

CLASS N1: ASTON MARTIN
HISTORICAL DISPLAY**NI-01 1922 Aston Martin Voiturette**
“Green Pea”

The oldest existing Aston Martin is the prototype A3, but this is the earliest racing Aston Martin. Driven by Count Louis Zborowski, it was one of two cars entered in the French Grand Prix at Strasbourg in 1923. Afterward, Aston Martin sold the car (chassis 1913, TT1), and her new owner, Mrs. Marion Agnew, christened her “Green Pea” and campaigned her all over Europe. Numerous modifications were made throughout the car’s early decades of life. Pre-war Aston guru Neil Murray bought the car in 1958. Owner: Neil Murray

NI-02 1923 Aston Martin
Side Valve Open Wheel Race Car

This is the twelfth Aston Martin ever built and the oldest surviving production Aston Martin in the world. The car’s original touring body was heavily damaged by its first owner, noted racer Captain J. C. Douglas, and was completely rebuilt at that time. It continued to appear in period races until the mid 1970s. Restored by Ecurie Bertelli, it has its original chassis (number 1920), spare engine and running gear, and it still retains its original UK registration. Owner: Roger & Priscilla Higgins

NI-03 1923 Aston Martin 1.5 Litre
Super Sports

This car has spent its whole life in Australia. There, it was initially raced at events in Melbourne, and it also competed in the first Australian Grand Prix in 1928. It was owned by the Goodall family until 1977. Restored by John Hunting of Perth, it has the original chassis with a correct type engine and a body with the Strasbourg GP style it had when new. The car has spent its recent years at the York Motor Museum and the Fremantle Motor Museum. Owner: Peter Briggs

NI-04 1924 Aston Martin
Side Valve Tourer

This is the only known surviving Side Valve Tourer with its original bodywork. Priced initially at £720, the car (chassis 1949) was the last of 26 cars built by Aston Martin in 1924. After WWII its then-owners used the car as regular family transport until 1957. Thereafter it was stored undisturbed for 46 years, until it was ac-

quired in 2003 by its current owner. Restored by Ecurie Bertelli, it retains all of its original features. Owner: Christopher Lendrum

NI-05 1934 Aston Martin 1.5 Litre
Ulster Team Car

This car (LM17) is the third member of the team that Aston Martin entered for the 1934 RAC Tourist Trophy race in Ulster. Originally the racing Astons were green but were repainted red because “Bert” Bertelli, then Aston Martin boss, thought, in accord with Italian superstitions, that green was an unlucky color. He may have been correct, as the red cars brought home the team prize. The car’s current owner, Pink Floyd drummer Nick Mason, races it in historic events. Owner: Nick Mason

NI-06 1936 Aston Martin 2 Litre
Type A Speed Model

One of six Type A 2/4-seater Aston Martins produced by the Bertelli company. This example (chassis DGO 486) is completely original including its Phantom Blue color scheme. It first appeared at the 1936 London Motor Show. Having had three owners since new, it was in regular use until the midsixties. Restored by Ecurie Bertelli in 2005, it is the only Speed Model with its original body known to survive. Owner: Angus Graham

NI-07 1939 Aston Martin 2 Litre Speed
Model Monoposto

This car, created in 1938/39, is the only prewar single seater Aston ever built. It was never raced in period due to the outbreak of war. After WWII the car was owned by several enthusiasts who changed the car’s specification significantly. Now restored to its original design, it has its original chassis, running gear and instruments, and has been reunited with its original Dick Seaman 2-litre engine. The bodywork has been recreated by its current owner. Owner: Andy Bell

CLASS N2: ASTON MARTIN
POSTWAR RACE CARS**N2-01 1949 Aston Martin DB2**
Prototype Coupé

One of the most famous Aston Martins still in existence today, this was the first Aston to be fitted with the now legendary 2.6-litre straight six engine, when it ran at Le Mans in 1949. Aston Martin entered a total of three cars in the race, but the other two cars had the 2-litre engine from

the DB1. This car retired at Le Mans but went on to place third overall at Spa that same year, and it later set speed records at Montlhéry. Built on a shortened DB1 chassis, with bodywork by Frank Feeley, this car marked the beginning of the fastback designs that continued right through to the end of the DB6 and early DBS. Owner: Tom & Gwen Price

N2-02 1952 Aston Martin DB3

The DB3 was Aston Martin’s first purpose-built race car, and Aston Martin DB3/5 is the works car driven at Le Mans by Lance Macklin and Peter Collins in 1952. DB3/5 retired there, but went on to win at the Goodwood 9 hour race. Originally designed by Eberan von Eberhorst of Auto Union fame. Ten DB3s were built, including one fixed head factory car. Owner: Scott Rosen

N2-03 1953 Aston Martin DB3

Aston Martin DB3/6 is one of ten DB3s built by Aston Martin between 1951 and 1953. Entered in the 1953 Tourist Trophy race and other sports car events in the United Kingdom, it was campaigned privately at various race events and hill climbs by British driver Desmond Titterton. It was rebodied in 1954 with an eccentric gullwing design but was rebuilt to correct specifications in 1975. The DB3 was the first postwar Aston built for sports car races. It has the 2.6-litre straight six engine developed from the W.O. Bentley-designed Lagonda engine. Owner: John Sindors

