short Chassis Sports Tourer, Lotus MK 8.



“

“Rob pioneered finance for the collector car world. Fundamentally a car man, he is knowledgeable, approachable and brings the best to his customers through experience, and his far-reaching connections within Classic and Sports Finance. We have worked with Rob for 11 years, and it is always a pleasure.”

”



Rob Johnson with the 6CM Maserati sourced from THL in 2018 and funded by Classic Sports Finance.

ROB JOHNSON ON MILLENNIALS AND CLASSIC CARS

The link between a vinyl record and a classic car isn't obvious. They are bound together by an analogue experience, devoid of electronic interference. Vinyl's resurging popularity could be a classic car reality.

The resurgence of vinyl amongst millennials is a step back from the digital world. They wish to explore sensory experiences – the groove of a record and the physical movement of the cartridge cannot be replicated on Spotify. A record player has pride of place in a millennial family member's home. I asked him why? "It feels purposeful and wholesome."

The three cheapest Ferrari 360s for sale are equipped with F1 transmissions, the three most expensive are manual. It's not a scientific assessment. Yet, it supports evidence that even older buyers in the modern classic market want something pure, mechanical, and tactile. They want the experience offered by a piece of machinery.

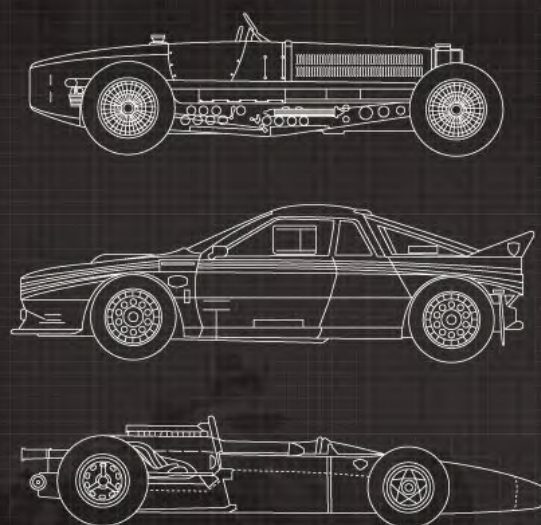
Authentic experiences are behind the resurgence of craft brewers, food markets, artisan producers, Etsy, Not On The High Street and The Cambridge Satchel Company. Millennials desire

products with a distinctive story, created by artisans – uniquely crafted items. Patagonia products offer a lifetime warranty. This isn't fast fashion; it's made to last for years.

After 2030, new petrol and diesel cars will be no more. How does industry protect the sector? A child born during 2020 (Generation Alpha) may never drive today's cars. No driving a manual, going to a petrol station or checking the oil.

More pressing perhaps, is engaging Millennials and Generation Z. The electrification of classic cars? Will this be negated by changing tastes and government regulation? Vehicles as art?

Millennials are building relationships with brands that have similar signals as the classic car market. Yet, nobody is bringing the two sides together. There's no one campaigning and extolling the market's virtues, even though millennials are listening.

Modern standards for old designs.

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FREDERICK W. BOND AND 'BOND-CAR NUMBER 7' 1922-1928

Bond 007 is the last of the 10 Brighouse workshop cars built between 1922 and 1928, and the only remaining true 'Bond Car'.

Born in Brighouse in 1890 – at the infancy of the automotive endeavour – Frederick William Bond was the son of a local Doctor. He graduated from Huddersfield technical college and immediately entered the engineering world, first with a local brass-foundry and shortly thereafter Karriers Motors Ltd, the commercial vehicle firm.

The advent of WW1 saw him in active service, maintaining vehicles in Egypt, and upon his return home he had one driving passion; to build his own cars.

Bond re-joined Karriers Motors after the war, and like many entrepreneurs invested his spare time in his vision; in

a small, rented workshop he began to build Bond Number 1 – a two-seater tourer with dickey, a Tylor engine, and a Meadows gearbox.

He was soon joined by his friend Eric Greenhow, and a year later Number 1 was the start of short-lived but notable Bond marque. FW used the car as his personal transport – and before long it caught the public eye. A feature article in The Autocar in 1922 held high hopes for the new British manufacturer.

Local mill owner and friend, Mr Topham, commissioned FW to produce Bond Number 2. The car, a substantial four seat, all-weather tourer, with 3 ¼-litre

6-cylinder Continental engine on a purchased chassis, 4-wheel brakes and Lavine Variable Steering was finished in 1923. Rough terrain on the Yorkshire roads showcased the noteworthy capability of the car. Buoyed by the commercial interest shown, Bond launched F. W. Bond & Co in May 1926 in the workshop at the Crowtree's works in Brighouse. Mr Topham joined as silent partner and financier to help underpin the creation of the four and six litre engined cars selling from £400 – depending on the specification.

The next car was a special commission; a rolling chassis destined for Australia

for one Clarence Chick, owner of 'Chic Cars'. Featuring a Meadows engine and gearbox with a Bentley-type radiator, the car was shipped to the owner in Australia and was bodied as one of about 40-50 cars assembled and marketed by Chick. This chassis may have survived as one of the two Chic Cars on display in Birdwood Museum, Adelaide.

A total of seven 'proper Bond cars' and three 'specials' were built. The second special was created for Felix Scriven – a Brooklands racer known for racing his Austin 20. A Bond-constructed chassis was equipped with a sloped, badge-less Bond radiator and a Sage six-cylinder

engine was fitted with a streamlined body and christened 'Mother Goose.' It was unfortunately not competitive, so Scriven installed a new four-cylinder, two-litre Hooker engine, leading it to become known as the Felix Nanette, or Nanette Special. It achieved a 90mph short handicap win but suffered serious fire damage whilst driving to Brooklands in 1926. The Nanette was rebuilt and is now owned by Julian Majzub.

