

SUMMER 2021



FISKENS

FINE HISTORIC AUTOMOBILES

FISKENS IS SEEKING CONSIGNMENTS...

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NEWS FROM THE MEWS - SUMMER 2021





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FROM GREGOR



Whilst we never left our posts during recent disruptions, it's tremendous to get the showroom doors wide open again! We have enjoyed welcoming clients and visitors of Fiskens back to the Mews. We are also thrilled to be able to reunite with the classic car community, at the race meetings and concours events that bring our shared passion to life.

The greatest cars we love saw us through a very successful 2020, and looking to 2021, we have had one of the best starts seen in our 30 years of trading. We are truly grateful to each of our consignors and buyers who made this possible.

As many of you know, Fiskens carries out private transactions in addition to our publicly disclosed sales – without being indiscreet, we can say these included two of the most significant sales in the global market this year. I would like to personally pay tribute to my team Christoff and Tavoya, who helped make these successes possible.

While Fiskens has always sought to sell the world's greatest cars – ultimately, we remain devoted to serving the world's greatest clients, with a personal service of the highest quality. Over the years, we've helped build and curate many of the world's most

important collections. While we always welcome new clients with an open heart, we're honoured – and never take for granted – when our friends and clients return time and again to our historic mews premises.

In the pages within, we reveal details of two significant private collections recently consigned to Fiskens, with examples spanning the golden age of motoring, through to modern Formula One and beyond. All very fine cars, seeking only the finest of new owners—people just like you!

Yours,
Gregor

A PRIVATE COLLECTION



Fiskens was requested and honoured to evaluate and prepare this significant private collection, secreted for decades in the English stables of an overseas crown prince, comprising more than a dozen mostly pre-war cars, not seen publicly for over 30 years.

Whilst the collection was well maintained, with sparing use in recent years, Fiskens advised and arranged recommissioning works and thorough detailing as required, to help launch the cars into new life.

Although dispersal of the collection marks the end of an era, we look forward to finding new custodians to get them back into use and enjoyment, where they truly belong. Each of these fine automobiles is available individually, accompanied by a comprehensive history file, as further detailed within.





1936 BUGATTI TYPE 57 'C'

Rare Three Position Drop Head Coupe coachwork by renowned English coachbuilders James Young of Bromley ■ Earlier restoration by marque expert Louis Giron, who served his apprenticeship at the Bugatti factory in Molsheim; enclosed headlights and upgrade to 'C' specification by Giron ■ More recently, Gentry Engineering has undertaken thorough mechanical works ■ Famed collector Sir Robert McAlpine among prior owners



1914 PIERCE-ARROW TYPE 48B RUNABOUT

One of the finest big horsepower Edwardian cars, from one of America's most prestigious marques ■ Powered by the mighty 8.6 litre, T-head side-valve six ■ Fully restored in America to the highest standards, before sale to the UK in 1990 ■ Current ownership since 1996, regular maintenance but sparing use ■ Presented in exceptional order, fit for any Concours or Vintage car run



1962 JAGUAR E-TYPE
SERIES 1 3.8 OTS

Highly desirable matching numbers Series 1 "Home Market"
roadster ■ Restored to a very high standard, by marque experts
Mill Lane Engineering ■ Current ownership for 25 years, with
less than 3,000 miles since restoration



1937 SS100 2½ LITRE JAGUAR

Supplied new though Heanlys of London ■ Brooklands competition history in 1939 with the well-known enthusiast driver Harry Kemp-Place, wartime naval officer and later proprietor of the Evergreen Service Station ■ Further competition history throughout the 1960s ■ Patinated, highly charismatic survivor example of Jaguar's original sporting roadster



**1938 DELAHAYE 135 "MS"
(MODIFIÉE SPÉCIALE)**

One of the greatest pre-war French Sports Cars built to the highly desirable "Modifiée Spéciale" specification ■ Complete ground up restoration completed over a two-year period from 1989-1991 ■ Body beautifully and precisely built to *Figoni et Falaschi* style by the highly regarded coachbuilder Peter Agg ■ Engine overhaul completed to the highest standards by renowned experts Jim Stokes in 2020



**1935 MERCEDES-BENZ
500K CABRIOLET B**

Legendary 500K Kompressor, capable of 100 MPH with its 5-litre straight-eight ■ Designed by Hans Nibel, creator of the first Silver

