



*News from the mews*

2014 proved to be an incredible year for Fiskens, with a record-breaking level of business from the Mews keeping our outstanding team thoroughly busy. We were privileged to manage many of the most significant transactions within the top end of the collectors' market, both publically and privately.

Such results come from hard work, an intimate knowledge of the market and a very discerning eye. With passion and a strong competitive spirit to do the best we can for our clients, we look forward to being of continued service to you all in 2015.

## CARS FOR SALE

FOLLOWING THE TOUGH ACT OF SUCH AN incredible 2014, the Fiskens team has been hard at work sourcing another exceptional selection of important historic automobiles, many of which we are proud to offer at this year's Retromobile exhibition in Paris.

There has always been a great variety of fine historic automobiles and competition cars available through Fiskens and this year is no exception: an incredible breadth and scope is reflected in a range of cars that spans nine decades; their only shared quality a unique and prestigious history.

Highlights of Fiskens' 2015 Retromobile consignments range from the magnificent 1920's aero-engined Béquet

Delage Grand Prix car to the 2009 Le Mans class-winning Aston Martin DBR9 direct from the Aston Martin factory, accompanied by two exceptional large-capacity eight cylinder Pre-War Grand Prix cars, the ex-Achille Varzi 1931 Bugatti Type 54 and the ex-Scuderia Sabauda 1934 Maserati 8CM. We are also proud to have consigned the stunning 1951 Dundrod TT and 1954 Mille Miglia entered Ferrari 212 Barchetta - star of the Kirk Douglas film *The Racers*.

The whole team is excited to be back at Retromobile with such a spectacular stand and we are looking forward to catching up with many of our friends in Paris and thereafter back at our showroom in the Mews, where our entire inventory will be available to view.

1931 BUGATTI TYPE 54, EX-ACHILLE VARZI





2007 ASTON MARTIN DBR9, EX-WORKS, LE MANS CLASS WINNER

1951 FERRARI 212 EXPORT BARCHETTA, EX-KIRK DOUGLAS, 'THE RACERS'



1937 BMW 328 ROADSTER





*Above left:* 1961 JAGUAR E-TYPE, 3.8 LITRE ROADSTER *Above right:* 1924 VAUXHALL 30/98, OE TOURER



1952 BENTLEY R TYPE CONTINENTAL, EX-EARLS COURT MOTOR SHOW



*Above left: 1972 FERRARI 365 GTB/4 DAYTONA Above right: 1933 ROLLS ROYCE PHANTOM II SPECIAL  
TOURER BY HOOPER, EX NUBAR GULBENKIAN Below: 1964 ALFA ROMEO TZ*



1934 ASTON MARTIN 1.5 LITRE, SHORT CHASSIS, LE MANS





1922 ROLLS ROYCE SILVER GHOST, TOURER BY MILLION GUIET, EX-ETTORE BUGATTI

1961 ASTON MARTIN DB4 GT



1939 LAGONDA V12 DROPHEAD COUPE, EX-PEBBLE BEACH CLASS WINNER



1934 MASERATI 8CM, EX-SCUDERIA SABAUDA



## OUT AND ABOUT

WE ARE LUCKY TO HAVE enjoyed participating in a number of outstanding events through the latter part of 2014, not always blessed with fine weather - but there's no such thing as bad weather with old cars; the trick is to wear the right clothing!

At Goodwood Revival, Gregor raced the famous ex-Protheroe E-Type "CUT 8" in the RAC TT with Peter Hardman, and hugely enjoyed taking an impressive 3rd overall in the all-Jaguar D-Type race driving the beautiful ex-Joaquin Palacios D-Type in what was a very memorable afternoon. Going head to head with Gregor in the TT, Rory drove the famous ex-Sebring AC Cobra with Aston Martin works driver Darren Turner.

At Salon Privé, Fiskens proudly exhibited the beautiful 1913 Turcat Mery and were thrilled for its new owner to come home with a class award. Dylan and Rory took part in the Salon Privé tour in the ex-Fane RAC rally-winning 1938 Frazer Nash BMW 328.