Bond Cars Number 3 and 4 were family tourers; a four-seater with a 3 ½ litre Continental engine for a local councillor, Mr Eric Taylor and a second car for Mr Topham – this time a seven-seat Pullman-Landaulette. It was fully equipped with window blinds, a glass screen and a 'speaking-trumpet' for the comfort and convenience of Topham's Mother, who had not approved of previous attempt due to a lack of dignified access.

“You wanted a Bugatti
– I've bought you a
Brighthouse Bugatti!”

The latter three cars were heavily influenced by the long-time family friend and business associate, Captain Malcom Campbell. The Campbell showroom in London became the sole agency for the new cars; a pedigree which further fuelled expectations for the new marque.

The Bond and Campbell families often spent time in each other's company –with Campbell's advice and support in the development of the cars. Bond Number 5 was the first with a sports chassis and travelled to Brooklands for testing unbodied. Following testing it went to Morgan's at Leighton Buzzard and bodied for sale at the Campbell showroom to a Mr Brigg for £325. With a sporting 1,496cc Vulpine-Anzani engine coupled to a Moss gearbox and quarter elliptical springs, it topped 75mph. Light Car and Cyclecar's Feb 25, 1927, issue featured Number 5 in a body-less road test in dense London traffic, where the car impressed them.

'Built very low, and a true speed car from stem to stern', the magazine declared the front brake and spring assembly 'decidedly interesting'. By taking care to ensure the torsional stresses of 4-wheel braking was properly managed, the article emphasised how refined and well thought out the car was. FW's passion and skill in engineering was showing great potential.

Bond Number 6 was the first with a four-cylinder Meadows 4ED engine and meadows gear box, and twin carburettors. Carrying a Jarvis of Wimbledon body, this 80mph sporting car had twin aero screens, and red leather seats but no doors or hood. In December 1927, Light Car and Cyclecar praised the acceleration. Bought by Mr G B Palmer for £500, competing in two



events with the car registered on YV 2437 plates a 'fail to finish' recorded in Light Car and Cyclecar in 1928, but a silver medal was won in the London to Edinburgh.

Reg Bolton, a music hall comedian then bought that Bond 6, adding flared front wings and a windscreen for long distance driving. The car was known as the 'Brighthouse Bugatti', thanks to Reg's young son Peter and his longing to see his father come home in a Bugatti.

“ adding flared front wings and a windscreen for long distance driving ”

Years later, Peter clearly remembered the day his father drove the car down the drive towards him and recounted the event in a November 1977 article in Yorkshire Life magazine. "The long, low sports car now rapidly approaching, with cracking exhaust and spreading dust trail, was no Rover. As he pulled up, I rushed to the side of the car shouting excitedly "What is it? What is it?" Father pushed up his goggles and grinned. "You wanted a Bugatti" he said. "Well, I've bought you one - from Yorkshire - a Brighthouse Bugatti!"

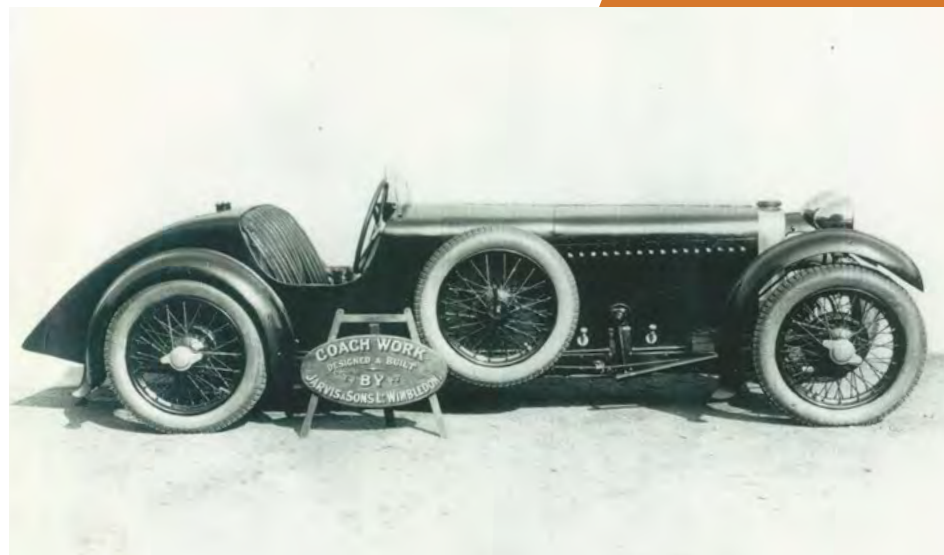
The car was with the family for six years and Peter recalls sitting in the driver seat on his 17th birthday with the

engine running, waiting for the postman to arrive with his new licence so he could complete his first official solo drive. The car was sold in 1934 or 1935, possibly into the Sheffield area. No record of the car's survival exists to date.

Then the finale - Bond Number 7 - sole surviving car finished by Bond and tested at Brooklands in early 1928. With a 1,460cc Meadows 4ED and Cozette supercharger linked to a four-speed Meadows gearbox, the car showed great promise. Captain Campbell was intended to campaign it in the 1928 Brooklands Easter meeting. For reasons unknown, he instead had a Campbell blue Jarvis body and black leather seats fitted and sold it from his London Showroom for £600 in April that year, to an unknown party. Sadly, the car fell into obscurity, and during 1957 re-emerged in tired condition, in the hands of P L Alvin.