Arrow Mercedes W25 racing car ■ Delivered new to the UK in right hand drive, first registered by Commander Jacobs ■ Restored in 1989 by the renowned firm of David Scott-Moncrieff and son

■ Current ownership of more than three decades



**1960 BENTLEY S2 CONTINENTAL
COUPÉ by H.J. Mulliner**

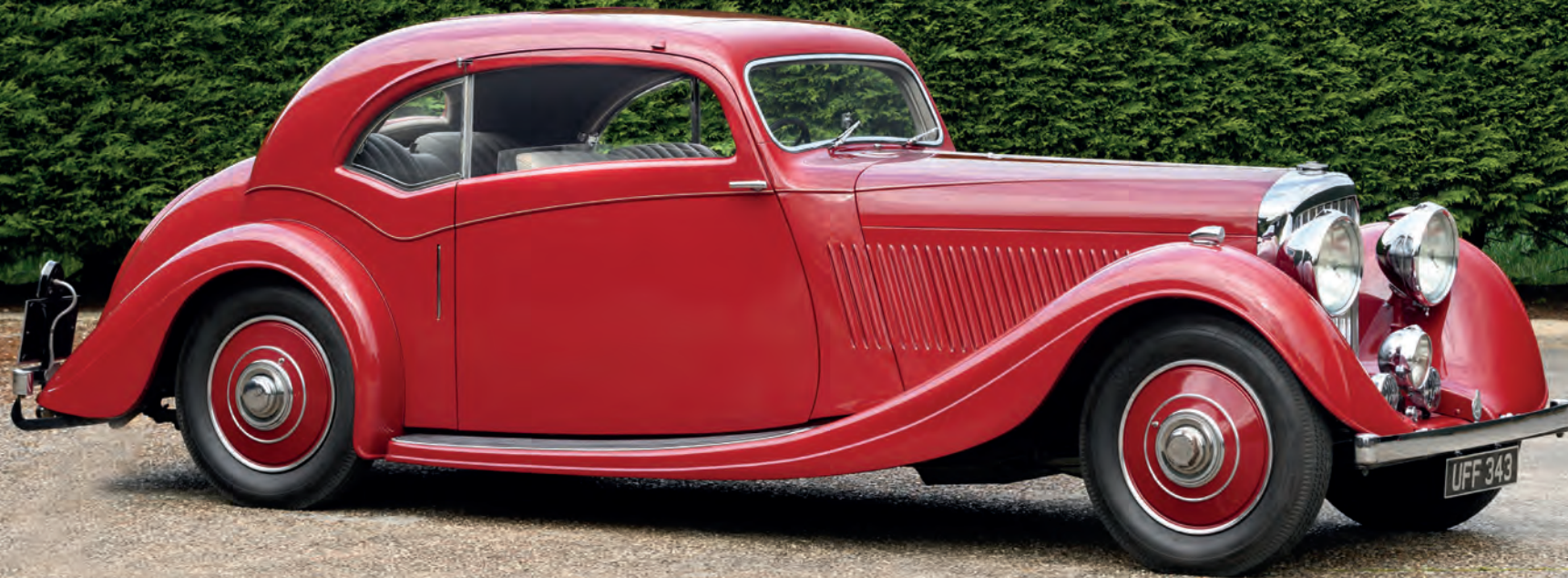
Ordered new for the Countess of Suffolk and Berkshire ■ Special order front seats, identical to the Park Ward Drophead Coupé shown at the 1959 Earls Court Motor Show ■ Finished in the highly desirable Midnight Blue ■ One of only 71 right hand drive S2s built to this design



**1935 BENTLEY 3½ DERBY
AEROFOIL COUPÉ**

ex-Maharaja of Jodhpur

Delivered new to His Highness, Maharaja Umaid Singh of Jodhpur,
as personal transport until his passing in 1947 ■ Thereafter by
descent to the Maharaja's two sons, for continued service in the
Indian princely state ■ Attractive, desirable and sporting Aerofoil
coachwork by Gurney Nutting



1935 HORCH 853 SPORT CABRIOLET

Powerful and rare 8-cylinder Horch, one of the most desirable and luxurious German classics of the era ■ Ground up restoration completed to Concours standards, by the world renowned *Le Coq Carrosserie* in 1986, still presenting in beautiful condition today ■ Less than 2,000 miles since engine overhaul by experts Jim Stokes Workshops



