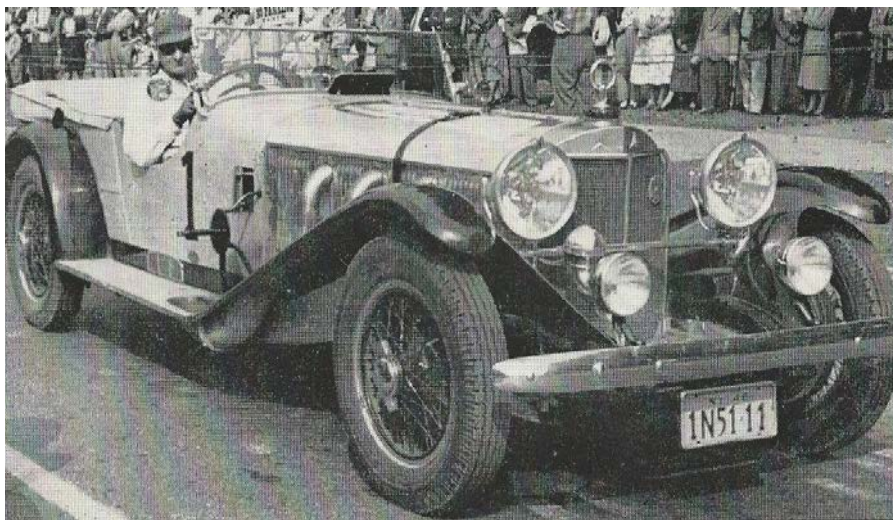




2026 RETROMOBILE COLLECTION



RARE CHANCE TO OWN THE DEFINITIVE SUPERCHARGED LEVIATHAN



1927 MERCEDES-BENZ 680 S SINDELFINGEN SPORTS TOURER

- Chassis 35222, an exceptionally rare and original Sindelfingen-Sports Tourer
- Impeccably well-documented example of Ferdinand Porsche's legendary S Type design
- Owned and raced by Charles Addams, creator of the Addams Family cartoon
- Restored by Phil Hill whilst owned by Clockwork Orange producer John Calley

TOP: 1948 INAUGURAL WATKINS GLEN GP



**680 S
SPORTS**



ALFA 8C 2300



1931 ALFA ROMEO 8C 2300 SPIDER BY ZAGATO

- 2111006, a highly original, matching numbers, ex-Works and Scuderia Ferrari short chassis Spider
- Nuvolari's 1931 Coppa Ciano race winner
- 1931 Belgian GP 3rd, 1932 Coppa Messina 1st, Coppa Gran Sasso d'Italia 1st
- 1932 and 1934 Mille Miglia entrant
- Restored to 1932 Mille Miglia specification by Jim Stokes Workshop for 2023 Mille Miglia

**TOP: SCUDERIA FERRARI WITH 2111006
BEFORE THE 1932 MILLE MIGLIA**



DOUBLE MILLE MIGLIA, EX-WORKS, NUVOLARI, & SCUDERIA FERRARI



1932 MILLE MIGLIA



11810



2111006 RETURNS TO THE MILLE

Acquired through Fiskens in 2019, 2111006 was entrusted to marque experts Jim Stokes Workshop for a total restoration. The decision was made to remove and preserve the period-fitted Zagato body and build a scholastic replica of the competition bodywork. The engine had the same treatment, with the original removed and preserved, and a JSW engine fitted for competition use. During the restoration of the original engine, further numbers were uncovered, substantiating the engine's identity as 006.

After a multi-year, no-expense-spared restoration, 2111006 made her triumphant return to the hallowed Italian roads in 2023, competing in the Mille Miglia 91 years after her original appearance.



