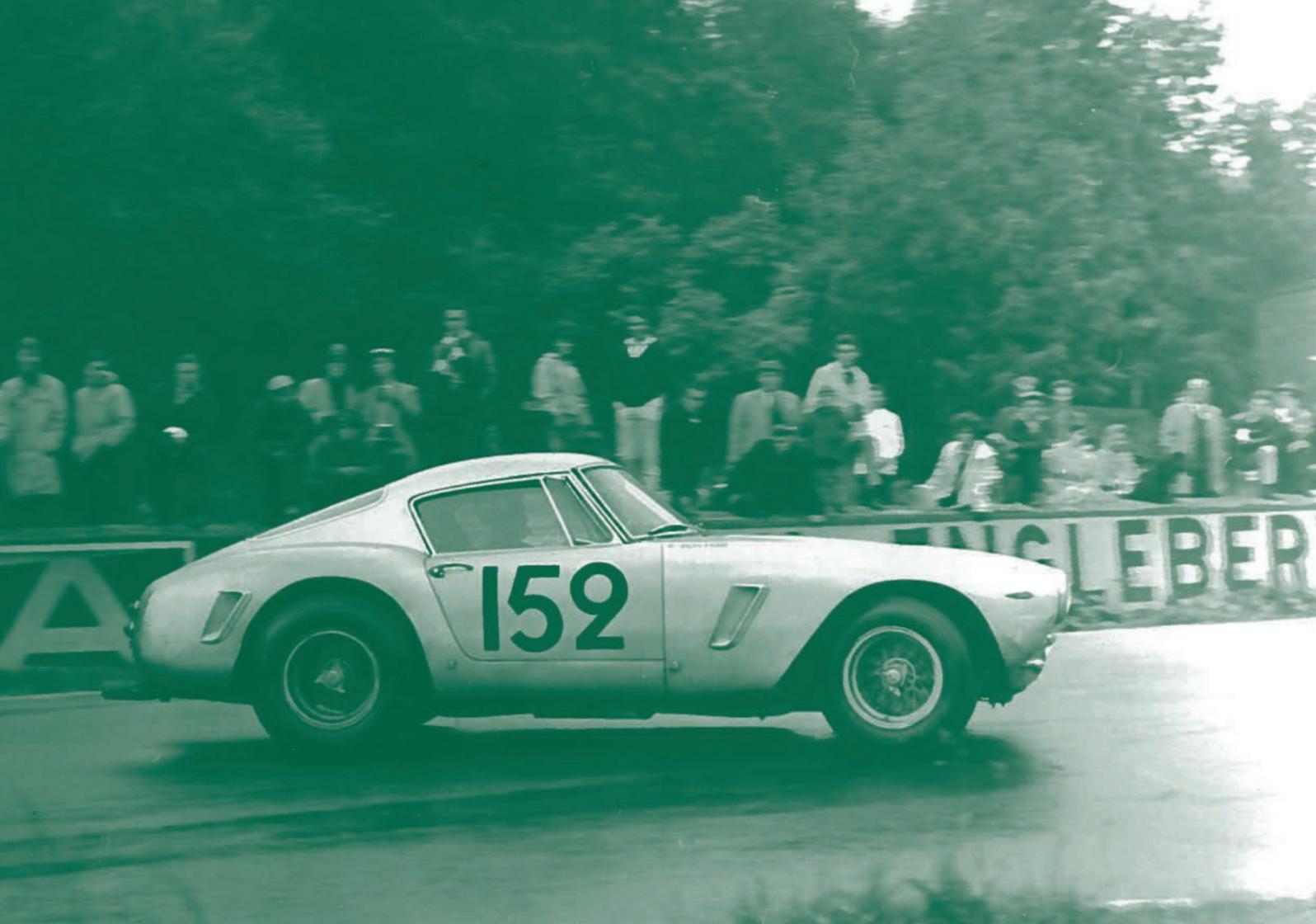


News from the news





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INGLEBERG

“It’s been an amazingly busy start to the year here at Fiskens in terms of both business and personal commitments! Indeed, remarkably over the past six months we have already surpassed what was an incredibly successful and record breaking 2013. Long may it continue!

“That’s why, as we look forward to another busy summer, now is the perfect opportunity to update all of our friends and clients on the various comings and goings here at Queen’s Gate Place Mews.” *Gregor*



CARS RECENTLY SOLD

FISKENS VALUES ITS PROUD TRADITION OF unearthing only the most extraordinary consignments, which might help explain our particularly strong start to the year. With the market showing no signs of slowing, and the appreciation of classic automobiles widening, we're always keen to discuss opportunities with new and returning customers alike.