**1934 HISPANO SUIZA K6
DROPHHEAD COUPÉ**

Beautiful example of the last Hispano-Suiza model built before production ceased ■ Powered by a 5.2 Litre In-line 6-cylinder engine producing 125bhp and paired to a three-speed gearbox, the K6 is a welcome choice for long distance tours and rallies

■ Stunning Drop Head Coupé coachwork finished in two-tone blue with tan leather interior



**1939 LINCOLN ZEPHYR
V12 COUPE**

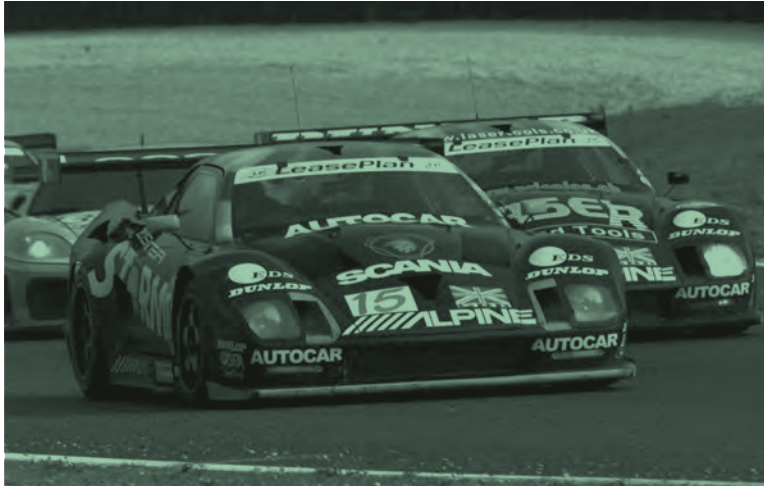
Previously purchased from the Walt Disney organisation, after display with Howard Hughes "Spruce Goose" at the Queen Mary site, Long Beach, California ■ Beautifully restored in Midnight Blue with etched glass wind deflectors ■ Iconic deco streamlined design by E.T. (Bob) Gregorie



**1951 BENTLEY MKVI
STANDARD STEEL SALOON**

Originally supplied to the Bristol Motor Company as a demonstrator ■ Ground up restoration completed by Jack Barclay in 1998 ■ Formerly the personal London car of a prominent member of a Middle-Eastern royal family





ABOVE The Verdon-Roe/Warnock Lister Storm leads sister car at Estoril in the 2002 FIA GT Championship

OPPOSITE Niki Lauda enters Druids Corner at Brands Hatch during the 1982 British GP.

FROM THE VERDON-ROE COLLECTION

Fiskens are offering on behalf of renowned racing driver Bobby Verdon-Roe, the 1982 ex-Niki Lauda Formula One McLaren MP4/1B-6 (M10), and the 2000 FIA GT Championship winning Lister Storm GTM002.

Fiskens recently took the McLaren and Lister Storm to the Grand Tour track at the former RAF Wroughton airfield, with the action captured by photographer Tim Scott and a film crew from Petroleum & Co. As we found out on the day, these modern British racers remain more than capable of turning wheels in anger. Gregor was delighted when given the opportunity to go for a spin, and chuffed to be sharing driving duties with Bobby's nephew, Martin Verdon-Roe. An incredibly exciting, enjoyable, memorable day – no one wanted the experience to end!

Special footage from our recent track day can be viewed on our website at www.fiskens.com





1982 McLaren MP4/1B-6

(M10) ex-Niki Lauda

McLaren's pioneering ground effect Formula One design, the first carbon fibre composite chassis ■ Design by John Barnard, a superlative engineer of modern Formula One, featured in his recent biography *The Perfect Car* ■ Piloted by Niki Lauda for the 1982 season, MP4/1B-6 won the British GP at Brands Hatch ■ Fully restored by TAG-McLaren for the company collection, including new monocoque, before passing to private hands ■ Winner of two FIA Historic Formula One Championships, raced by its current owner ■ 3-litre Cosworth-Ford V8 power, naturally aspirated



McLAREN MP4/1B-6 (M10)



An opportunity to acquire a Grand Prix winning example of McLaren's revolutionary MP4/1, the first carbon fibre composite chassis in Formula One.

Conceived by John Barnard, a gifted and perfectionist engineer at Project Four (the "P4" in MP4), Barnard wanted a narrow chassis to maximize the ground effect area of the side pods – needing a new material to replace lost strength, he turned to carbon fibre, visiting British Aerospace facilities to see its application.