ABOVE: 2023 MILLE MIGLIA STORICA



JAGUAR C-TYPE



1952 JAGUAR C-TYPE

- XKC 019, delivered new to Herman Roosdorp of Antwerp Belgium
 - 3rd Overall at the 1953 24 Hours of Spa Francorchamps, 2nd at 1954 Dutch GP, 4th I.C. at 1954 Zandvoort International
 - Multiple Mille Miglia Storica appearances
 - Highly original C-Type with continuous history, eligible for the big four - Monaco, Mille Miglia, Le Mans and Goodwood Revival
-



PERIOD RACE HISTORY INCLUDING 1960 ZANDVOORT





A REMARKABLE SURVIVOR, HIGHLY PRIZED HISTORIC RACER



1955 FERRARI 500 MONDIAL SCAGLIETTI SPIDER

- One of 11 series II Mondials; among the best preserved Ferrari Barchettas in existence
- 1955 12 Hours of Hyeres and Liege-Rome-Liege competition
- Matching numbers, highly original, Classiche certified
- Eligible for historic racing and desirable concours entrant

TOP: 1955 12 HOURS HYERES



FERRARI 500 M



JAGUAR D-TYPE



1955 JAGUAR D-TYPE SHORT NOSE

- Chassis number XKD 518 the famous ex-Peter Blond car
- Extensive period race history in the UK and continental Europe
- Presented with original body and matching-numbers 3.4-litre engine
- Continuous ownership history from new

TOP:1955 OULTON PARK



ONE OF TWO DELIVERED IN RED, EX-PETER BLOND





THE QUINTESSENTIAL TOURER, ELEGANTLY RESTORED



**1961 FERRARI 250 GT
PININFARINA CABRIOLET**

- Series II LHD, Chassis 2867 GT
- Original chassis, body, engine, and gearbox, Classiche certified
- One of 200 examples produced, finished in original Grigio Argento
- Beautifully restored, retains rare factory hard top



FERRARI 250 PF



COBRA "T" CAR



1962 SHELBY COBRA 260 "T" CAR

- CSX 2005 - the 6th Cobra ever made and first Cobra offered publicly for sale
- Leased by Shelby American to Universal Studios for 'The Killers' (1964)
- Learner car at the Shelby's School; pupils included James Garner before 'Grand Prix' and Steve McQueen before 'Le Mans'
- Concours restoration by Mike McCluskey

**TOP: AT THE CARROLL SHELBY SCHOOL OF
HIGH PERFORMANCE DRIVING**



SILVER SCREEN ICON AND TEACHER TO THE STARS





ONE OF TWO COBRAS THAT RACED AT LE MANS IN 1963



1963 SHELBY COBRA 289 LE MANS

- CSX 2142, the 1963 Le Mans entry built by the factory for Cobra pioneer Ed Hugus
- Run by John Willment in South Africa and raced by Jo Schessler for Ford France, taking three victories in '64 and '65
- Race prepared by Gary Pearson
- Highly competitive Goodwood and Le Mans Classic entry



SHELBY 289

TOP: 1963 LE MANS



FORD GT40 MKIII



1966 FORD GT40 MK III LHD PROTOTYPE

- The LHD Prototype MK III; one of the four LHD MK IIIs of the seven built
- New York Motorshow and press car
- Continuous history documented in lengthy Ronnie Spain dossier
- Painsstakingly restored to prototype form and reunited with original 302 engine

TOP: XP 130/01 IN DEVELOPMENT



THE ONLY LHD PROTOTYPE OF FORD'S RAREST SUPERCAR



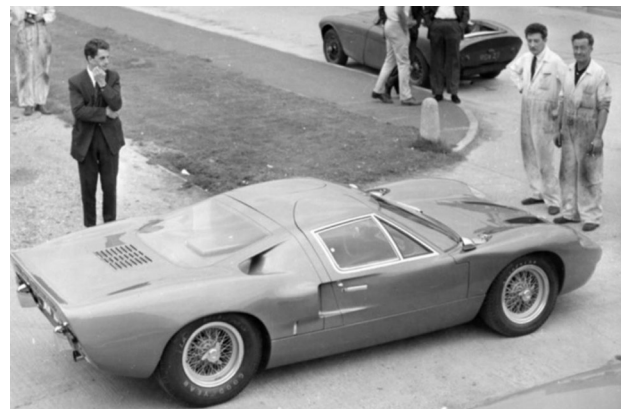




FORD'S DEFINITIVE SUPERCAR

Initially planned for a 20-car run, the Ford MK III was launched off the back of the MK II's 1966 Le Mans win, promising Ford's wealthiest customers a Le Mans car that they could daily. Built to US road legal standard and aimed at only the very upper echelon of Ford's customers, the MK III cost an eye-watering \$18,000. It comes as no surprise that the production run was reduced to seven total (including the LHD and RHD prototypes), making the MK III Ford's rarest production car ever.