The next few pages perfectly illustrate the pedigree of fine historic automobiles that have passed through our Mews showrooms since the start of 2014. Amongst them was a number of important vintage Bentleys, an ex-works grand prix Bugatti 35B and 1930 Bugatti T46S Grand Routier. Fiskens are also proud to have sold several significant sports racing Jaguars,

including famous examples of C, D and Lightweight E-Types. In addition, Fiskens are pleased to have sold one of the earliest competition E-Types, Dick Protheroe's original Fixed Head Coupe and the first car to wear the famous Protheroe registration number "CUT 7".

The Ferrari market remains as buoyant as ever, with Fiskens having sold four examples of the celebrated 275 GTB model, a stunning 250 Lusso and an ex-Le Mans Competition Daytona. Fiskens also negotiated the sale of one of the most historically significant 250 SWBs in existence. Having been in serious long term ownership, this particular car won perhaps the most significant race of any 250 SWB.

Opposite top left: 1965 ASTON MARTIN DB5 *Top right:* 1973 PORSCHE 911 2.7 RS TOURING *Right:* 1955 JAGUAR D-TYPE





Above left: 1965 FERRARI 275GTB/2 LONG-NOSE ALLOY *Above right:* 1957 ASTON MARTIN DB3S
1972 FERRARI DAYTONA



1953 JAGUAR C-TYPE



1967 FERRARI 275 GTB/4





Top left: 1931 INVICTA S-Type Low Chassis *Top right:* 1930 BENTLEY 8 LITRE SPORTS SALOON BY HJ MULLINER
1963 FERRARI 250 GT/L 'LUSSO'



OUT AND ABOUT

Where we've been...

THE FISKENS TEAM HAS BEEN A FAMILIAR presence at the world's best classic exhibitions and events this year, but it was much closer to home at Goodwood in March where our historic racing commitments began in earnest. Indeed, the newly-revived 72nd Members Meeting saw Rory and his plucky Mini Cooper S proving customer relations aren't strictly limited to the Mews by battling hard with a number of our clients on his way to sixth in the Sears Trophy race.

His itinerary continued at the Flying Scotsman Rally in April, this time behind the wheel of a 1928 Bentley 4½ Litre. Needless to say it was the ideal vintage companion for the scenic trip through rural northern England towards Gleneagles in Scotland.

May's Mille Miglia was an all-family affair for Rory as he and his father Gavin entered the world famous event in a 1939 Frazer Nash BMW 328. As well as an opportunity to mingle with the historic community, Hendersons junior and senior were delighted to retrace the same charming route across Italy where a similar 328 had triumphed 74 years earlier.

Dylan has also been busy, catching up with friends of Fiskens at July's Le Mans Classic where he was reunited with an old acquaintance: the same 1955 Jaguar D-Type Fiskens had sold on behalf of a client at the start of the year.

After mechanical problems prevented him from contesting Goodwood's 72nd Members Meeting, Gregor's racing commitments resumed at the Aston Martin Owners' Club event at Brands Hatch on June 29th with the very special 'CUT 8'







Jaguar E-Type Lightweight formerly owned and raced by Dick Protheroe. In the same spirit as the renowned privateer Gregor and co-driver Peter Hardman overcame treacherous conditions to finish a superb second in the GT and Sports car Cup, which also featured Rory in an AC Cobra.

Meanwhile, late-July's Silverstone Classic offered Gregor his first ever opportunity to drive a '70s grand prix car in the event's FIA Masters Historic Formula One race. The ex-Peter Revson McLaren M23, sporting its original Canadian GP-winning livery



and a period Cosworth DFV engine, clearly didn't disappoint, with Gregor proclaiming it was the most fun he'd ever had while still wearing clothes!

It wasn't the only McLaren he would have the pleasure of driving over the weekend though, after he and Peter Hardman again teamed up to race a glorious M1C that was at one point vying for fifth overall in the FIA Masters Historic Sports Car event. The M1C is now available for sale and entered at this year's Spa Masters Sports Car Race, where it has won before.

The weekend of 2-3rd August saw the return of the annual VSCC speed hill climb meeting at Prescott, the spiritual home of the Bugatti Owners Club. The Fiskens team were in full attendance and with them came the mighty 1913 Turcat Mery, the ultimate pre-war Edwardian Super car which attracted considerable attention and admiration within the paddock. The Turcat Mery was flanked by a magnificent and highly original 1924 Vauxhall 30/98 OE Tourer that was recently acquired for a client via Fiskens as well as a splendid 1929 Bentley 4.5L Saloon. Despite monsoon conditions and a biblical rainstorm on the Saturday, the stiff upper lip remained and by Sunday we were presented with glorious sunshine and a huge attendance of interesting and unusual Vintage machinery. A scenic and enjoyable drive home in the sunshine through the Cotswolds in our Vintage convoy was the perfect way to end the perfect weekend.