With every layer precisely calculated, Barnard said working with carbon fibre was "more like tailoring than building a car." Today every Formula One chassis is carbon – MP4/1 changed the sport forever. Our thoughtful purchaser will not only acquire an outstandingly competitive racer for

historic Formula One – they also acquire the ultimate expression of a brilliant idea.

With McLaren struggling in the late seventies, the team was merged with Project Four, the latter contributing its strong-willed engineer and his promising new design. Developed into the TAG-Turbo MP4/2, Barnard's design with Niki Lauda would win the 1984 Formula One Drivers' Championship for McLaren, with Alain Prost following up with further wins in 1985 and 1986, the year Barnard moved on to Ferrari.

With its current owner, MP4/1B-6 (M10) has won two FIA Historic Formula One Championships. This outstanding McLaren is offered race-ready, fresh from a recent track day, and can be seen in superb footage on our website, www.fiskens.com.

LISTER STORM GTM002



This FIA GT Championship winning Lister Storm offers the opportunity to acquire an all-British homologated GT racer, direct from period driver Bobby Verdon-Roe. Ready for historic racing, this front-engine competition GT remains a superbly capable, and ever so-British weapon.

The idea for the Lister Storm competition model was sparked in 1994, with the GT class about to return. Laurence Pearce, the man behind the rebirth of the legendary sports cars of Brian Lister, had found a limited market for his Jaguar-engined Lister Storm road car. With just four produced, including the first for the Sultan of Brunei, Pearce decided to take the Storm racing.

The Storm GT1 made its debut in the 1995 Le Mans, with a TWR engine sourced from the Group C

Jaguar. A genuine race-bred GTS appeared in 1996, 200 kg lighter with a carbon fibre body. Eighteen of several types were made over the next ten years, for the works and privateers. After winning the 1999 British GT Championship (GT1 and GT2), the next year Campbell-Walter and Baily clinched the Drivers' and Team Championships for Lister—we are offering that championship-winning car.

After another season with the works, GTM002 was acquired by *Création Autosportif*, a partnership of Group C racer Mike Jankowski and ex-Lister crew chief Ian Bickerton. With Bobby Verdon-Roe, Peter Snowdon, and later Jamie Campbell-Walter driving (among others), GTM002 was actively campaigned until 2006. With Verdon-Roe the car ran to 4th place in the 2003 GT Championship, including a best finish of 2nd that season.

**2000 LISTER STORM GTM002,
FIA GT CHAMPIONSHIP WINNER**

FIA GT Drivers' Championship winner 2000, with Jamie Campbell-Walter and Julian Bailey ■ With Lister Racing from 2000-2002, also securing 2000 Team Championship, later with British privateers *Création Autosportif* in FIA GT and other events ■ Extensive race history, including 4th place in 2003 GT Championship with Verdon-Roe, and 2004 appearance in Spa 24 hours ■ 7-litre V-12 derived from Le Mans-winning sports prototype Jaguar-TWR XJR-9 Group C ■ Carbon fibre body, over aluminium honeycomb chassis ■ Race ready today, offered direct from her period driver



ALSO AT THE MEWS



1965 FERRARI 275 GTB/6C

Supplied new by Maranello Concessionaires to T.A. "Bob" Roberts, founder of the Midland Motor Museum Collection at Bridgnorth

■ One of only 18 Short Nose RHD examples built, fully matching numbers and Ferrari Classiche Certified, accompanied by the Red Book ■ Beautifully prepared and finished in the original specification of Blu Scuro Exterior and Rosso Scuro interior ■ Accompanied by an extensive history file, including substantial correspondence between Bob Roberts and Colonel Ronnie Hoare ■ A desirable and original low mileage 6 carb example with long range fuel tank, spares including original Sunburst wheels





**1954 BENTLEY R-TYPE
CONTINENTAL LHD Fastback
Sports Saloon by H.J. Mulliner**

One of 43 LHD examples built ■ Ordered new by Mr A. Shuman with lightweight seats, chromium-plated mouldings, and the unique special-order part-crocodile interior ■ First delivered to California where she remained for over half a century, before returning to Europe ■ BC42LC is the first R-Type Continental to be factory fitted with an automatic gearbox, later upgraded to the highly desirable manual specification by marque authority P&A Wood



1949 JAGUAR XK120 ALLOY

Highly desirable early example, chassis 660018 was supplied new by Dominion Motors, Adelaide ■ 18th of only 58 RHD alloy roadsters built ■ Current ownership spanning more than 2 decades ■ Recently restored to the original specification of Cream exterior with Biscuit and Red interior by marque specialists CMC.



