

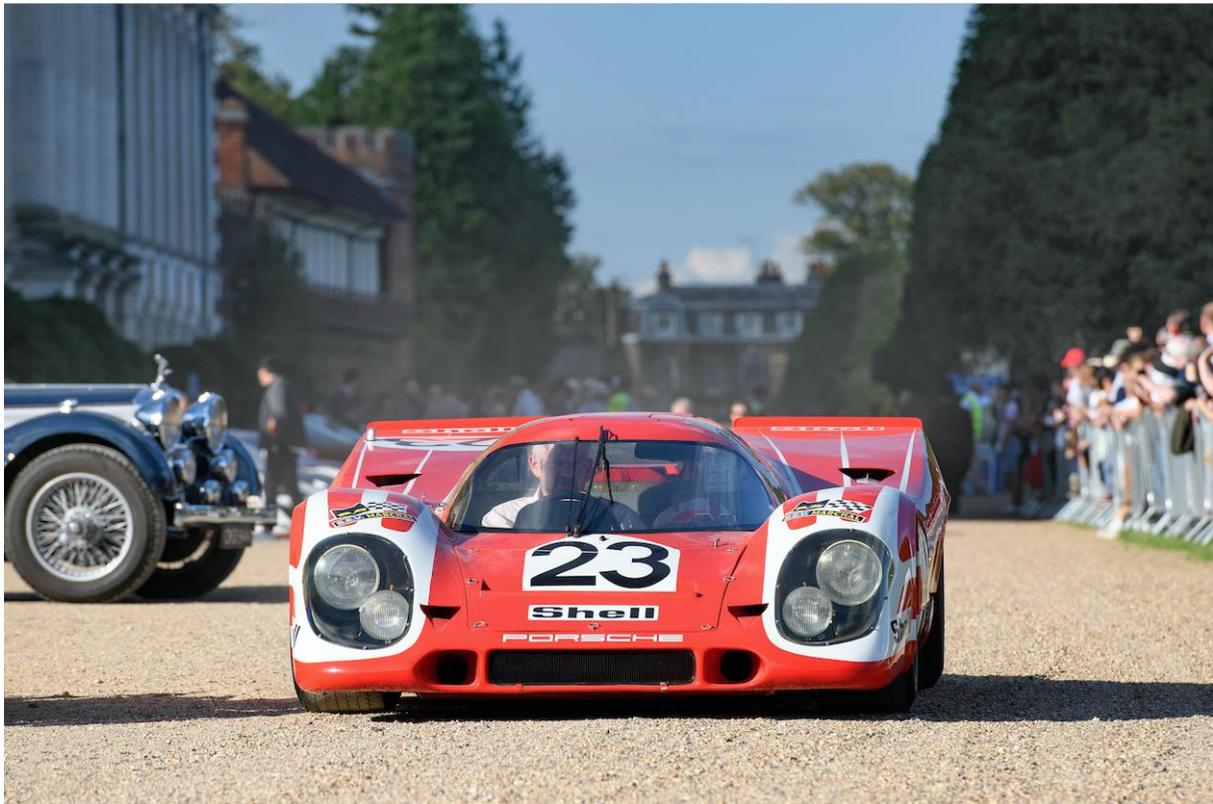


Alvis reflections of Hampton Court concours

It hasn't taken long for the Concours of Elegance at Hampton Court to become an important fixture on the classic car calendar, but for 2020 The London's Honourable Artillery Company (more of a 80-car garden party) and The Concours of Elegance at Hampton Court, both organised by Thorough Events, have proved some of the only high class events this season to have gone ahead under Covid-19 restrictions.

As in recent years the event was, presented by A.Lange & Söhne (Glasshouse manufacturers), and went ahead in the spectacular Grand Fountain Gardens of Hampton Court Palace on 4-6 September 2020, making it the first major international concours d'elegance event since March. With audience welfare in mind, the organisers created a new operational plan including revised, specially-arranged hospitality and restricted audience capacity with the introduction of separate morning and afternoon tickets. Certainly, both Saturday and Sunday seemed to be a much more of the 'right crowd and no crowding' atmosphere and apart from cloakroom facilities it was quite easy to maintain one's own standards of social distancing without any concern.

As usual, the event included displays of various classes covering the top 50 or so cars with self-judging by the participants, but entries were clearly down, internationally, and this year, with a large display of F1 cars and other Grand prix racers, the Best in Show proved to be the 1970 Le Mans - winning Porsche 917K.