Gregor and Rory teamed up at Spa Six Hours to campaign an original Ford GT40 on the historic Belgian Grand Prix circuit, battling some very wild weather. In spite of the treacherous conditions, the team were pleased to cross the line safely in a race that was ultimately red-flagged due to the deluge.

In the final few weeks of the year, Gregor was privileged to have been invited by Chris Scott to co-drive his father's very special 1896 Lutzman on the Veteran Car Club's London to Brighton rally, under torrents of rain that failed to diminish the exhilaration of driving such a car. Requiring plenty of TLC and equal amounts of grease and patience, Gregor rated the experience of crossing the line after eight hours one of the highlights of his career. In better climes, the Argentine Mille Millas took Gregor from 30 degrees to not far off freezing over four days of stunning and unforgettable terrain and a wonderful time spent with our many Argentine friends and clients; a perfect way to round off a year of events!







## THE YEAR AHEAD

2015 HAS STARTED ON AN EQUALLY BUSY foot, with the team having already attended the Arizona auction sales prior to opening our amazing stand at Retro-mobile and preparing for our visits to Amelia Island, Essen and the Goodwood 73rd Annual Members' Meeting, all before the end of the first quarter.

The entire team is hugely excited to be taking part in the 900 mile Flying Scotsman Rally in April and equally hopeful for clement conditions as Lilla undertakes her first weekend in an open-top, pre-war car!

Looking further ahead, Gregor is honoured to have been

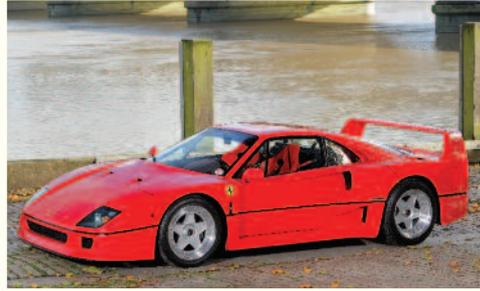
invited to join the steering committee for the Concours of Elegance at the Royal Palace of Holyroodhouse by kind permission of Her Majesty the Queen. Scheduled for the first weekend in September, the event is planned to start at a fabulous hotel near Edinburgh with a one-day tour of the Highlands, culminating with what promises to be the finest display of historic automobiles ever gathered together in Scotland in the most magnificent setting. A number of incredible automobiles are currently under consideration by the committee and those interested in the event are warmly invited to contact Gregor.



