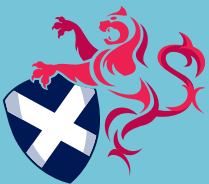


WINTER 2020



FISKENS

FINE HISTORIC AUTOMOBILES

FISKENS IS SEEKING CONSIGNMENTS...

***TO CONSIGN YOUR CAR FOR
PUBLIC SALE, OR FOR DISCREET
MARKETING TO PRIVATE CLIENTS,
PLEASE CONTACT 020 7584 3503
OR EMAIL CARS@FISKENS.COM***





NEWS FROM THE MEWS - WINTER 2020

[2]

Gregor arrives at Hampton Court
in the ex-Lou Brero Jaguar D-Type
XKD 509



A WORD FROM GREGOR

THE YEAR THAT WAS, AND SEEKING NEW CONSIGNMENTS

With Speed Week behind us and the evenings drawing in, we've begun to reflect with gratitude for successful events and completed sales, all in a year with its share of troubled skies. And after concluding some outstanding public and private sales in recent weeks, we're actively seeking consignments – proud that Fiskens remains where the world's greatest cars come to be sold.

With light at the end of the tunnel, and whilst the world will never be quite the same, recent months have confirmed the home truth that a flight to quality soon replaces the froth of speculation in uncertain times, and that the very best cars stand up strongly in today's market. We've never apologised at Fiskens for offering the very best. We're also grateful – and never take for granted – that Fiskens' tailored, highly-personal approach

to sales has continued to deliver results at our historic central London mews showroom, now more than ever the ultimate sales platform for the world's most special cars.

Success in the current climate has required hard graft, innovative methods and leveraging traditional strengths. We've closed transactions entirely remotely, ultimately we believe with Fiskens' reputation standing behind each deal, giving confidence to buyers and sellers alike. Always pioneers in tasteful but effective marketing, we've grown our social media audiences – and while we personally have no wish to be internet stars, many of our cars deserve to be, even as we modestly stand outside the frame.

Our message is that the market remains very much open, and we have concluded some truly exceptional public and private

transactions this year including, just recently, the sale of the Ecurie Francorchamps Ferrari 275 GTB Competizione, piloted at the 1966 Le Mans 24 Hours by Pierre Noblet and Claude Dubois. See the 'Recently Sold' section for a selection of our successes this year.

While we don't anticipate 2021 to be quite business as usual, we are already beginning to assemble a fabulous new collection – anticipating launch at the Paris Retromobile or, if Paris is postponed or cancelled, then certainly for launch in London in a manner that befits the occasion. If you want to sell your car well in 2021, publicly or privately, with the help of our team, our craft and our legendary mews showroom, please get in touch for a confidential consultation on +44(0)20 7584 3503 or email cars@fiskens.com

Yours, Gregor

NEW CONSIGNMENT

LISTER JAGUAR BHL 105 THE ECURIE NATIONALE BELGE ENTRY IN THE 1958 LE MANS 24 HOURS

- The Ecurie Nationale Belge entry in the 1958 Le Mans, driven by Claude Dubois and Freddy Rousselle
- One of the most original Listers, retaining its original body, chassis and other key components
- Period race history including appearances at Silverstone, Oulton Park, Spa and the Helsinki Grand Prix
- Restored by Lynx and maintained by CKL Developments

Fiskens is honoured to announce the consignment for sale of the incredibly historic Lister-Jaguar BHL 105, the *Ecurie Nationale Belge* entry in the 1958 24 hours of Le Mans. Offered for the first time in over twenty years, BHL 105 represents a seldom-seen

opportunity to acquire one of the most significant and original Knobblies in existence.


Delivered new to director Pierre Stasse for use by the *Ecurie Nationale Belge* (ENB) and dressed in ENB's iconic yellow livery with central stripe in racing green, BHL 105 succeeded the D-Type Jaguar with which Belgians Paul Frère and Freddy Rousselle had taken 4th overall at Le Mans in 1957. ENB was founded in 1955 by John Claes and Jacques Swaters with sponsorship from the Belgian Shell Company, creating a combined national racing stable building on the efforts of *Ecurie Belge* and *Ecurie Francorchamps*.