Porsche 917K given the Guard of Honour by Edmund Waterhouse's Speed 25 SB

Over Saturday, there were major Clubs – Jensen Owners Club, Aston Martin Owners Club, E Type and XK Clubs and Jaguar Drivers Club and on Sunday Alvis Owner Club were given almost exclusive pride of Place on the Broad Walk on the West side and Bentley Drivers Club, Austin Healey and Ferrari Owners Club, Jaguar Enthusiasts Club, and others at the other.



1938 Bugatti Type 57 Atalante by Gangloff, winning the Bridge of Weir Leather Design Award



1938 Bugatti Type 57 S , Stelvio cabriolet coachwork by Gangloff, purchased new in Paris by Commander Kidston and kept until the 1950s, now back in possession of his son Simon Kidston.

Hidden nearest the Flower Pot gate on Saturday were three Bugattis, two being Grand Prix Type 37 but my favourite was an English -registered Type 57s with Stelvio cabriolet coachwork by Galibier. That could be compared with another Type 57 Atalante fixed-head coupe in the main Concours, resplendent in purple/black with coachwork by Gangloff, which is on the market for around £1.5 mio, but even these pale into insignificance compared to the 57S Atlantic Coupe and a sports type 59 which in the Saturday's Gooding sale fetched £8.5-9.5 mio apiece, the newest high record for a 57S. It certainly did not seem that the pandemic had affected prices negatively in this sale, with over £33.86 mio taken, selling all but one of 15 cars; quite a result for their new entry into the European auction platform.



1934 Bugatti Type 59 Sports in well patinated condition.

Saturday 5th once again brought the RAC Inter-Club Challenge Trophy, with a wide selection of Aston Martins, Lancia Lambda, Bentley 4 ¼, Austin -Healey, Jaguar E types and even Armstrong Siddley. Last year, the concours Judges made their preference for cars with originality and provenance; this year they swung in the opposite direction for the highest standard of restoration, yet not choosing either the most superbly restored 1955 Aston -Martin DB2/4 Tickford drophead, winning the AMOC Concours, or the 1936 Bentley 4 ¼ for its rare H.J. Mulliner concealed -hood coupe coachwork which took the Bentley Trophy but a Messerschmitt KR200 that was so over-restored you could literally eat your dinner off any part of it. Not unexpectedly, all of these were trailered to the event.



1936 Bentley 4 ¼ H.J.Mulliner concealed hood drophead-coupe, with ex Wolf Barnato provenance taking the Bentley Trophy

Alvis Owner club were represented by my own 1958 TC 108G Special coupe and George Butlin's 1938 Speed 25 VDP 2 door saloon (both pre/post-war class up to 1960); the Messerschmitt winning the post-1960 class and the RAC Trophy. Neither Alvis were successful in the Concours but George Butlin had been asked to display the car at the RAC Rotunda 21st September -5th October, which is a great accolade and will provide further publicity for Alvis during the Centenary.



1938 Alvis Speed 25 SC Vanden Plas 2-door saloon on the Broad Walk

After a 80m drive home with the TC 108G and an early start on Sunday, I joined Owen Swinerd and a group of 16 other SE and EA Alvis owners for our display of Alvis from 12/50 saloon to TD21, arranged with Ian Campbell of Thorough Events. We had already negotiated that we would arrange a mini-self judging concours of our own, which allowed us to participate in a parade to the Concours podium and a short description of our celebrations of 100 Years of Alvis, represented by just three cars, which had to be fitted in before the main Concours results and drive-past. Out of the 1st and second -place winners of pre-and post-war we selected Rob Marsden's beautiful black 1933 SA VDP tourer, Miles Pinniger's 1939 Speed 25 Offord DHC and the 1958 TC 108G, as the forerunner of all Park Ward manufacture.



Steve Horne's 1958 TC108G



Rob Marsden's 1933 SA Speed 20 VDP tourer



Miles Pinniger's Speed 25 Offord DHC



Awaiting the podium drive-past

Our Concours results from self-judging of other owner's cars were as follows:

Pre-war

1st Rob Marsden SA Speed 20 KG2417

2nd Miles Pinniger Speed 25 ALV 100

3rd Nick Taylor 4.3 VDP saloon EVC 240

Post-war

1st Steve Horne TC108G 979 XVB

2nd Robin Torrance TD 21 PW DHC XLE 47

3rd Chris Geary TA 21 saloon 5033 H

I enclose a selection of the other photographs taken along The Broad Walk.

Steve Horne