XP 130/01 is momentous as Ford's MK III LHD prototype and was in development alongside the race-winning cars at FAV in Slough during the summer of 1966. The face of the MK III project, XP 130/01 was shown at the New York Motor Show and reviewed in countless magazines before returning to FAV to be upgraded to full prototype specification and joined the 6 other MK IIIs as MK3/1101 - retaining its rightful place as first off of the line.



TOP: XP 130/01 IN DEVELOPMENT AT FAV SLOUGH



PORSCHE 956 B



1984 PORSCHE 956 B CHASSIS #115

- One of six factory built "B" chassis with Works 1983 upgrades
- Leader of the 1984 Le Mans 24 Hours for six hours with Vern Schuppen, Alan Jones and JP Jarrier, finishing 6th
- Winklehock's 1984 "Money Race," winner
- Exacting restoration to 1984 Le Mans Specification

TOP & RIGHT: #115 LEADS 1984 LE MANS



1984 LE MANS LEADER AND "MONEY RACE" WINNER





DOUBLE LE MANS PODIUM WORKS DBR9, PETIT LE MANS WINNER



WORKS DBR9

2006 ASTON MARTIN DBR9

- Chassis 3 of 10 Works cars, one of the most successful DBR9s
- Petit Le Mans and Salt Lake winner, 9 consecutive ALMS Podiums in 2006
- 2nd in Class at Le Mans 2006, 3rd in Class at Le Mans 2007
- 2010 and 2011 AMR Young Driver car in GT1 World Championships with a win and 6 podiums
- Restoration and race preparation by Venture Engineering

TOP: 2006 LE MANS



BRAWN GP001/01



2009 BRAWN RACING GP 001/01

- The history-making first chassis from Brawn GP's F1 Championship winning season
- One of three built; driven in testing by Button and in 10 Grands Prix by Barrichello
- 2nd in Australia, Spain, and Monaco, 3rd at Silverstone; two fastest laps, nine top six finishes
- Gifted to Button at the end of his 2009 Championship winning season and the only chassis publicly available

TOP: MONACO GRAND PRIX - 2ND
RIGHT: SPANISH GRAND PRIX - 2ND



SCORED VITAL POINTS IN BRAWN'S FAIRYTALE CHAMPIONSHIP WIN





THREE TIME LE MANS ENTRANT, EYE CATCHING ART CAR LIVERY



VANTAGE GTE

2013 ASTON MARTIN VANTAGE GTE

- The 2013 – 2015 lead Works Aston Martin Racing Vantage GTE entry
- In its 2015 Le Mans Art car livery by Tobias Rehberger
- Multiple GTE Pro wins with Works drivers Darren Turner and Stefan Mücke
- Eligible for Le Mans Classic and Peter Auto WEC support races

TOP: 2015 LE MANS



BUGATTI 110 ANS



2019 BUGATTI CHIRON SPORT 110 ANS

- One of 20 examples commemorating Bugatti's 110th anniversary
 - Single ownership and 8,123 kms from new
 - Exposed Steel Blue Carbon over Deep Blue leather, with French Tricolor accents
 - Swiss registered and taxes paid, valid *Passeport Tranquillité* (service plan) until 2027
-



BUGATTI'S HOMAGE TO FRANCE AND 110 YEARS OF HISTORY



ALSO AVAILABLE



**1966 FERRARI 275 GTB
RHD 6C ALLOY**

- One of only six all-alloy, six-carburettor, right-hand drive cars
- Sold new to industrialist and former racer Bertie Bradnack
- Matching-numbers 3.3-litre V12 engine
- Ferrari Classiche certified and accompanied by extensive period documentation



ALL STOCK





1974 CHEVRON B27S

- The famous and unique Cebora 3.0L DFV Chevron B27S
- 4th overall at 1977 Targa Florio and 1976 Italian hillclimb Champion
- Highly competitive in Peter Auto's CER2 and Masters Sports Car Legends
- Prepared to the highest standard for historic racing



ABOVE: 1977 TARGA FLORIO

1958 LOTUS XV EX-LE MANS

- Chassis 607; retains original engine, and chassis
- Raced at the 1958 Le Mans 24 Hours by Graham Hill and Cliff Allison
- Period race history in Nairobi
- Recent restoration to Le Mans specification
- Meticulously compiled history file; HTPs valid until 2034