948 NNY



Well-equipped for 1958, Rousselle and teammate Claude Dubois would have hoped to equal or better their team's prior year performance at Le Mans. Alas, it was not to be, but through no fault of the Lister's. Retirement came at the two-hour mark with no oil pressure holding 15th place – as all but one Jaguar-powered car retired, hurt by the Achilles heel of the 3 litre XK engines hurriedly-developed to comply with the new Appendix C regulations for world sports car events.

The Lister's 1958 season with ENB continued with appearances at Silverstone, Spa and Oulton Park, however in 1959 an off at the Helsinki Grand Prix saw her returned to England for repair and sale.

BHL 105 was one of a host of privateer Listers delivered in 1958 to the likes of Briggs Cunningham and Ecurie Ecosse, marrying the still-competitive

Jaguar power unit to a Lister chassis of formidably advanced specification. The 1958 cars developed the winning formula Listers had hit on with the 1957 works car MVE 303, mounting a D-type engine in their precision-built tubular chassis, with de Dion rear axle, coil-over damper suspension and inboard rear brakes.

Today BHL 105 is one of the most original Listers in existence, a reference car that unlike many Listers retains its original body and chassis. She retains her original D-Type gearbox, correct period ZF differential, magnesium alloy wheels and original instruments. Even the original delicately curved period wind-screen has been saved and set aside for posterity.

BHL 105 benefitted from a sympathetic and comprehensive rebuild by well-regarded specialists Lynx, after her return to the

UK from Switzerland in 1997. Utmost care was taken to preserve original material as befitted such an important example, even as she was prepared for an active life on the historic racing circuit. When *Motorsport* magazine announced BHL 105's return, Brian Lister commented, "It is a car of great historical significance, and I'm so pleased it has returned to these shores."

Under her present enthusiastic ownership, BHL 105 raced at the inaugural Goodwood Revival meeting in 1998 driven by Tiff Needell, and has since been regularly campaigned at later Revivals and other historic racing events. Recently this historic Lister has been cared for by the expert team at CKL Developments. But while BHL 105 is a fabulous

machine, her history is what makes her truly great – and the vivid recollections of Claude Dubois of *Ecurie Nationale Belge* form an extraordinary living link with the Le Mans history of this important Lister. Some years ago, *Jaguar World* magazine featured a joyful modern reunion between Dubois and BHL 105, who took her out on test with a still firm hand and the broadest of smiles.

We love Listers at Fiskens, and we are honoured to offer this superbly historic and highly original Le Mans veteran Lister to the market.

To schedule a viewing at our historic South Kensington mews premises, telephone +44 (0)20 7584 3503 or email Gregor@fiskens.com.





NEWLY AVAILABLE:
1999 FORMULA ONE FERRARI F399



IN THE NEWS



1967 FORD GT40

Supplied to Shelby America and sent by John Wyer to Garage Filipinetti 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, P/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

1936 SUPERCHARGED SQUIRE

Chassis 1052, the only lightweight Squire and works demonstrator ■ Can claim the most competition history of any Squire, including an award on the 1936 RAC Rally ■ Since restoration successfully completed the Mille Miglia twice ■ One of the most fabled pre-war supercharged sports cars of all time



**1912 ROLLS-ROYCE
40/50 HP 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 ■ Period upgrades ■ Current long-term ownership of 26 years including extensive touring in 25 countries



1931 BENTLEY 4½ LITRE

One of the last 4½ Bentleys produced ■ Built new to “heavy crank” specification ■ Matching engine and chassis ■ Rare Maythorns of Biggleswade Sportsmans Coupé Coachwork ■ In single ownership for over 60 years ■ Accompanied by a Clare Hay report





1974 SHADOW DN5

- Chassis DN5/4A is one of 4 'A-Spec' Shadow DN5's
- Designed by Tony Southgate & built by Nichols AVS for the 1975 & 1976 Formula 1 World Championship seasons
 - Between 1975 & 1976 chassis DN5/4A appeared in twenty-one Grand Prix & two non-championship races driven by Jean-Pierre Jarier
 - Race prepared by WDK Motorsport & sold with valid FIA HTP & spares package
 - Eligible for FIA Masters Historic Formula One & Monaco Historique

CONCOURS

ON TO HAMPTON COURT AND SALON PRIVÉ

September saw Fiskens return to Hampton Court and Salon Privé – two very successful and enjoyable concours events delivered by tireless organizers and volunteers amidst the evolving public health situation. As head of the Hampton Court selection committee, Gregor has been honoured to contribute to the success of this event in recent years.