Several subsequent owners followed, and car was purchased by Mr John Sawyer in the early 1960's, who then set about restoring the car to the original specifications. This labour of love is still borne out through the extensive history files: multiple letters from Bond's widow and daughter; from Peter Bolton, and even Eric Greenhow. Along with original period magazines, there are leaflets, adverts and even letters from Meadows regarding the engine.

Low slung and sleek, Number Seven is now in fully restored condition and the great love and passion of Bond remains in every detail; the nickel on the black is



Bond car number 6 outside Jarvis works



Bond car number 7 in November 2021

sharp, uncluttered neatly engineered lines expressing elegance and power. Under the Nash-style body, out of sight but not out of mind, is a Meadows 4ED engine.

Truth be told, if the post-war economy had been different, it is highly likely that Bond would have been a name to stand alongside Frazer Nash and Lea Francis. However, it was sadly not-to-be; production ceased in 1928 due to cash flow and the need for FW to provide for his young family. How much of human achievement is driven by necessity and how much by passion is a debate I would not be qualified to start, but one thing is clear – Frederick William Bond was a man driven by his passion, and his epitaph is the car which has so graciously endured.

“ a man driven by his
passion, and his epitaph
is the car which has so
graciously endured.

”



MORE THAN MEETS THE EYE

Choosing a racing companion is a delicate art... history-notable partnerships are born of a key equation; what does the car bring to me, and what do I bring to the car? Ever since my Austin 7 days, I have understood the balance and had missed that 'ideal car' until about 7 years ago.

I was familiar with the MG Bellevue, and when Ian Baxter asked me to sell her, I agreed. He had campaigned the car in hill climbs for some years and desired a change. The big silver bullet arrived in the showroom, sat in the middle of the floor and proceeded to sit on my mind.

Every time I walked past the car; unanswered questions made me uncomfortable. Reading the history files is fascinating and a little humbling. The car's story is really of those who have long since died, (so far as I knew at the time) and with no connection to the

past, it's a question of filling someone else's shoes. I knew there was more to this car and that I had to get it onto the race circuit to do it justice. It hadn't been driven competitively on the track since 1950. It was an unsung hero; eye-catching but overlooked.

The history that came with the car was compelling. Starting life as a two seater 1935 MG NA Magnette, it belonged to the Evan's family at the Bellevue Garages in Wandsworth. It was the vision of Wilkie Wilkinson that transformed the car to the Offset

Monoposto, the Bellevue Special, ready for the 1937 Empire Trophy. Wilkie helped the Evan's Brothers campaign the car for the following season. Charles

“

*The story
doesn't end here.*

”

Mortimer then bought it and raced at Brooklands until the war. Once the war was over, the car was present for the

first Members Meeting at Goodwood in the hands of Basil De Lisa. Lost then for many years, the car was rescued from obscurity in the 1970's, returning to hill climbs but never the race track.

A strategy began to form in my mind, and I approached our customer and good friend Michael Barber. He came to see the car and we talked. Slowly, Michael began to see what the car really was; and the opportunity to reveal what time had hidden. We eventually shook hands on the arrangement. Michael purchased the car and I was to

drive, taking on the running costs. We decided that two seasons would see us unfolding its potential.

Our inaugural race was at Oulton Park, a track I love. I'd like to say it was wonderful, a privilege and delight. The truth is, I finished the race exhausted, the car was heavy and unbalanced. We finished last or near last. Discouragement nearly took hold. Michael told me to 'cheer up!' and we got on with improving the setup. The next race was Mallory Park and we won. My maiden win and the first for the car since Brooklands in 1939!

The win bolstered me, but the issues continued. One problem was balance and axle tramp – or as Charles Mortimer called it: 'wheel flap'. I became quite skilled in the art of the 360° dance. Helen and the children were watching at the Triple M Register meeting at Brands Hatch, as the car spun on the second lap with the pack of MG's bearing down.

“

I became quite skilled in the art of the 360° dance.

”

Fortunately I neatly slid backwards into the gravel trap, mercifully in a straight line and without collecting anyone else. During briefing we were told that the gravel was 'game over'.

I was undeterred by this 'advice'. Putting the car into first gear I spun up the wheels, re-joining the track and managed to finish second, from the back. I was thrilled – Helen less so, and told me clearly to, 'stop the spins or sell the car!'

The solution was in the suspension set up and brakes. The car became a settled drive after this, thankfully! However, there were many other mechanical challenges. Two seasons was highly optimistic; four years and four seasons followed with repeated breakdown and failure, mixed in with successes. Every engineering fault and little issue, unexposed by hill climbing, surfaced under track speed pressure, and embarrassingly so, typically at Goodwood Revival.

Goodwood were delighted when we entered for the 2015 Goodwood Trophy at the Revival I qualified towards the back of the pack, starting the race on the Saturday with appropriate nerves. After the first few laps, I was beginning to settle into the car, finding my rhythm and gaining confidence. Stretching out on the long high-speed run down the Lavant straight, suddenly the car lost drive. I managed to use inertia to get to a marshal's post, tucked up to the tyre wall and jumped out. Michael and Helen, watching in the pits, were relieved of an anxious wait when the television camera showed me parked safely.

Back in the pits, we discovered that a wrongly placed keyway in the crank shaft, fitted years ago, had caused it to



let go and sheer completely, ending our race. I placed the broken crank and my flat cap with a few coins in it beside the car in the garage for a joke.

As we travelled home on the Monday, we philosophically chalked it up as another 'experience'. However, it was to be significant, as thousands of miles away, watching via live stream, was a gentleman in his late 70's. A few days later, an email arrived with the question: "Are you Tom Hardman who drove at Goodwood, and is that my father's car?"

“
Goodwood were
delighted when we
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Goodwood Trophy at
the Revival.