TOP: GRAHAM HILL AT 1958 LE MANS



1973 PORSCHE 911 2.7 RS TOURING

- Fewer than 14,000 miles from new, 34 years in single ownership
- One of just 100 right-hand drive Touring specification 2.7 RS examples built
- Among the very best survivors of this definitive seventies supercar
- Matching numbers and desirable original tangerine colour, retains original tools and books



1964 PORSCHE 904-035

- Debut class win at the 1964 Swiss Championship race at Monza
- Further competition in Angola and in Swiss hillclimbs culminating in a class win at Hockenheim 3 hrs,
- Extensive modern historic competition in rallies and races
- Eminently eligible for Le Mans Classic, Tour Auto and more





1965 PORSCHE 911 2.0L

- Early and desirable 1965 model 911
- Prepared by Tuthill since 2016 and to full current 2.0L Cup specification
- Race-winning car developed through 3 seasons of 2.0L Cup from 2022 to 2024
- Originally delivered in attractive Gulf Blue paint



TOP: 2023 GOODWOOD REVIVAL WITH MARK WEBBER

THE ONE THAT GOT AWAY

Chassis 962-010 came achingly close to making it eight consecutive victories for Porsche in the 24 Hours of Le Mans. In what has often been described as one of the most thrilling editions of the race, the 962s looked sure to win. 010 had blitzed the field in qualifying with a time of 3.15.64 - three seconds faster than the sister car and six clear of the fastest Jaguar. Hans Stuck's first stint went swimmingly, but Klaus Ludwig tried to eke an extra lap out of the tank of fuel and ran out. He limped the car back to the pits on the starter motor but they had already lost two laps. 010's veteran team of Bell and Stuck fought tirelessly, and by Ludwig's last stint, he was within a minute of the leading Jaguar's time.

Things might have ended differently had Porsche known that the leading Jaguar was stuck in 4th gear, as 010 finished 200m behind the winners - perhaps becoming more famous for coming second than if it had joined Porsche's list of winners.



ABOVE & RIGHT: 010 AT THE 1988 LE MANS





1988 PORSCHE 962

- '962-010': the ultimate works lightweight chassis built to win Le Mans
- Driven to Pole Position and 2nd place at Le Mans by Derek Bell, Hans Stuck and Klaus Ludwig
- Impeccable ownership history since sale by Porsche in 1989
- Amazing time-capsule condition, exactly as it finished Le Mans



2015 AUDI R18 E-TRON QUATTRO

- Audi's ultimate Le Mans Prototype, the first ever Hybrid car to win the 24 Hours
- Chassis 420, 5th at Silverstone, 4th at Spa and 7th at Le Mans in 2015
- One of a handful of privately owned Audi R18s





1999 DUCATI F99-996 EX-CARL FOGARTY

- Carl Fogarty's 1999 World Superbike Championship winner
- Factory-certified and watertight ownership history
- One of just two bikes raced by Fogarty in the 1999 season
- Nine race wins, including iconic final home win for Fogarty at Donington



TOP: FOGGY CELEBRATION - 2025 FESTIVAL OF SPEED

1961 ASTON MARTIN DB4 GT

- Owned and raced by David Skales during the 1960s
- Subjected to multiple RS Williams upgrades in recent years
- One of only 75 Touring-bodied DB4GTs
- Perfectly suited to the world's finest tours



TOP: 1965 AMOC SILVERSTONE





**1931 BENTLEY 8L
LE MANS TOURER**

- Chassis number YF5012, first registered in January 1931
- One of only 100 Bentley 8 Litres to leave the Cricklewood factory
- Extensive history file and clear history since new
- Stunning Le Mans Tourer body fitted by H&H coachbuilders



1931 INVICTA S-TYPE LOW CHASSIS

- Carbodies Tourer, Chassis S42, nicknamed "Sandstone"
- Raced by Charles Mortimer in the 1950s at Silverstone and Prescott
- Lovingly owned by Sound of Music actor Christopher Plummer for 20 years
- Enthusiastically rallied by current owner before concours restoration in 2020