In the fabulous grounds, the Fiskens stand featured a colourful selection of tremendous cars across the ages. Somewhat of a study in contrasts, our rally-travelled 1912 Rolls-Royce Silver Ghost perfectly set off our '66 Le Mans veteran Ferrari 275 GTB Competizione. In turn, the elegant silver lines of Jaguar C-Type XKC 031 complemented the Italian drama of our Bizzarrini GT Strada 3500. Of the four cars on our Hampton Court stand, three are

now sold, with only the Silver Ghost still awaiting its next sporting and adventurous owner.

Entered in the Concours itself for admiring display were two of our incredibly special and historic competition cars – the Jean Behra Maserati 250F team car and the newly-repainted HWM 1 sports racer. And in another important competition, the Fiskens twins Roberta and Francis entered their Porsche Junior in the Junior Concours, winning most original car in a very competitive field.

At the Salon Privé Concours d'Elégance held at Blenheim Palace later in September, Fiskens entered the outstanding 1955 Jaguar D-Type VTF4 for a private client. This achingly-original sports racing car originally delivered to privateer racer Lou Brero carried off the laurels with a well-deserved Preservation Award.

Opposite: The Fiskens Stand at Hampton Court (L to R): Jaguar C-Type (now sold), Bizzarrini GT Strada (now sold), '66 Le Mans Ferrari 275 GTB/C (now sold), Rolls Royce 40/50hp Silver Ghost





The Jean Behra Maserati 250F team car (now sold) takes centre-stage at Hampton Court





In the Junior Concours at Hampton Court, the Fiske twins Francis and Roberta ready the Porsche Junior for demonstration, winning most original car



GOODWOOD SPEED WEEK

Crisp October days took the whole Fiskens team to the Goodwood Speed Week. And though the crowds were asked to stay away this year, the racing was as glorious as ever. The whole Goodwood team deserves congratulations and gratitude for fielding such a successful event, once more bringing to life that historic track nestled in the countryside of West Sussex.

In the RAC Tourist Trophy for 60s GT cars, Gregor and Dario Franchitti co-piloted our historic Le Mans Cobra 39 PH. Seen in the pages of Cobra reference books but also on circuits today, 39 PH finished seventh overall and first in class at Le Mans in 1963 driven by Ninian Sanderson and Peter Bolton. Later sold to John Willment Automobiles and campaigned by gentleman driver Jack Sears, 39 PH was driven by Sears

to victory at Brands Hatch in the infamous 'Black Flag' race of 1964.

In the Lavant Cup for fifties sports and sports racing cars, Gregor campaigned HWM 1 to finish well up in the pack, the race carried off by another Fiskens friend Marino Franchitti in a Maserati Birdcage. Newly restored to its period Mille Miglia livery, this Jaguar-powered sports racing car is benefitting from a development programme led by Brazell Engineering and Sam Hancock.

In the Stirling Moss trophy, Gregor and Marino Franchitti were honoured with a podium finish in our pre-63 Jaguar E-Type. Prepared by Valley Motorsport, this very competitive Jaguar E-Type has been campaigned energetically by Gregor in recent years and is available for sale from our London showroom.

Opposite: Gregor powers out of the Chicane in the RAC TT at Goodwood Speed Week

HWM 1 REBORN



Fiskens has been honoured to recently sponsor the rebirth of HWM 1, returning this iconic 1950s sports-racing car to its *Mille Miglia* livery of 1956 and, at October's Goodwood Speed Week, to the active competition work she was meant for. Stewardship of great cars requires passing along their legends – so we mark HWM 1's return with a feature story on her extraordinary life.