”

It came from Richard De Lissa, who as a young boy watched his father racing at Goodwood. Richard now lives in Canada. He sent me photographs of the car to add to the history file. It was touching and exciting. It was a full circle moment, past meeting the present, and an increasingly rare living link to history.

Seven years later, and I'm happy to say the car has acquired reliability and

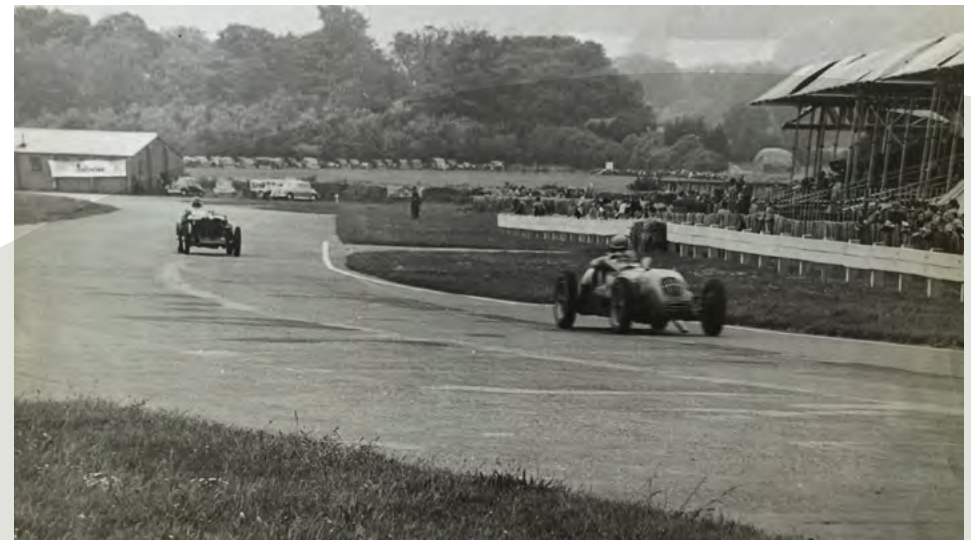
balance - a far cry from what it was in 2015. It has a new Farndon crank, strengthened manual gear box, a re-engineered rear axle for high-speed tracks, a Marshall supercharger to 1949 specifications, and re-engineered vertical cam drive for reliability. We owe great thanks to James Ricketts of Ricketts Automotive engineering, for his dedication, problem-solving ingenuity, and the many more horses he found in the engine.

We have been awarded Fédération Internationale de l'Automobile (FIA) papers, achieved multiple wins and places, and enjoyed some amazing opportunities. I was privileged to drive the car at Brooklands for the re-opening of the start-finish straight in 2017. The story doesn't end here. During the final race events of 2021, I have been driving The Chorlton Special for a friend. Whilst browsing the history files, I found a Goodwood program from 1950 for the International Easter Monday meeting on 10 April. In event 4 at 3pm, Basil De Lissa is listed in the MG, now supercharged. He finished second.

It's time for a new home for the Bellevue, and it's not for a lack of affection. Michael and I agree, the car is ready now and has given a great deal to us. We are proud of what we were able to bring to the car, and the part we have played in the story that will come.



Basil De Lissa, 1949



De Lissa at Goodwood 1951, with the streamline nosecone fitted.



156
SHULTEN

155
SHULTEN

1936 Parnell-MG
GOODWOOD TROPHY

36



SUPERCAR DRIVERS CLUB

James Duce grew up surrounded by vintage automobiles. It ignited his passion for cars and opened an unexpected door.

Childhood photos show me at Prescott and Shelsley, wearing neon yellow ear defenders watching cars as they race up the hill. My dad has taken me to race meetings since I was small, and I find it fascinating how many memories enthusiasts can recall from just one car.

In 2018, I joined my father and his partner on The Pebble Beach Motoring Classic, a 1 600-mile adventure from Seattle to the world-renowned Pebble Beach Concours d'Elegance. We drove our 1930 Rolls Royce Phantom II, and it was an unforgettable run! Taking a brief ride in that car at Blenheim Palace recently brought back many memories.

I then decided to commit to daily posts on Instagram, sharing highlights from the 'Pebble run'. My username is, somewhat ironically, '@car.obsessed'. It's a platform where I can connect with likeminded people and reflect on my experiences through previous posts.

As I neared the age of seventeen, I started predicting how long it would take to pass my driving test. As my birthday falls at the end of July, I settled for late September, but unfortunately a certain pandemic interrupted my plans. Throughout 2020 and the first quarter of 2021, I had three driving tests cancelled because of lockdowns. Eventually I passed first time in May. Shortly after this, I completed my A-Level exams, and it was time to decide upon my future direction.

Whilst vintage cars had been at the forefront of my weekends as a child, I regularly enjoyed outings with Supercar Driver (SCD). It was founded in 2009 in Sheffield and organises drives, breakfast meets, factory tours, track days, driving tours and charity events for a community of 1200+ members across the United Kingdom.

Adam Thorby, SCD's founder and director, approached me looking for a full-time event coordinator to take over the organisation and management. I accepted the opportunity, and have been liaising with top venues, manufacturers, and individuals to create events for members and encourage supercar owners to get out and drive their cars.

I started with SCD a fortnight before my eighteenth birthday, which turned out to be rather memorable... I was given a blue MGB Roadster, a car I absolutely love driving and will never let go of! After all the experiences we shared, taking my dad for a drive in the B, felt rather special.

As I mentioned in the beginning, it would've been rather surprising if I hadn't developed a passion for cars. I am so glad that I did and so incredibly grateful for all the memories and connections I have made. Long may it continue!





From the top: Watch maker and Proprietor Ian Walsh
and Vintage Watch specialist and technical expert
Daniel Charnock.