...And where we're heading

Summer's hectic schedule ensures that the Fiskens team will be as busy as ever over the coming months. The events season begins in August with a trip to sunny California for the Pebble Beach

Concours d'Elegance – famously held on the golf course's 18th fairway – before returning to London for two important outings within just one week: Salon Prive – where we will be showing the Turcat Mery – and Hampton Court Concours.

With the attention of the classic car world focused on the capital, friends old and new are invited to stop by and chat, examine our latest stock and check on progress of the showroom's new basement that's scheduled for completion in early 2015.

September continues with a trip to the glorious Goodwood Revival where both Gregor and Rory will be flying the Fiskens flag in a variety of important competition cars, before heading to Belgium's historic grand prix circuit for the Spa Six Hours classic GT and sportscar race.

Dates for your diary:

Pebble Beach Concours d'Elegance – August 17

Salon Prive – September 3-5

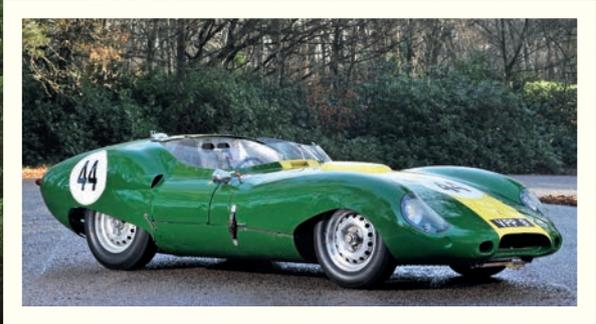
Hampton Court Concours of Elegance – September 5-7

Goodwood Revival – September 12-14

Spa Six Hours – September 19-21



VV-35



Above left: 1926 BENTLEY 3-4½ LITRE *Above right:* 1959 LISTER JAGUAR COSTIN
2009 ASTON MARTIN DBR1-2

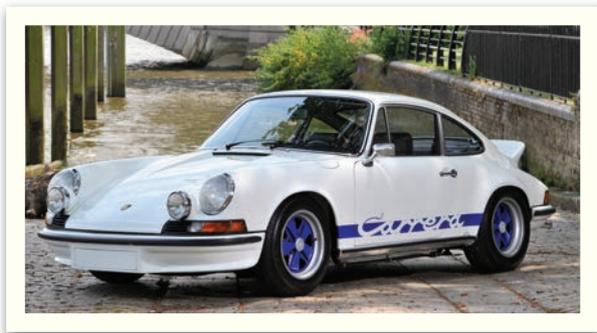
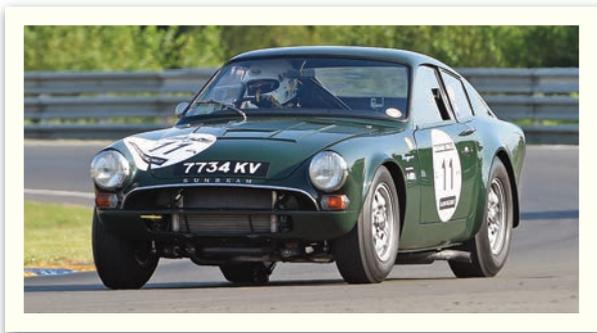


CARS FOR SALE

THERE'S ALWAYS A WONDERFUL SELECTION OF fine automobiles and competition cars residing at the Mews; with the market remaining buoyant there's often something new to see. Perhaps the pick of our current inventory is the glorious and unique 1913 Turcat Mery that is currently winding its way towards the Prescott Hill Climb for the VSCC meeting in Gloucestershire. Meanwhile, the sheer breadth of our stock is emphasised by a works Aston Martin DBR1-2 that contested the LMP1 class at Le Mans in 2009, as well as an ex-Le Mans 1959 Lister Jaguar Costin that's perfect for a number of historic race meetings throughout the year. Other interesting road car offerings include

a highly original Aston Martin DB5 and sensational Ferrari Daytona Berlinetta finished in a beautiful Blu Sera. So if you find yourself in London this summer do stop by for a chat; we'd be delighted to see you at our Kensington Mews.

As ever the team have been very busy sourcing special cars to order, utilising our extensive international database and world-class knowledge to acquire examples that may never reach the open market. Indeed, many of our transactions do not appear on our website or in the public domain. So if you're seeking something very specific then please do contact us as we'd be delighted to help.



Above left: 1964 SUNBEAM TIGER LE MANS PROTOTYPE *Above right:* 1973 PORSCHE 911 2.7 RS TOURING
1930 BUGATTI TYPE 46S TOURER



1972 FERRARI 365 GTB/4 DAYTONA COUPE





MEWS NEWS

Basements...

The construction of a fabulous new basement showroom at our Kensington Mews continues apace, with completion expected early next year. The complexity of the excavation is quite remarkable and will ultimately provide a much larger space in which to showcase automobiles and host events. The entire Fiskens team remains very excited about the work but, until the grand unveiling, it's very much business as usual.