Founded in Walton-on-Thames by John Heath and George Abecassis, both amateur racers and ex-public schoolboys, Hershams & Walton Motors built and campaigned a small team of racing cars from 1948-1956 all over Europe and Britain, in addition to more workaday activities as a garage and dealership. Heath passed the war as a subcontractor for Vickers aircraft, while Abecassis flew bombers for the RAF before being shot down over Denmark, and captivity in Stalag Luft III.

On a shoe-string budget, and with the aid of irascible racing mechanic Alf Francis, HWM constructed 19 primarily single-seater cars, talent-spotting the young Stirling Moss and Peter Collins among others for works drives. Abecassis saw the potential to convert surplus single-seaters into sports cars. After success with the first series sports cars, two all-new cars were planned for 1956 – including HWM 1, the ultimate HWM sports car.

Abecassis penned a dramatic new alloy body with plunging wings, an elegant pinched-in waist, and styling cues borrowed from the Aston Martin DB3S, including cutaway front wheel arches and a razor's edge to the tops of the wings. The series two cars had a kite-shaped twin-tube chassis, with combined coil/damper units and huge Alfin drum brakes at all four corners, laid out with wishbones at the front and a de Dion tube at the rear. Power was

HWM 1 at Goodwood displaying its attractive lines in 1956 Mille Miglia livery





Opposite: John Heath sets off from Brescia in HWM 1, in the 1956 Mille Miglia



PHOTO: GEORGIO NADA EDITORE ARCHIVE

supplied by a Jaguar 3.4 litre XK straight six.

John Heath was entered to run the flagship car in the 1956 Mille Miglia. Waved off from the Brescia start at 5:45 AM on 29 April, no one knew Heath had embarked on his last drive. At around 8:15 AM, in treacherous rainy conditions, he lost control of HWM 1 and left the road, nine miles north of Ravenna, entering Glorie di Mezzano. Taken to hospital, Heath sadly died the Wednesday after, having contracted pneumonia.

Marked but not defined by these events, HWM 1 was swiftly rebuilt in the carry-on spirit of the times. As a shakedown run, she was driven to Brighton for the Speed Trials by Noel Cunningham-Reid. In September she was entered at Goodwood for Dick Protheroe, and Cunningham-Reid won a race with her at the final Snetterton meeting of the year. In 1957 HWM 1 was run as a works entry for a variety of drivers. Peter Blond had the

first official outing at Goodwood Easter Monday, taking the wheel on numerous occasions that year. Others included Jack Fairman, Les Leston and Duncan Hamilton – a ‘Who’s Who’ of 1950s British sports car racers.

At the end of 1957 HWM 1 was sold to John Bekaert of Team Speedwell. From 1974 she was owned for 34 years by Kirk Rylands, driven, raced and rallied as intended, by the ideal enthusiast owner. Acquired and totally rebuilt by Alfa guru Paul Grist in 2008, earlier this year HWM 1 was acquired by Fiskens from her subsequent owners.

What then, does HWM 1 represent today? Simply, the ultimate HWM sports car. Still wearing her Mille Miglia race number 545 and her flagship registration, HWM 1 is also the ultimate tribute to a pioneering independent racing team. At another level, HWM 1 is a well-prepared competition machine, freshly restored by

Brazell Engineering, benefitting from a newly rebuilt engine, and a development programme led by Sam Hancock.

Built to beat the C-Types and D-Types, HWM 1 will be a front running entry for the RAC’s prestigious Woodcote trophy for genuine pre-1956 sports racing cars, with enormous potential for competition at Monaco Historique next year. Marking her return to competition, Gregor piloted HWM 1 to a creditable finish well up in the pack in the Lavant Cup at the recent Goodwood Speed Week, truly reborn wearing her resplendent historic livery.

Available for inspection and sale at our famous Mews showroom, HWM 1 will offer her new custodian a competitive, beautiful drive with incomparable history, and the opportunity to write another chapter in the history of HWM by taking her racing into the 2020s.