WATCHES OF LANCASHIRE

Many of our customers have another secret obsession - vintage timepieces. Interest piqued, we sought out a local vintage watch company to explore synergies.

At THL we believe that together, we are stronger. We are therefore delighted to introduce Ian Walsh and his company, Watches of Lancashire, as our new partner business.

Ian began studying horology as an apprentice at the age of 13 and has been a qualified watchmaker for over 30 years.

While he has gained global recognition through his founding of IWI Watches, he is currently focused on his love of vintage timepieces. This led to the creation of Watches of Lancashire. A specialist firm in the procurement, restoration, and sale of vintage timepieces. It is also one of the leading dealers of vintage Omega wristwatches.

Ian also assists discerning customers to build collections and would be delighted to discuss your needs. He will also bring a collection here to Foxfields if that suits the customer's needs. Where better to view vintage watches than drinking our famous coffee, surrounded by stunning cars?

Market Insight - Ian Walsh on Omega

In a world of glamorous, exclusive, and expensive time pieces, what sets Omega apart (at least for me)?

History

Founded in Switzerland in 1848, its best known as the first watch on the moon – a Speedmaster worn by Buzz Aldrin.

Omega made its mark with a reputation for reliable mechanical movements, and elegant design.

The Speedmaster, which was certified by National Aeronautics and Space Administration, was really the culmination and ultimately the peak of Omega and the mechanical watch age.

Shortly after, the quartz movement gained traction changing watch manufacturing.

What to buy?

The golden age was the 1950s and 1960s. These watch mechanisms will be smooth and sweet. Like the cars of old, these watches were built to last, like tiny engines strapped to your wrist.

Speedmasters are the most sought-after. Good examples can be north of £15,000. Speedmasters without a crown guard were the earliest models.

Another Omega to look out for is a Jumbo. Watches of this time were 33mm on average. The Jumbo is 36-39mm; these are almost rare and in 18k gold can be over £5,000.

Omega was never a badge of success like Rolex, for this reason they are under-valued, a bit of a hidden gem, with scope to grow in value. They could be a smart investment.

RADFORD



JENSON BUTTON ON RACING AT THE GOODWOOD REVIVAL

The Revival is one of THL's natural habitats. Elliot Hughs caught up with Button trackside in 2021.

Jenson Button knows better than anybody that Formula 1 is as much a technological arms race between the world's greatest engineers as it is a gladiatorial battle-royale between elite drivers. After all, his 2009 F1 title was a product of both his prodigious talent behind the wheel and the double diffuser fitted to the rear of his Brawn GP 001.

But if any modern Grand Prix driver is pre-ordained for success in Historic racing, it's Jenson. On paper, his urbane, silky-smooth driving style is an elixir to notoriously obstinate Historic racing cars that characterise Goodwood Revival grids. Watch any onboard greyscale footage of drivers from yesteryear, and you'll see they massage and tease speed from the car, rather than manhandling it.

Nevertheless, when we caught up with Jenson on his Radford stand, he was the first to admit that driving wheel-to-wheel in cars with cross-ply tyres, manual gearboxes and steel brakes was a stark contrast from the cutting-edge carbonfibre, wing-clad missiles he made his name in.

"It's really bloody tough," Jenson said with a smile. "I drove the track yesterday morning, and I expected it to be a little more difficult than what I'm used to, but it took me a long time to adapt. Qualifying in the E-type for the Stirling Moss Trophy this morning was tough; I was super slow."

Despite his qualifying struggles, Jenson seemed relaxed and certainly looked the part, dressed in a tailored double-breasted suit and Trilby hat.

"I love to dress up, it really makes the Revival what it is. The driving for me is sort of a bonus – I love walking in wearing a cool suit – seeing everyone dressed up is wonderful."

Enjoying a little sartorial elegance is one thing, but we're more interested in how the World Champion and his teammate Alex Buncombe fared from their lowly 19th position grid slot.

"The race was super competitive, but we finished seventh! I'd never driven the car at speed before this weekend, so I'm really happy with that," Jenson opined.

Adapting to the idiosyncrasies of the debonair, wire-wheeled E-type would have been an impressive achievement in its own right, but that wasn't the only machine Jenson was tasked with racing at the Revival. The other was a notoriously tail-happy 1960s Shelby Cobra, which Jenson also hadn't driven in anger before

"Everyone says the Cobra is much harder to drive than the E-type, but I didn't find that to be the case. The E-type has a lot of roll and I'm not a fan of roll. The Cobra is much stiffer."

"There's shed-loads of power and the torque is unreal, it's just wheel spinning all the time. The stiffness and power mean that it wants to slide, but you understand where it's going," Jenson explains.

Jenson's oneness with the Cobra was evident with the third place he achieved in qualifying for the RAC TT Celebration, which boasts a field of elite drivers as one of the Revival's headline races: Martin Brundle, Jean-

Eric Vergne, André Lotterer, Romain Dumas and Derek Bell, to name a few.

A determined climb through the field and a fastest lap followed, but sadly the car was stricken by a persistent misfire and retired shortly thereafter. Not that Jenson seemed to mind – his foray into the world of Historic racing had clearly left a lasting impression.

"There's just so many cool cars here, it's amazing – they're beautiful. The Cobra is just so aggressive, it's so sexy looking. Then there's the lines of the E-type Lightweight which are just stunning. For me it's not single-seaters that are the highlight of the Revival, it's the GTs, the touring cars and road cars," he says with a twinkle in his eye.

This article appeared courtesy of Magneto Magazine.

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Passion of the Pre-War

By John Mayhead



Throughout 2021, we wrote about record sales of 1980s and newer cars, commented on the demand for classics of that era. Models like the Ferrari F40 and Audi Quattro UR dominated the headlines. But what about cars built before the 1940s?