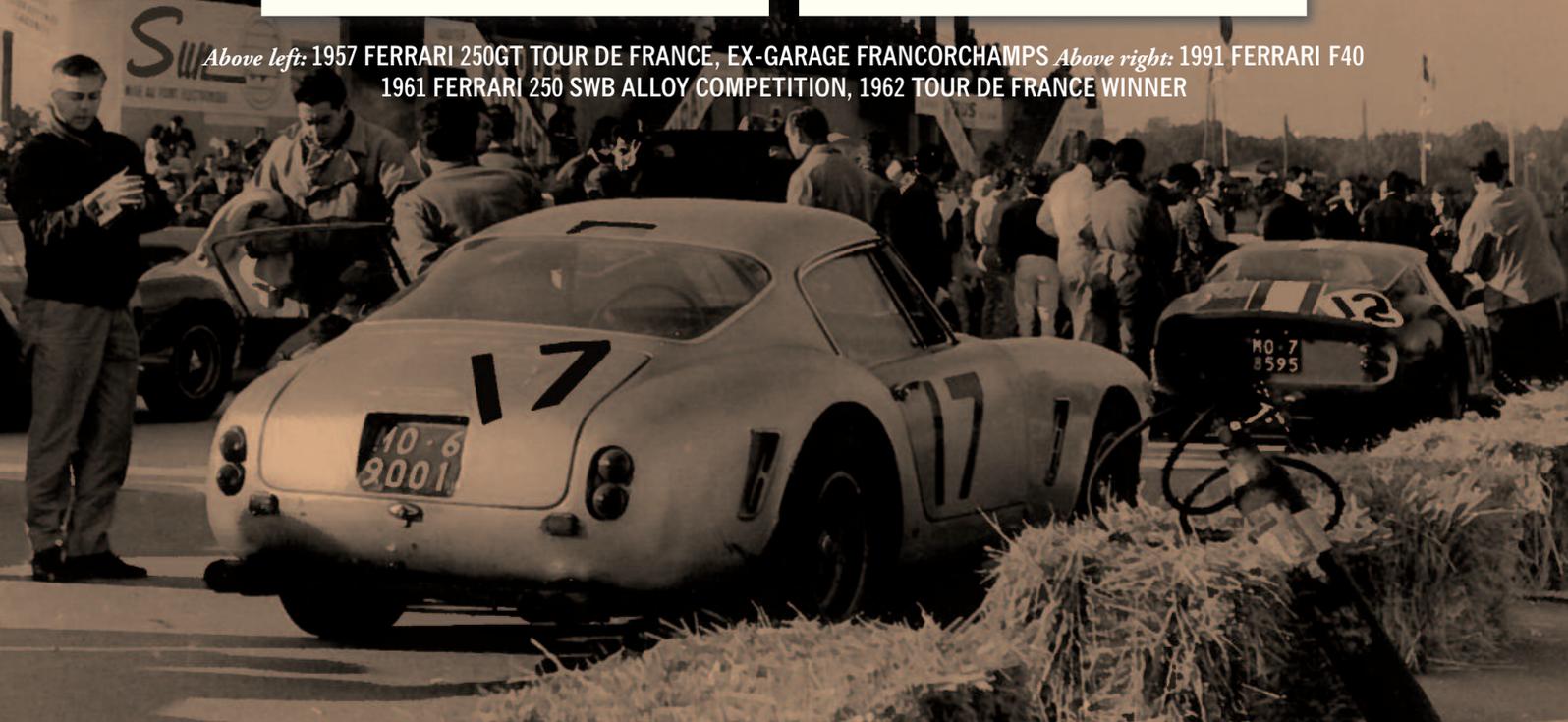
YW 1983

VINTAGE RELIABILITY TRIAL  
SCOTLAND  
RALLY

12



*Above left:* 1957 FERRARI 250GT TOUR DE FRANCE, EX-GARAGE FRANCORCHAMPS *Above right:* 1991 FERRARI F40  
1961 FERRARI 250 SWB ALLOY COMPETITION, 1962 TOUR DE FRANCE WINNER



## CARS SOLD & MARKET REVIEW

2014 WAS A BANNER YEAR WITH AN extraordinary level of turnover: the classic car market proving, once again, to be resilient in an increasingly turbulent world. We have seen the rapid escalation of prices throughout the market, although there is now a sense of some long-overdue realism setting in.

In particular, we have been interested to observe and reflect on trends at auction, where over-ambitious expectations on price and the impact of two commission withdrawals on amounts returned to vendors have led to disappointment. Although it remains the case that truly exceptional cars will always make the right price, the auction process cannot, by

its nature, incorporate enough scrutiny to sort the most prestigious from the more generic.

At Fiskens we believe in working closely with marque experts to ensure no nasty surprises for ourselves or our clients – only the most meticulous research distinguishes best of breed from a poorer example, especially among more recent supercars. Recent prices of Porsche RS Lightweight and Touring cars display a gulf between average examples offered and sold and the results we have achieved for properly documented and highly original cars. The same is true with regard to the sales we have handled of Porsche 959, Ferrari F40, Bugatti EB110 and Aston Martin DB4, 5 and 6.

We have seen improvement in the historic Formula 1 car market with a much needed amalgamation of the American and European race series now all under the Masters' excellent organization. Fiskens are proud to have sold a number of important 1970's and 1980's F1 cars, and on a personal level have enjoyed participating in what must be considered the ultimate motor racing experience with Gregor achieving two podiums in an ex-Yardley McLaren M23 at Spa.