1953 JAGUAR C-TYPE - SOLD

Supplied new to the USA for Donald Parkinson, Phil Hill's brother-in-law ■ In 1953-1954 raced on the West Coast in events including Pebble Beach and Torrey Pines ■ Once retired, XKC 031 remained largely untouched with one owner for over 30 years ■ Restored by marque specialists CKL and recognised as one of the most original Jaguar C-Types



RECENTLY SOLD



1966 FERRARI 275 GTB/C - SOLD

The Ecurie Francorchamps 1966 24 Hours of Le Mans entry driven by Pierre Noblet and Claude Dubois to 2nd in class and 10th overall ■ Class winner at the 1966 Mont Ventoux Hill Climb driven by Lucien Bianchi ■ Raced at the 1967 1000 Kms of Monthéry by Paddy McNally and Ed Nelson ■ Matching numbers and Ferrari Classiche certified





1955 JAGUAR D-TYPE
XKD 509 - SOLD

The very first production D-Type Jaguar, built in the works Competition Department ■ Campaigned in period by Lou Brero senior including appearances at 1956 Sebring 12 Hours and Bahamas Speed Week ■ One of the most unspoiled and original D-Types in existence

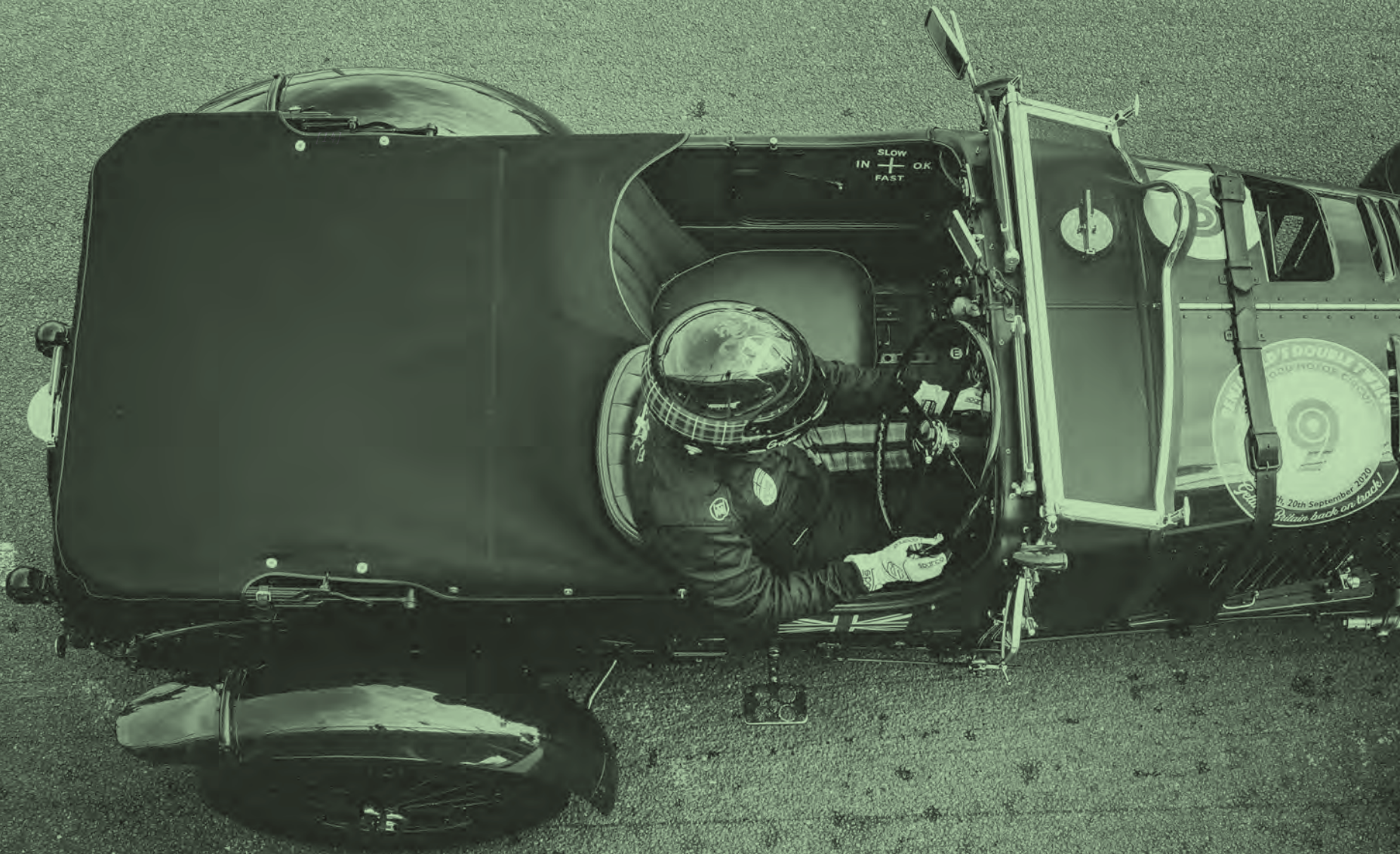
**1955 PORSCHE 550
SPYDER - SOLD**

Remarkably original, reference quality example
originally delivered to the U.S.A. through Hoffman
Motors ■ Beautifully and sympathetically
restored, retaining all matching numbers



**1966 BIZZARRINI GT
STRADA 5300 - SOLD**

A superb example of Giotto Bizzarrini's GT masterpiece
■ Offered for sale for the first time in 32 years
■ IA3 0305 has participated in many of the UK's most
prestigious Concours events



TO THE BENJAFIELDS DOUBLE TWELVE

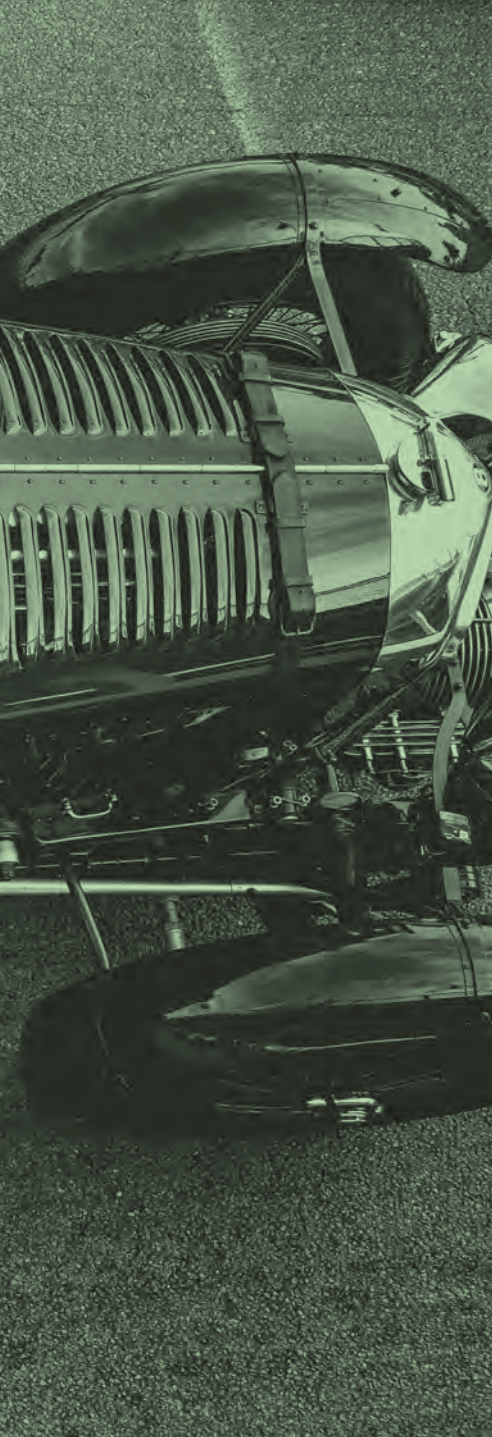
Like its heroic Brooklands namesake, September's all-Bentley Benjafields Double Twelve was a test of men and metal, an epic feat of endurance befitting the heroic traditions of vintage motorsport. Held at Goodwood in late September over two eight-hour sessions, Fiskens fielded our outstanding 1931 Bentley 4½ Litre Blower built to Birkin team car specification.