Superficially pre-war models are having a hard time. In 2021, Hagerty tracked a total of £30.65M of these vehicles passing through UK and EU auctions (£35.99M in 2020) each with a mean value of £37,153, down on the 2020, £153,814 average. Also, the owners tend to be much older: 83% of people who insured prewar cars with Hagerty were born before 1966, compared with 65% across all vehicles. Just 0.2% of pre-war cars were owned by Millennials.

But these figures are misleading. 2020 was an exceptional year in many ways, particularly so because it marked Gooding & Company's first live auction in the UK, the Passion of a Lifetime sale at Hampton Court. Nine of the ten most expensive pre-war vehicles sold that year did so in that auction, totalling £26.25M.

To say this skewed the figures is an understatement. There was a big reduction in the cars selling for below estimate (10% compared with 41% in 2020). Pre-war cars seem to be selling better at auction in 2021 compared with 2020. Also, owners are changing: from 2019 to 2021, the number of Millennials insuring pre-war cars with Hagerty grew by 65%, for Generation X it rose by 32%. So, what is driving this change?

Well, look at which cars are attracting younger buyers. Analogue cars: manual gearboxes and roaring engines. These cars are the antithesis of sanitised, electric, driver-aid-stuffed models on our roads today. I think the true enthusiasts have realised that the ultimate expression of an affordable, exciting and usable analogue car can be found in the pre-war era. Organisations such as the VSCC and Motorsport UK encourage younger drivers, plus there's another unsaid factor; even if every car becomes an autonomous, networked capsule and all standard classics have been converted to electric motors; the tarmac at Goodwood, Shelsley Walsh and Prescott will still be warmed by the screeching tyres of cars firing flames from their Brooklands fan exhausts and filling the air with the sounds and smells of real motoring. That, surely, is what our passion is all about.

Hagerty offers a comprehensive range of insurance options to classic vehicle owners. Our policies include features designed for classics such as, UK and EU Roadside assistance and recovery, agreed value, salvage retention and more as standard. Hagerty is rated excellent on TrustPilot with a score of 4.9 out of over 7400 reviews.

For more information, call 0333 323 0989 or visit www.hagerty.co.uk. Also, take a look at our Valuation Tool www.hagerty.co.uk/valuation/tool/

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Our story revisits the great rivalries of five decades, spanning artisan-crafted two-seater Bugattis of the 1920s to the exquisite 1.5-litre 'cigar tubes' of 1961-'65.



2022 PROVISIONAL CALENDAR

15/16 April	Donington Historic
20-22 May	Pau Historic Grand Prix, France
4/5 June	Sport et Collection Val de Vienne, France
15-17 July	Zandvoort Historic Grand Prix The Netherlands
30/31 July	Oulton Park Gold Cup
12-14 August	Oldtimer Grand Prix Nurburgring, Germany
26-28 August	Classic Silverstone
30 Sept - 2 Oct	Spa Six Hours Spa-Francorchamps, Belgium
21-22 October	Espiritu del Jarama near Madrid, Spain
28-30 October	Algarve Classic Festival Portimao, Portugal

Since 1979 HGPCA members have striven passionately to preserve the heritage of the titanic machines and their courageous drivers.

It also replays the inter-marque battles between cars with supercharged and naturally-aspirated engines at the birth of the Formula One World Championship in 1950. In celebrating history and technical innovation and educating new generations of motor racing fans about the past, we honour each golden era's glories on spectacular pre-1961 and pre-1966 grids at dedicated historic race meetings.

Join us at Great Britain and Europe's most famous Grand Prix circuits to be magically transported back in time in an evocative blur of Italian scarlet, British Racing Green and French blue. We look forward to seeing you at some of our events during 2022.

HGPCA.com

Offered for sale

1935 MG Q Type rep

Fitted with supercharged NA 1275cc six cylinder

Ready for the 2020 season, be it track or road.
With Billet steel crank and rods, hydraulic brakes.
Perfect for the Mary Harris Trophy 11/12th July Donington park,
along with VSCC Cadwell Park Triple M race.

96% sale through rate,
family run business,
VSCC principal associate,
on and off market sales.

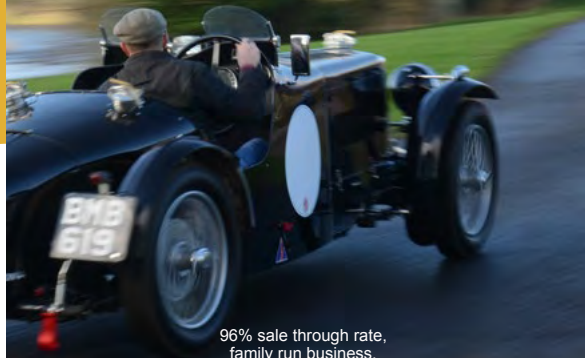
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The Motor Auctioneers





Evidence of the evolution. Even in the early days, THL branding was considered a little quirky and arresting.

 Tom Hardman
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1937 MG Bellevue Special
Chassis # NA756
Built by Wilkie Wilkinson
for Dennis and Kenneth Evens
of Bellevue Garage

1937 Empire Trophy Donington Park
1938 sold to Charles Mortimer
1948 sold to Basil de Lisa
1st Goodwood members meeting

FIA papers until 2028
Eligible for Goodwood/Monaco Historic*
VSCC & Triple M

Understood to be the most campaigned
& eligible of all pre-war MG single seaters.
Historically important and very competitive.
Ready to race, fresh from a commanding
race win at Donington Park 18th July 2021.
*Actual entry need filing

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 Tom Hardman
The Motor Auctioneers



Branding is more than a logo or a colour palette. Strong brands are engaging and multidimensional. They invite consumers to participate in an experience.