Ferrari continues to lead the market and the most significant cars will continue their upwards trajectory. However, caveat emptor: a certificate from the Ferrari factory does not always rule out complexity in the history of a car, or its originality, and these cars are best avoided by the knowledgeable buyer.

At the pinnacle of the market, last year we handled the sale of a number of significant Ferraris and were especially

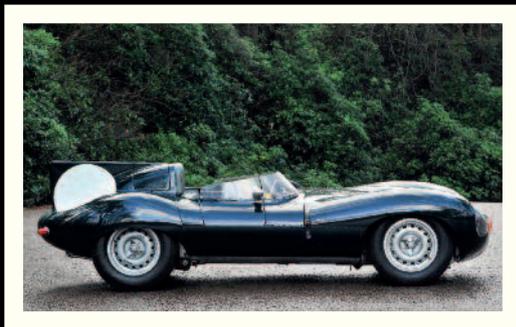
proud to have negotiated, from long-term ownership, the sale of the 1962 Tour de France winning 250 SWB. Other significant Ferraris sourced for clients included the ex-Garage Francorchamps Ferrari 250 Tour de France as well as that famous team's ex-Le Mans Ferrari Group 4 Daytona.

Important competition Jaguars have always been a house speciality and remarkably this year we sold two of the original 12 alloy competition lightweight E-Types, as well as important examples of Jaguar C and D-Type! With the Jaguar factory's rekindled interest in supporting their legacy in the form of a historic division it pleases us to see this marque, along with many others not wearing the prancing horse, gain increasing recognition and interest in the market.

Pre-War cars have always been front and centre in Fiskens' heart and, as possibly the world's most active dealers in these old masters, we are pleased to see that they remain as popular

1964 JAGUAR E TYPE LIGHTWEIGHT, YVH 210, EX-PETER SUTCLIFFE





*Above left:* 1930 BUGATTI TYPE 46 TOURER *Above right:* 1955 JAGUAR D-TYPE  
1963 JAGUAR E TYPE LIGHTWEIGHT, 86PJ, EX-ROY SALVADORI



as ever. Fiskens are very proud to have sold a significant large-capacity Edwardian GP car, the 1905 Star, and managed the sales of rarities such as the 1914 Turcat Mery, an ex-works Grand Prix Bugatti 35B, a Type 46 Tourer and of course a number of original bodied vintage Bentleys. Excellent pre- and post-Great War automobiles remain astonishing value relative to their rarity and, having introduced so many clients to the usability and fun of rallying old cars, it is always wonderful to hear about their experiences. Practicing what we preach, we will be thrilled to see many old and new friends on the Flying Scotsman rally in April!

While watching with interest which contemporary models are joining the ranks of the greatest cars, we have chosen to become increasingly involved with more recent Le Mans cars, especially Aston Martin and Porsche: cars that Fiskens ran at the 24 hours of Le Mans ourselves in recent years!

With the proliferation of classic car events, what used to be a passion among collectors has burgeoned into a lifestyle. Investment in a classic car is far more than financial: the ultimate return is the pleasure of owning the right car and partaking in the right events, and neither the internet or auction catalogues will ever provide that guidance. We believe that true expertise comes from many years of real hands-on experience and our relationships endure because we provide detail and insight that the internet never could. In this context, we are absolutely delighted so often that new entrants to the market come to Fiskens because a personal relationship, our wealth of knowledge and bespoke advice matters to them and their cars. This is why those relationships develop over decades: a car bought through Fiskens is frequently a car that comes back to us, often more than once over the course of some friendships that now span 30 years. Keep having fun!





## MEWS NEWS

GREAT PROGRESS IS BEING MADE WITH OUR new showroom at the Mews: excavation of the basement is well underway and the excitement is building to see the finished result, anticipated later on in the year.