1923 VAUXHALL 30/98

Chassis OE50, an earlier OE model with the desirable low radiator and low-set headlamps ■ Famously driven from Persia to Manchester in 1930 and documented in *The Autocar* ■ Bodied by Mulliner in 1934 to a two-seater Boat Tail configuration ■ VSCC Buff Form and eligible for historic events



1936 MASERATI TIPO 6CM

First in class and third overall at the 2021 Monaco Historique
 ■ Chassis 1532, Maserati works car and the second 6CM built
 ■ Famously won its debut voiturette race at the Nürburgring in the hands of Count Trossi ■ Numerous wins with Trossi behind the wheel throughout the 1936 season ■ Previously part of the world-renowned Laidlaw collection, excellent history and maintenance records by the world's leading experts

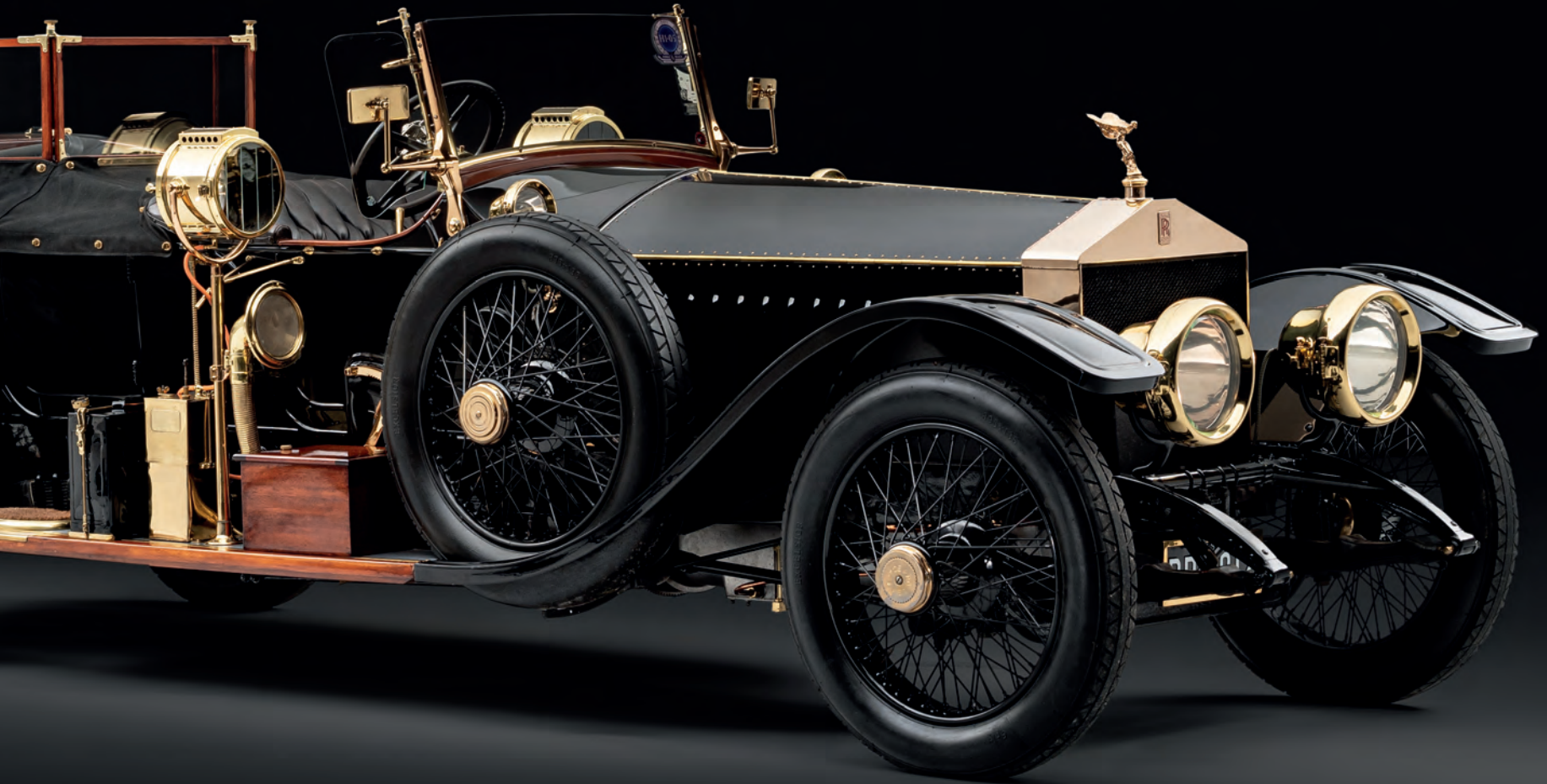
**1954 LANCIA AURELIA B20 GT
SERIES IV**