The enjoyment of old cars isn't limited to their use as transport. It's about sharing knowledge passion and life long memories across the generations. As these brothers learn about, overhaul cams and rockers during their recent school holiday. Please visit our website to see our ever changing sales inventory.

Tom & Grant
Inspiring all generations, since 2010.

 Tom Hardman
The Motor Auctioneers

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There is immense power when a group of people with similar interests gets together to work toward the same goals. It's not all about buying and selling. It's about putting back in, paying it forward and shared wisdom.

VINTAGE STORIES

People think that stories are shaped by people. But it's the other way around. Our Head of Content, Richard Webb, shares the thoughts behind THL's brand evolution and what it means to customers.

The THL brand has been established over a decade. If we didn't adapt, we wouldn't be fresh and relevant to the vintage car community today. All good branding is built on strategy – which is built on business objectives. These objectives evolve as our world changes around us. For THL, subtle changes over time have seen the brand evolve in response to customer feedback, trends, and the state of the marketplace.

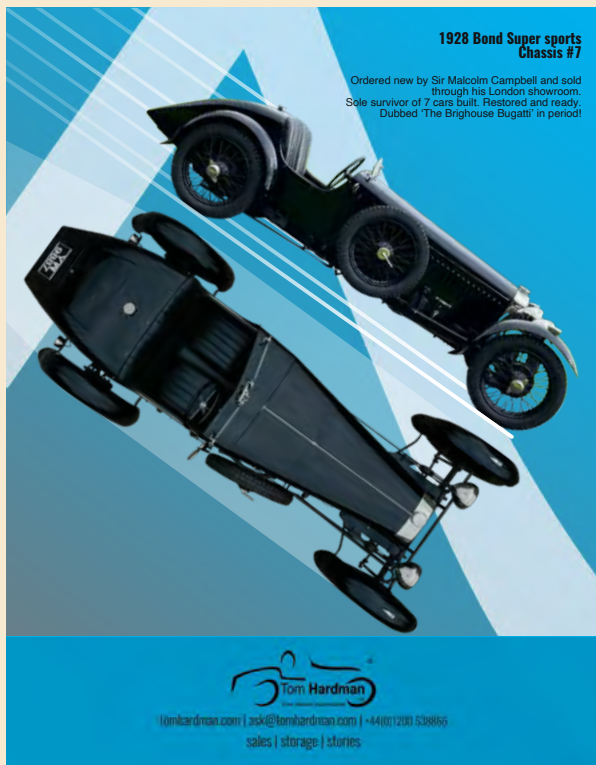
The brand evolution is not just about pretty visuals or a consistent messaging. It also has an impact on our brand values. By prototyping, testing, and adjusting over time, we have been proactive to the needs of our customers. After all, the world is changing we want our brand values to reflect that.

“You could say we sell values and beliefs as much as we sell cars,” says Tom Hardman. “By carefully studying the media our readers love to

read, we have integrated our advertising campaigns to be part of the overall story the magazine tells.”

THL believes customers know what they want – and it's not generic, promotional adverts. “We've been proactive in measuring what types of content appeals to our target audience. Consumers desire a relationship with our brand. Our clients are now remarking on our approach and how it's much more in keeping with their aspirations.”

THL's strategy is to create a platform where sellers consign their vintage cars to us because they know they will be properly curated. Ultimately, we sell the prospect of personal stories to be enjoyed in vintage cars. To borrow from Shannon Alder's quote; “carve your name on hearts, not tombstones. A legacy is etched into the minds of others and the stories they share about you.”



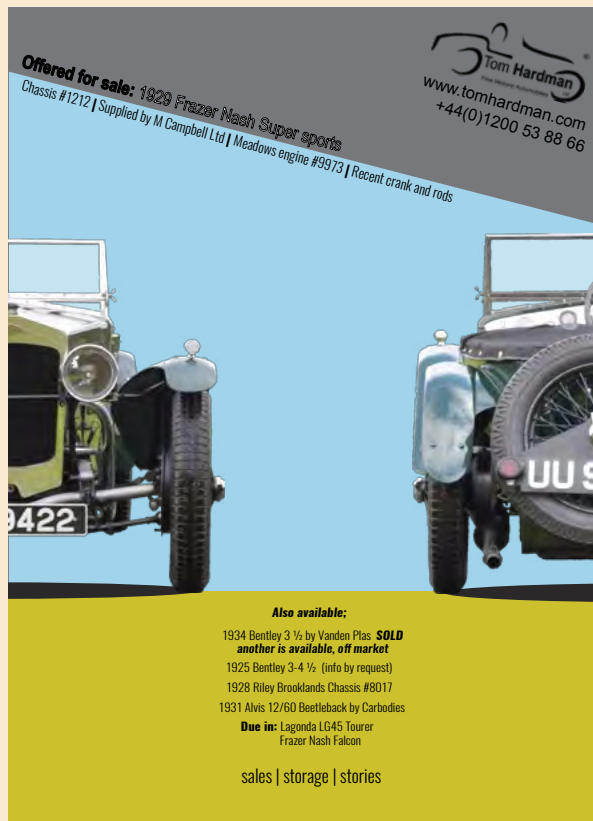
**1928 Bond Super sports
Chassis #7**

Ordered new by Sir Malcolm Campbell and sold through his London showroom.
Sole survivor of 7 cars built. Restored and ready.
Dubbed 'The Brighthouse Bugatti' in period!

Tom Hardman
Fine Historic Automobiles Ltd

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Cars help to tell a tale that takes up residence in the soul, ones that move us and our loved ones. The messaging in our print adverts try to reflect that.



