



1928, Lea Frances responded to the growing enthusiasm for sports type road cars and became the first company to manufacture a production car fitted with a Supercharger; a vertically mounted Cozette located just behind the radiator. The Type S made a name for itself in 1928 by winning the Ulster TT, at the Ards circuit in Northern Ireland in the hands of Kaye Don, and consequently the Hyper became a popular competition choice. The S type, known as the Hyper, was in production until 1931 with 189 cars built only 8 of these were designated for works competition.

VC4578 was registered in 1930, used as both in Works competition and a sales demonstrator, VC4578 had the company's latest Hyper body style; an aluminum skin over steel frame. Only eight cars were believed to be produced with this body style, with three reputedly genuine cars still remaining today.

The works team were successful in the car. Sam Newsome took the first in class at Shelsley, and Sammy Davies and Tom Delaney secured the win in a handicap race on the Mountain at Brooklands with Sammy driving. Tom entered the Light Car GP coming home in 4th



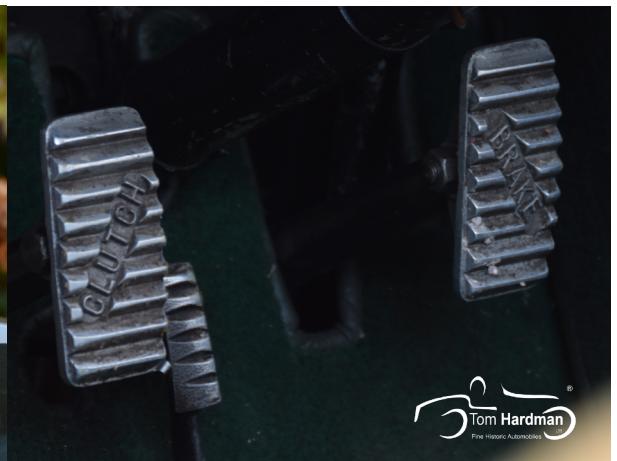


1931 Lea Francis car went into administration. VC4578 was sold and passed through the hands of a Thomas Jones of Edinburgh, into the possession of William Lawrie. Lawrie was a man of wealth and connection as a whiskey blender and was a close friend of Dick Seaman the racing driver. Keen on competition, Lawrie corresponded with the reformed Works regarding upgrades to his car, and his letters have been retained in the history file.

The extensive history file itemizes the next three owners and their antics, the last being Claude Bradshaw who acquired VC4578 in 1958. He used the car both in the UK and in Europe in the latter part of the 1960s. Claude then had an accident in France involving a farm vehicle. Once repatriated VC4578 was entrusted to Lea Frances cars, then owned by Barry Price for repair and restoration.

1994 after nearly three decades of inaction, Claude privately offered VC4578 to our client, who purchased the car as a project for completion still in the hands of Barry Price. Soon after this sale Lea Frances went into liquidation again! An urgent meeting with the receiver was needed, re-securing the car and all its original components and returning home with the car on the trailer and the integrity of VC4578 intact.

Restoration started without delay the chassis straightened and jiggled, then Simon Morgan (former Lea Francis, Barry Price employee), instructed to repair the original body frame and covered with a new aluminium skin to original spec, utilizing the original bonnet, door and boot lid. The Meadows 4ED engine was overhauled by our client, the engine block was not viable, so replaced with a new one by Ian Stirling. The crank and rods were also upgraded to a Phoenix, running shell bearings. Specially designed half shafts by Gripper Diffs were commission to overcome issues persisting from the factory, and the drawings are included in the file. The rebuild was thorough and overseen by Tom Delaney. Great consideration begiven given to safety and reliability.



In the hands of the current owner and his son, the car has competed extensively and successfully over the last 28 years, including participating in the historic straight-line sprint at Brooklands in 1997, and attendance at the reopening of the start finish straight in 2017. These are amongst many outings and the car has been well known amongst enthusiast, and a list of modern era success has been supplied by current owner (see below). The car has previously held FIVA papers and the VSCC buff form classifies the car as 'standard' as it has retained the single port head. The last major mechanical overhaul was completed in 2014 and the car has been largely unused since then due to extenuating factors. Prior to delivery to our showroom at Foxfields, VC4578 was placed on a rolling road for mixture health check, using E5 super-unleaded. The results are more than encouraging with concretive 4500 rpm torque at 116lb ft and 102 bhp boosting a 7.5 psi - and the engine was still pulling cleanly.

Modern Day Successes:

1998

Dudley Gahagan speed trials at Brooklands Won Class and established record

2002

Colerne speed trials 2nd Vintage 2nd in class
 Mallory Park Mug race 10, 2nd OA
 Curbrough won class 3
 Wiscombe won class 4
 Silverstone race 7 5th OA
 Goodwood AC sprint Won class 20A

2005

Elvington Sprint class 4 won O/A and 1st Vintage
 Oliver's mount hill climb won class 4

2009

Oulton Park race 4 2nd O/A
 Cadwell Park race 4 3rd O/A
 Loton Park Class 4 won and 1st Std Vintage
 Harewood hill climb 2nd in class and 1st Vintage
 Donington race 18 won 1st O/A
 2010 Harewood 1st Std vintage

2011

Mallory park race 5 (Mallory mug) 5th OA

2014

Prescott Long Course class 4 set record which still stands today





1930 Lea Francis Hyper

Works competition history

Chassis #14171
Engine # 9758



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