Highly desirable Series IV example with De Dion rear suspension and floor gearchange ■ Restored by marque specialists Carrozzeria Menini in the original specification of Gloss Black with Hazelnut Cloth interior ■ Well documented history file including the Lancia Register Certificato Di Identità ■ Highly eligible for historic rallying including Mille Miglia



**1912 ROLLS-ROYCE
40/50HP SILVER GHOST**

Ordered new by the President of the Royal Automobile Club of Australia and famed department store owner Sir Samuel Hordern ■ Specified to have sporting coachwork by Barker, with special "London-to-Edinburgh" type sloping bonnet, full brass fittings and long-range fuel tank ■ Current long-term ownership covering 26 years, including extensive and highly adventurous touring in five continents and 25 countries



WOODCOTE TROPHY WINNER



Last year, Fiskens were thrilled to be part of the rebirth of HWM 1, commissioning specialists Brazell Engineering to return the famous sports racing HWM Jaguar to her resplendent livery from the 1956 Mille Miglia. Through the recent off-season, our next objective was for Brazell to undertake a full mechanical overhaul, returning HWM 1 to race-winning form for 2021!

Unable to make her debut at Monaco Historic due to travel restrictions, the HWM took to

the track in the Motor Racing Legends Woodcote Trophy at Donington Historic Festival on 1st May. Sporting her original Mille Miglia race number 545, the HWM enjoyed an incredible race in the hands of Gregor and fellow BRDC member Sam Hancock.

Winning the Woodcote Trophy race outright, and bringing some well-deserved silverware back to the Mews – we think that a fine tribute to the late, great Peter Blond, HWM1’s former pilot, who no doubt would have expected nothing less than victory!

...FUL LETTER IN THE WORLD.

WINDING-PARK.CO.UK







LEFT Gregor and Sam with the spoils of their class win at Donington

ABOVE Fischen duo, Gregor and Christoff, campaigned the famous ex-Brooklands Vauxhall 30/98 in the Mad Jack pre-war race at Donington. The last time AOA 2 and Gregor were together at Donington was when he was aged 19!

**1955 ASTON MARTIN DB3S/102 - SOLD
ex-Kangaroo Stable and David McKay**

Australian Land Speed Record Breaker ■ One of three ordered by privateers Tony Gaze and David McKay for the Australian Kangaroo Stable in 1955 ■ One of only 20 total DB3S customer cars produced ■ Freshly restored to attractive Kangaroo Stable period livery, after fastidious and active long-term ownership by a well-known private collector

**IN ADDITION TO A SERIES
OF SIGNIFICANT DISCREET
PRIVATE SALES, A SELECTION OF
OUR RECENT TRANSACTIONS...**



RECENTLY SOLD



1967 FORD GT40 - SOLD

Supplied to Shelby America and sent by John Wyr to Garage Filippinetti for the 1967 Geneva Motor Show ■ Part of the Ford press fleet then sold to Sir Anthony Bamford of JCB excavator fame ■ Later featured in the *Motor* magazine, GT40P/ 1069 turned a ¼ mile in 12.4 seconds and 0-100 MPH in 9.1 seconds ■ Recently prepared and rebuilt for historic racing by Gelscoe Motorsport



2000 AUDI RS LMP900 - SOLD

Powered by a 3.6 litre V-8 twin-turbo unit producing around 600bhp

■ Achieved pole position, fastest lap and 2nd overall in the 2000 Le Mans 24 Hours, driven by Allan McNish, Stéphane Ortelli and Laurent Aiello ■ Before being handed over to Audi Sport North America, Frank Biela and Emanuele Pirro took 3rd in the Nürburgring 1,000 Kms ■ Went on to dominate the ALMS series