Among the most popular visitors to the Mews are Gregor and Carolina's twin babies, Francis and Roberta, welcomed

over the Easter weekend this year. They may well be seen crawling at Retromobile...!

We also welcomed Lilla to the Fiskens team towards the end of 2014 where she has taken over client services and management of the office. She looks forward to meeting you throughout the course of this year.

## BÉQUET DELAGE

IT IS SAID THAT ENZO FERRARI'S INSPIRATION for V12 power was the legendary French manufacturer Delage and its fabulous series of racing cars from 1923-28. The first of that exotic dynasty was the unique 2LCV that debuted at the French Grand Prix, and is offered exclusively by us at Retromobile.

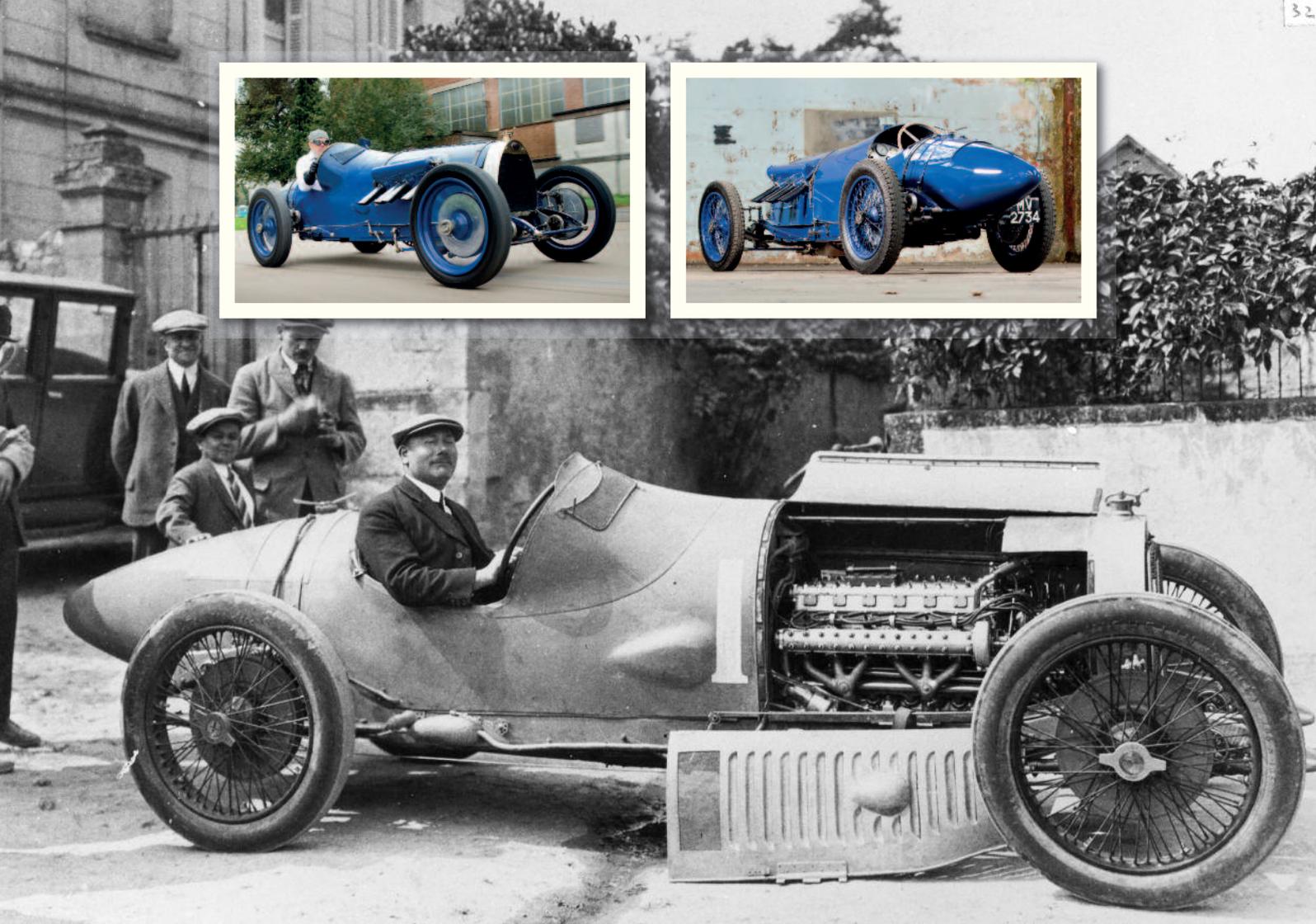
Designed by Louis Delage's talented chief engineer Charles Planchon with his protégé and successor Albert Lory, this beautifully built 2-litre double overhead camshaft jewel was the talk of the Tours GP paddock when it arrived late to battle the foremost designs from Italy and Great Britain.