BRDC...

Gregor's racing career was formerly recognised in June when he was awarded full British Racing Drivers' Club membership. It

was a proud moment for Gregor, who was thrilled to have Sir Stirling Moss and Tony Dron as his respective proposer and seconder. Needless to say he's in privileged company, joining only 800 others to have been bestowed the honour, many of which are current Fiskens clients.

Babies...

We couldn't complete our round up of Mews News without congratulating Gregor and his wife Carolina on the birth of their twins, son Francis and daughter Roberta, who were welcomed into the world at Easter. Judging by the picture, a love of vintage cars runs in the Fiskens genes!

TALBOTS AND TRIBULATIONS

RICHARD PILKINGTON'S CHANCE ENCOUNTER with a former grand prix racer in a dusty French garage sparked a labour of love spanning nearly 60 years. With Fiskens now over-seeing its sale, the story of his beloved Talbot-Lago T26 GS is worthy of re-telling...

It was while en route to Le Mans in 1958 that Richard stumbled across chassis 110057. The journey coincided with a trip to Talbots on behalf of his father, whose Record required some gearbox spares. Soon after arriving he got chatting to Antonio Lago about what had become of the company's post-war grand prix cars.

"The last one we had has just been sold to the United States," confirmed Tony, "but there is one nearby belonging to an ex-racing driver, go and have a look."

Intrigued, Richard pointed his Alfa Romeo 1750 GS in the direction of Peteaux and specifically the backstreet garage of

Georges Grignard where, sure enough, he found a dusty mono-place Talbot. Incredibly it was for sale, albeit at a price his credit line couldn't meet.

And that's where Richard's story would have ended – almost before it began – had he not casually rubbed the grime from a dirty windowpane to reveal a second blue sports racing car sat atop its transporter and consigned to the backroom of Monsieur Grignard's garage. It looked like it had been there for a few years, and it had.

Only later did Richard unearth the true extent of 110057's significance. Although scheduled to contest the 1950 Le Mans 24 Hours, it didn't appear at Circuit de la Sarthe until 12 months later when Louis Rosier and Juan Manuel Fangio shared driving duties. Rosier subsequently bought the car outright before replacing its cycle-wing mudguards with a Carrozzeria Motto



L'EQUIPE





sportscar body. It was in this form that 110057 raced at the Monaco and Reims Grands Prix of 1952.

A year later the Talbot found its way to Georges who entered it in the 12 Hours of Casablanca. But in 1954, while preparing for that June's Le Mans, 110057's period competition career ended after retiring from the Coupe de Paris race at Montlhéry.

Richard was nevertheless smitten by the Talbot, which had remained untouched over the preceding four years. After establishing that 110057 also required an overhaul, payment was duly arranged.

But a problem remained: importing a second-hand car privately into Britain was officially discouraged, and only under its own power could a case be reasonably made. Chassis 110057 was neither road legal or in working order!

Undeterred, Richard and his father – with the help of Georges – set to work changing a damaged front brake drum and radiator, while also attempting to re-shape some crumpled bodywork before heading home. Such was the scale of their task however

that after 80 miles the rear-half of the Talbot's body began falling off, preventing its doors from shutting properly! That setback was soon remedied with the help of a local carpenter, some pieces of wood and heavy-duty wire!

After convincing the British authorities 110057 was fit for purpose, Richard set to work fully restoring his Talbot's sportscar body, none the wiser as to his car's original specification. When its true heritage eventually came to light some years later he immediately set about reverting 110057 to its previous cycle-wing guise, in which it remains to this day.

56 years on from Richard's chance discovery 110057 is now looking for its next custodian. This magnificent Talbot-Lago has been a key fixture in historic racing circles since it returned to the track in 1961, and presents a rare opportunity to acquire a hugely significant car. A proven winner around the world, it is eligible for all of the finest historic events including the Goodwood Revival, Le Mans Classic and Historic Grand Prix of Monaco.

CONTACT

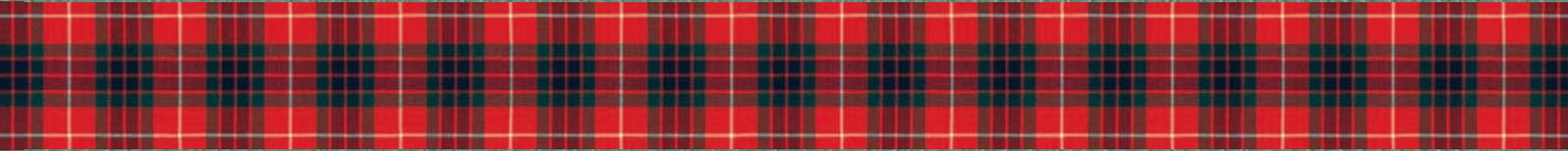
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