Co-piloting alongside Gregor was Fiskens' own Christoff Cowens, making a superb debut after recently earning his competition licence. Proving he had the right stuff to pair up with a seasoned veteran in some seriously grown-

up machinery, the weekend saw the Fiskens duo and their Blower equipment live up to the traditional but infrequently observed 'Win on Sunday, Sell on Monday' motto.

Even amidst an all-Bentley paddock, our Blower won admiring attention as one of only two supercharged cars competing. XT3631 was rebuilt by marque experts Elmdown Engineering and N.D.R. with exacting attention to detail and retains its original "matching numbers" chassis, engine and front axle. Available for sale now through our London showroom, this charismatic Birkin Bentley will offer a fortunate new owner years of pleasure and sport.

BLOWER BENTLEY



As Fiskens' own Christoff Cowens takes over our Blower XT3631 in the Benjafields Double Twelve, Gregor hands over with an update on how she's going



AVAILABLE NOW:**1931 BENTLEY 4½ LITRE BIRKIN
BLOWER TEAM CAR SPECIFICATION**

Late-production heavy crank 4½ with matching numbers engine, chassis and axle ■ Comprehensive rebuild by Elmdown Engineering and NDR to Birkin Blower short-chassis team car No.2 specification ■ Supplied with essential and comprehensive Clare Hay report





SECOM

FISKENS

FISKENS
FINE BRITISH AUTOMOBILES

12

ENQUIRIES

OUR NEWS SHOWROOM

LEGENDARY MARKETING AT ONE OF THE GREATEST SHOWROOMS IN THE WORLD

We offer the world's greatest sales platform for the world's greatest cars. From our famous and historic South Kensington news premises in central London, we've been making markets in the very best cars for nearly thirty years, hewing our craft to perfection. In a climate where flexibility is prized, we've successfully kept that market open in 2020, transacting some truly great cars in public and private sales.

Against the uncertainty of the auctionroom, ours remains an almost craftsman-like approach, making deals happen with the aid of our stylish marketing and leg-

endary black book, with its incomparable network of friends, clients and contacts. We know where the best cars are, and exactly who to offer them to, and there can be few if any great collectors who will not take a call from us.

Fiskens offers a complete and personal service to a handful of clients each year, offering the integrity, expertise and attention to detail that are the hallmark of every Fiskens transaction. Spaces are limited, but if you want to sell your car well in 2021, with the help of our team, our craft and our legendary showroom, please get in touch for a confidential consultation on +44(0)207 584 3503 or email cars@fiskens.com.



Above: Gregor was honoured to drive the star of the show at Hampton Court for the Grand Depart, 1962
Ferrari 250 GTO chassis no. 3387GT

THE FISKEN'S TEAM





GREGOR FISKENS

After a childhood spent 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. Its Victorian cobbled streets have been home to some of the greatest historic racing cars of the twentieth century down the years, many of which Gregor has campaigned across the world in keeping with his strong belief that thoroughbreds intended for competition should not be consigned to a museum. Internationally respected and highly regarded, Gregor has continued to build the market leading reputation of Fiskens.

Email: Gregor@fiskens.com
Telephone: 020 7584 3503



CHRISTOFF COWENS

Sales Executive

Joining the Fiskens team in January 2020 as Sales Executive, Christoff brings with him over 12 years of valuable industry experience. Starting out as a panel beater, Christoff's enthusiasm for classic cars developed into a dedicated passion and saw him go on to become Sales Manager for a renowned vintage dealership. A fan of motor racing from all ages, he takes part in the London Brighton Veteran Car Run and is a regular attendee at Goodwood, with the Revival being his highlight.

Email: Christoff@fiskens.com
Mobile: 07772 188 037



TAVOYA HOWESON

Sales Logistics & Operations

Tavoya joined Fiskens in August 2019, having previously worked in the motor industry for 3 years with another classic specialist. Tavoya ensures the smooth running of sales logistics, client relations and after-sales service. Tavoya has had a passion for cars and motorsport since childhood, and is fascinated by researching the history of classic cars. She has considerable interest in a variety of marques including Jaguar and Ferrari.

Email: Tavoya@fiskens.com
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FISKENS

FINE HISTORIC AUTOMOBILES

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