ABOVE: PLUMMER AND ELAINE TAYLOR IN LONDON





GREGOR FISKÉN

FOUNDER



CHRISTOFF COWENS

PARTNER



DAN COGGER

SALES & ACQUISITION
EXECUTIVE



***RHIANNON
HUGHES-BOATMAN***

MEDIA & MARKETING



OLIVER MARCAIS

SALES ASSISTANT

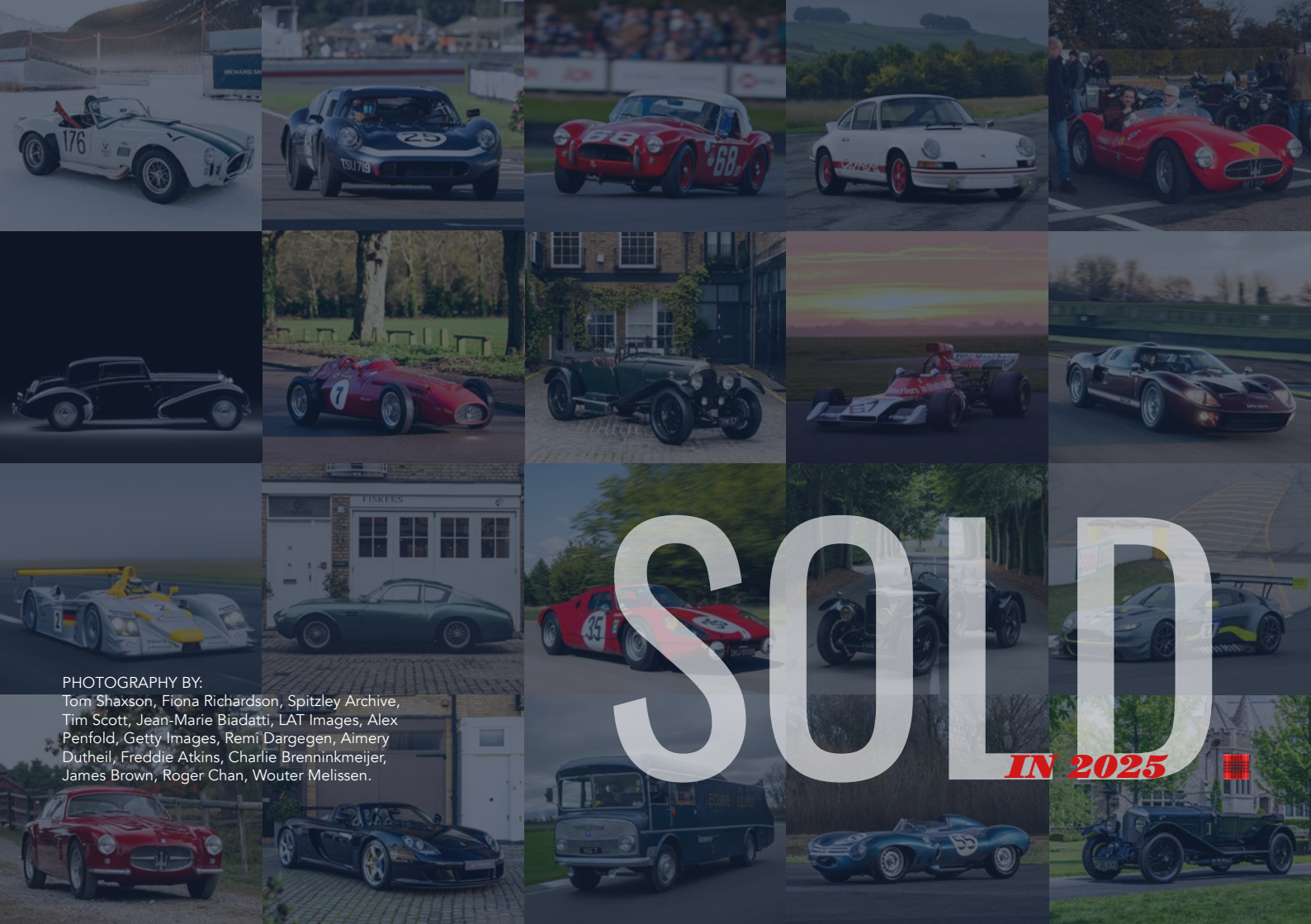


FLORENCE CHONG

OPERATIONS MANAGER



THE TEAM



SOLD
IN 2025

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