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STOCK LIST SPRING 2020



FISKENS
FINE HISTORIC AUTOMOBILES

**1931 BENTLEY 4½ LITRE
BLOWER #XT3631**

Desirable late crank model now fitted
with Amherst Villiers Supercharger
■ Recently raced at Goodwood Revival
2019 in the Brooklands Trophy





1967 FORD GT40 #GT40 P/1069

Supplied to Shelby America and sent by John Wyer 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









1954 MASERATI A6GCS/53 #2071

Ex-Jean Estager, Tour de France class winner ■ Modified in period to long-nose with headrest ■ Comprehensive history and still complete with the original engine ■ One of the most recognised and loved participants on the Mille Miglia, initially in the 1980's in the hands of Stirling Moss and 15 times with its current owners family

1931 BENTLEY 4½ LITRE #XT3627

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





1948 LAGO TALBOT T26C #110002

The second of Anthony Lago's legendary 4½ litre monopostos ■ Competed extensively in European Grand Prix driven by Raph, Chaboud, Mairesse, Chiron and Étancelin ■ Exported to Australia in 1955 with continued racing success in the hands of Doug Whitford and Ralph Snodgrass ■ Campaigned for over 20 years until acquired by famous Australian racer Reg Hunt who commissioned a sympathetic restoration ■ Recently demonstrated by Le Mans winner Vern Schuppan ■ Possibly the most original Lago Talbot in existence and has returned to France for the first time since 1954



**2001 FERRARI 550
MARANELLO** #115811

1 of 2 cars built by Italtecnica for Team Rafanelli for the 2001 FIA GT Championship and driven by Naspetti and Schiattarella with solid results including leading the Spa 24 Hours

■ Reworked by JAS Engineering and sponsored by Red Bull for the 2002 Season, driven by Riccitelli and the

legendary Dieter Quester ■ Run by JMB Racing in 2003 and driven by Terrien, Derichebourg and Pescatori in FIA GT with overall wins in the Italian GT Series ■ Finally competed in 2004 with multiple wins, ending its period career with a win for Case and Toto Wolff ■ An important contemporary racing Ferrari eligible for the Global Endurance Series and the Masters Endurance Legend Series



**1966 FERRARI 275 GTB
COMPETIZIONE #09027**

The famous Ecurie Francorchamps entry for the 1966 24 Hours of Le Mans 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 and with Eric de Keyn, it led the 84 hour Marathon de la Route

■ Raced at the 1967 1000 Kms of Montlhéry by Paddy McNally and Ed Nelson ■ Formally in the esteemed collections of Yoshiho Matsuda, Lord Bamford, Jean-Pierre Slavic and Lord Laidlaw ■ Ground up restoration by factory specialists Ferrari Classiche ■ Matching numbers and Ferrari Classiche certified



1925 BENTLEY 3 LITRE #1197

First of only three production 3 Litre Bentleys to be fitted with blade wings ■ Exhibited at the Olympia Motor Show in 1925 ■ Still retains its original brushed aluminium Vanden Plas Touring body (#1197) ■ Comprehensive concours winning restoration undertaken in 2012 ■ Accompanied with a Clare Hay report and detailed history file





**1936 SUPERCHARGED
SQUIRE #1052**

The only lightweight Squire and Works demonstrator ■ JB 8776 can claim the most competition history of any Squire, including an award on the 1936 RAC Rally ■ Since restoration, JB 8776 has twice successfully completed the Mille Miglia ■ One of the most fabled pre-war supercharged sports cars of all time, indeed an automotive unicorn



1953 JAGUAR C-TYPE #XKC031

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 ■ Eligible for a multitude of events

**1962 ASTON MARTIN
DB4 CONVERTIBLE #1086**

Possibly the most attractive of the open
David Brown Aston Martins ■ No
expense spared restoration to concours
winning standards by marque specialists
Bodylines, Spray-Tec, Elite Trimming and
Aston Engineering ■ Matching numbers
and accompanied by a factory build
sheet, heritage certificate and extensive
history file ■ Concours winner at various
AMOC events





D. Bell
J. Tckex

Gulf

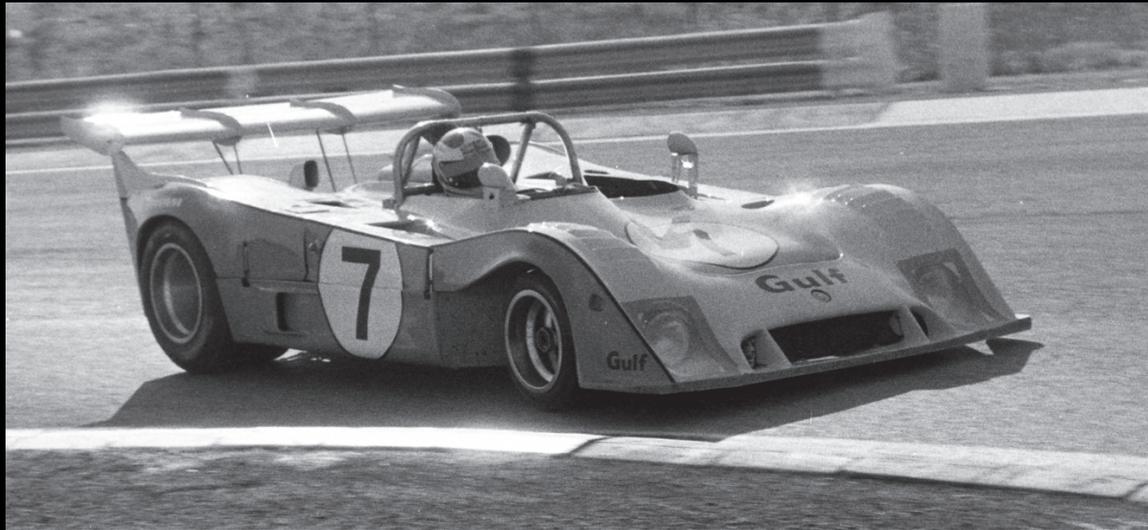
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Gulf



1972 GULF MIRAGE #M601/GR701
M601, the prototype Mirage M6 raced 1972-1974 by Bell, Van Lennep and Ganley for JWA racing ■ Raced at 12 hours of Sebring, Daytona 24 hours (pole position), 4th overall at Spa, Nurburgring 1000 Kms, winner of the Imola 500 Kms and 2nd overall in the Kyalami 9 hours ■ Uprated in 1974 by JWA to Gulf GR7 spec and renumbered GR701 ■ Further success in 1974-1975 for Bell, Hunt, Ickx and Hobbs, whilst not finishing Le Mans 24 Hours, GR701 achieved numerous podium finishes, closing with a win in the hands of Schuppan





1928 BENTLEY 4½ LITRE

#XR3326

Restored by Roger Cook to BDC
Kensington Gardens Concours
winning standard

**1961 JAGUAR E-TYPE #878658
PRE '63 RACE CAR**

Prepared by Valley Motorsport and
built to the highest standard
regardless of cost ■ 2nd overall in the
Kinrara Trophy driven by Tom Kristensen





FRONT COVER: 1966 Ferrari 275 GTB Competizione
ABOVE: 1948 Talbot Lago

ALSO CURRENTLY AVAILABLE

- 1930 Bentley 4½ Litre Le Mans style body
- 1954 Maserati 250F ■ 1955 HWM Jaguar
- 1969 BMW 3.0 CSL 'Batmobile' ■ 1972 Ferrari 365 GTB/4 Daytona Competizione
- 1974 Shadow DN5



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