Offered for sale: 1929 Frazer Nash Super sports
Chassis #1212 | Supplied by M Campbell Ltd | Meadows engine #9973 | Recent crank and rods

Tom Hardman
Fine Historic Automobiles Ltd

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Also available;

- 1934 Bentley 3 1/2 by Vanden Plas **SOLD another is available, off market**
- 1925 Bentley 3-4 1/2 (info by request)
- 1928 Riley Brooklands Chassis #8017
- 1931 Alvis 12/60 Beetleback by Carbodies

Due in: Lagonda LG45 Tourer
Frazer Nash Falcon

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Sub-consciously, some of our adverts have been inspired by great storytellers, and they convey passion and an invitation to tell your own story.



Offered for sale;
1929 Supersports
Chassis #1212
Supplied by M Campbell Ltd
Meadows engine #9973
Recent crank and rods

Tom Hardman
Fine Historic Automobiles Ltd

Also available;

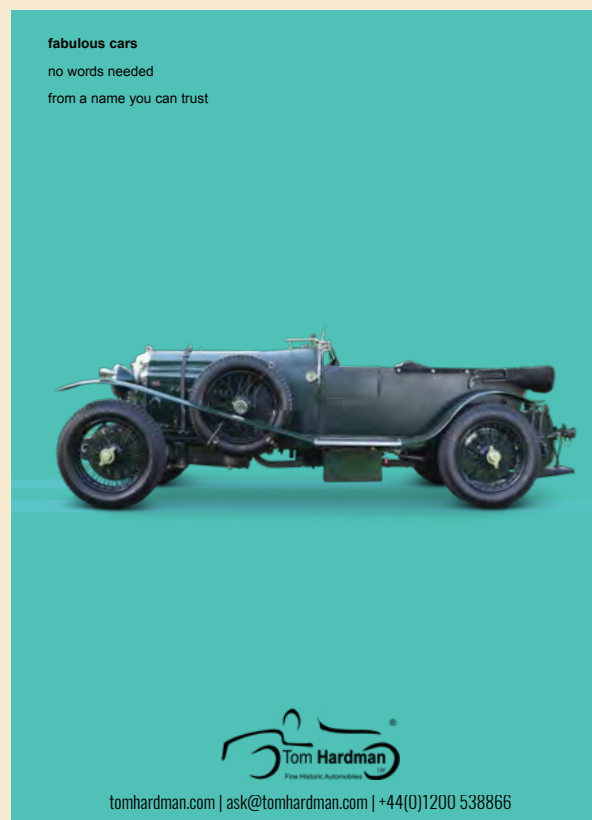
- 1934 Bentley 3 1/2 by Vanden Plas
- 1925 Bentley 3-4 1/2 (info by request)
- 1928 Riley Brooklands Chassis #8017
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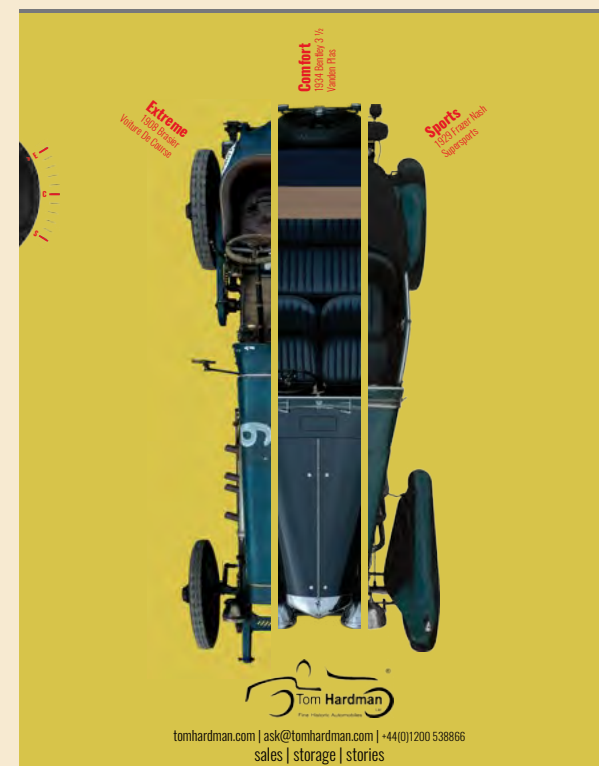
At times, a banal trip to the shops becomes memorable. Other times it's when the kids are in the car on a journey to nowhere-in-particular and you literally create a mental snapshot of the moment. THL's adverts intend to invite readers into that world.



Stories are one way to preserve oneself. To be remembered. In the same way, THL's minimalist style aims to be remembered by our readers for being true to ourselves.



It can be tempting to share the known stories of our cars in our print adverts. But we often pair back and leave the essence of the car to do the talking.



Advertisements are created to match the consciousness of the moment – as it adds value rather than interrupts the reader.



STEPHANIE DONEGAN

COUTURE MILLINERY

“Designing and making hats is my passion for many reasons. As a wearer, I have always loved the way a hat can make me feel. As a milliner, I love the whole process, but at the heart of it is my client and their story. I love to meet someone and discover who they are, where they are going and what is important to them.

I work from my small studio in the picturesque Forest of Bowland and often take inspiration from the dramatic landscapes and rich history of the area. I use traditional millinery techniques to produce beautiful hats and headpieces that are as unique as the wearer.

Stephanie Donegan
Finalist at Palma International Hat Week 2021



STEPHANIE DONEGAN
COUTURE MILLINERY

Of cars and stories...

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“You can go everywhere and do anything you want. You can buy all manner of things and meet the people you want to meet. You can learn so many things but if you do not have passion, you have still not begun to live.”

Tom Hardman