**WHAT COLOUR WOULD YOU LIKE?
FISKENS HAS SOLD FOUR AC COBRAS
THIS YEAR ALONE**



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ENQUIRIES



CONSIGN TO OUR MENS SHOWROOM



LEGENDARY MARKETING AT THE GREATEST SHOWROOM IN THE WORLD

We offer the world's greatest sales platform for the world's greatest cars. From our famous and historic South Kensington mens premises in central London, we've been making markets in the very best cars for thirty years, hewing our craft to perfection. Through the headwinds of 2020, we transacted many truly great cars in public and private sales—and as resilience returns to confidence in 2021, it's an excellent time to speak to us about a sale through Fiskens.

Against the uncertainty and impersonality of the auction room, ours remains a craftsman-like approach, making deals happen with the help of our legendary

black book, and our incomparable network of friends, clients and contacts. We know exactly who to offer the very best cars, and how to reach the broader marketplace with our stylish and tasteful marketing. Few if any great collectors will not take a call from us.

Fiskens offers a complete and personal service to select clients each year, offering them the integrity, expertise and attention to detail that are the hallmark of every Fiskens transaction. If you want to sell your car well with the help of our team, our craft, and our legendary showroom, please get in touch for a confidential consultation on +44 (0)20 7584 3503 or email cars@fiskens.com

THE FISKENS TEAM



**COME AND SAY HELLO AT
THE FESTIVAL OF SPEED,
SILVERSTONE CLASSIC,
PEBBLE BEACH, HAMPTON COURT,
SALON PRIVÉ, GOODWOOD REVIVAL
AND THE MEMBERS MEETING OR
SIMPLY VISIT US AT THE MEWS**



GREGOR FISKEN

After a childhood immersed in vintage automobiles, it was hard to imagine Gregor working at anything other than the pinnacle of Britain's historic car market. While those formative years on the back seat of his parents' Bentley undoubtedly sparked a passion within, it was the tutelage of respected restorer Bunty Scott-Moncrieff that offered Gregor an opportunity to one day make his own mark on the industry. His extensive knowledge continued to accumulate while working for an esteemed London auction house, an experience that would not only establish his reputation as an internationally respected authority, but also pave the way for the opening of Fiskens' famous central London premises in Queens Gate Place Mews. Down the years, its Victorian cobbled streets have been home

to some of the greatest historic racing cars of the twentieth century, many of which Gregor has campaigned across the world, in keeping with his steadfast belief that thoroughbreds intended for competition should not be consigned to a museum. Gregor has contested the Le Mans 24 Hours across all four classes, including as a works driver for Courage in their LMP1 C70 prototype, and with a factory backed, Larbre-run Aston Martin DBR9 in the road-based GT1 category. Internationally respected and highly regarded, Gregor continues to build the market-leading reputation of Fiskens.

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CHRISTOFF COWENS

Sales & Consignments
Christoff brings over 12 years of valuable industry experience of considerable breadth to the Fiskens team. Proud of his start as a panel beater, Christoff's natural enthusiasm for classic cars developed into a Sales Manager role at a renowned vintage car dealership. A devotee of motor racing from all eras, Christoff takes part in the London to Brighton Veteran Car Run, and more recently has raced in the Benjafiels Double Twelve in a Blower Bentley and the Donington Historics in a 30-98 – motorsport events of considerably greater velocity. Distinguishing him from many in the industry, Christoff races and remains more than capable of donning a pair of overalls to sort out just about any mechanical issue.

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Mobile: +44 (0)7772 188 037



TAVOYA HOWESON

Sales Logistics & Operations
Tavoya joined Fiskens in 2019, having worked in the Motor Industry previously. At Fiskens, Tavoya has gone from strength to strength and has become our master of operations, ensuring the best of client relations, sales logistics, and attentive after-sales service. Tirelessly devoted to giving our clients the very best service, Tavoya's attention to detail helps execute every Fiskens transaction to the highest standards. Passionate for cars and motorsport since childhood, Tavoya is fascinated and thorough in researching the history of our classic cars. She is considerably interested in a variety of marques, but especially Jaguar and Ferrari.

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Photography by Oliver Flower, Ted Gushue, Sam Moores,
Riiko Nüüd, Petroleum, Tim Scott, Amy Shore.
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