At the wheel was René Thomas, France's fastest ace whose impressive racing CV included victory at the 1914 Indianapolis 500, and a Land Speed Record holder. While the maverick new designs from Bugatti and Voisin proved uncompetitive, the sleek 112mph Delage was a favourite

with the huge crowd. From the start at 8am, the blue beauty rasped into the lead from the front row, and was chased by the leading Fiat and Sunbeam until overheating forced retirement on lap seven.

Designed and built in just three months, the unsorted Delage was a bold, beautifully built forerunner of great things from Delage's Courbevoie workshops near Paris.

After the event the 2LCV was pushed to a corner of the factory while Delage focused on its ultra fast sprint cars, and a 10½-litre V12 to reclaim the Land Speed Record for France. What happened to that first 2-litre engine isn't known, but the tool room built chassis was eventually gifted to Maurice Béquet, a famous French aviator with close links to Hispano-Suiza factory. Having finished third in the 1922 Targa Florio, Béquet knew a great handling chassis when he saw one, and hatched the idea of turning the advanced,





lightweight 11-litre Hispano V8 aero engine from an ex-French airforce World War I fighter, the SPAD, to power the GP Delage. With an inner cradle to hold the spectacular, flame shooting V8, few modifications were needed to the famous car. The factory even helped Béquet by making a one-off gearbox to cope with the enormous torque and power, but Delage's only stipulation was his famous blue badge was removed from spectacular machine.

It's possible that Béquet actually built the Formula libre racer for Roland Coty, a very wealthy perfumer and on occasions it was entered as the Le Coty Speciale.

Always spectacularly fast, the Béquet caused a sensation at the 1926 Grand Prix de la Baule, the fashionable beach race that also attracted a works Delage 2LCV for Louis Wagner. Thousands tuned out at the Atlantic resort event but frustratingly Coty was delayed at the start. From four laps behind, he gunned the aero-engined racer after the pack to finish an impressive third just behind the latest Delage.

In 1926 the Béquet was invited to the new Montlhéry circuit for a match race with the quickest titans of the day. With GP Delage body refitted, Christian d'Auvergne braved

the wheel around the banking and proved very competitive until heavy rain disrupted the event. During the early 30s, the Béquet was the talk of hillclimb events where it regularly set top times including FTD at Gometz-le-Chatel.

Through World War II, the old Grand Prix Delage was hidden away from the hostilities, but after the War Jean Salis, a historic aircraft specialist who needed an engine for his SPAD fighter restoration, discovered it. The automotive conversion had involved cutting off the propeller boss, and in frustration, Salis abandoned the Béquet at La Ferte Alais airfield.

During the 1970s Swiss Bugatti authority Hans Matti saved the complete chassis with axles, brakes, steering and radiator, and eventually agreed to swap it with his English friend and Delage Connoisseur Nigel Arnold-Forster.

Meticulously restored with rebuilt 200bhp Hispano V8 in 1980, the spectacularly fast vintage racer became a highlight where ever it competed in Nigel's hands and memorable moments for the present owner have included a return to Tours for the anniversary of the 1923 Grand Prix, often beating much younger machinery at historic race meetings including the Goodwood Revival.

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