N2-04 1953 Aston Martin DB3S

Just 30 DB3Ss built, and 10 of these were works cars, including this early chassis DB3S/4 with its original egg-crate grille. Later cars had smaller grilles and faired-in headlights. This car first raced at Le Mans in 1953 but retired there. It later raced at Silverstone, Goodwood and the Mille Miglia with mixed results. Drivers included Reg Parnell, Dennis Thompson, and Peter Collins. The company sold the car to privateer Graham Whithead who later sold it on to the Hon. S. Plunkett. The car also spent several years in New Zealand. Owner: Bill Harding

N2-05 1955 Aston Martin DB2/4 Coupé

One of the three Aston Martins entered in the 1955 RAC Monte Carlo Rally, this particular car was driven by Maurice Gatsonides. The car was in the lead when it missed a checkpoint, eventually coming in seventh overall but first in class.

Later that same year the car drove in the Mille Miglia, retiring early due to clutch failure. Owner: Monique Gardiner and Charles Cross

N2-06 1956 Aston Martin DB3S

Aston Martin DB3S/9 first raced in 1956 at Rouen. Driven by a young Peter Collins, it sported new faired-in headlamps, a revised air-intake and a streamlined headrest. The following year at Le Mans it finished second, driven once again by Collins and Stirling Moss. That same year Moss drove it to victory at Oulton Park, Roy Salvadori came in second at Goodwood, and Tony Brooks came in third at the Easter meeting at Goodwood. Owner: Peter Livanos

N2-07 1956 Aston Martin DBR1

This is the prototype DBR1/1 that first raced at Le Mans in 1956 driven by Tony Brooks and Reg Parnell. Its racing history continued through the second half of the 1950s at the Nürburgring, Sebring and Goodwood, where it finished second at the 1958 Tourist Trophy driven by Roy Salvadori and Jack Brabham. Its final factory outing was at the Nürburgring in 1959 when it won the 1000 kilometer race driven by Jack Fairman and Stirling Moss, securing the World Sports Car Championship title for Aston Martin. Owner: John & Gwen McCaw

N2-08 1957 Aston Martin DBR2

Two DBR2s were built, and they both went on to race extensively in the United States at events including Lime Rock and Riverside. DBR2/2 was driven by Stirling Moss to victory in the Governor's Trophy race in the Bahamas in 1958. It returned to the United Kingdom and was sold by Aston Martin in 1960. It was later owned by the late Victor Gauntlet, Chairman of the Aston Martin Company in the 1980s. Owner: Gregory Whitten

N2-09 1959 Aston Martin DBR1

DBR1s were the most successful of the racing Aston Martins. First seen in 1957 they beat the opposition at the Nurburgring that year. This car, DBR1/4, was entered by Aston Martin at Le Mans in 1959, and it finished second driven by Maurice Trintignant and Paul Frère. Originally built as the DBR3 in 1958, it was converted to DBR1 specifications. Just four DBR1s were built by the factory. An additional DBR1 was later built by factory-supplied parts. Owner: Adrian Beecroft

N2-10 1961 Aston Martin DB4GT Coupé

The Aston Martin DB4GT was the only DB series car to carry the GT badge. This particular car first appeared at the Bonneville Speed Trials

in 1961 where it won its class at 134 mph. From 1983 until the present the car has been raced throughout North America. The DB4GT was designed as a shortened and lightened version of the standard DB4. Introduced in 1959, it had a wheelbase reduced by about half an inch and no rear seats. It boasts a highly tuned version of the standard 3.6-litre straight-six engine. Owner: J. Roberto Quiroz

N2-11 1970 Aston Martin DBS V8 Twin-Turbo Le Mans Racing Car

Built and developed by Aston Martin specialist Robin Hamilton, this car first raced in club events in 1974. In 1977, it finished in 17th place at Le Mans. It appeared there again in 1979 and gained its nickname of "The Muncher" when it melted a piston and had to retire. It appeared in the Six Hour race at Silverstone in 1979 and again in 1980 driven by Derek Bell and David Preece. It is shown here as it last raced in 1980 when it set a World Land Speed Record for towing a trailer-caravan at 152 mph. Although not a factory race car, Aston Martin assisted in the car's development. Owner: Jack Boxtrom

CLASS N3: ASTON MARTIN POSTWAR ROAD CARS

N3-01 1950 Aston Martin DB2 Coupé

This is the first DB2 sold to the public. The prototype DB2 design was changed slightly by adding extra height to the roofline and strengthening the chassis rails. The 2.6-litre engine and the basic overall shape was retained all the way through the DB2/4 series until the arrival of the DB4. The first 49 cars that were built had a three-piece front grille, a large side vent and extra trim beneath the doors. Later cars had a more rounded single grille with horizontal bars, and the bodywork was simplified. Owner: Bob Cole

N3-02 1958 Aston Martin DB 2/4 Mark III Drop Head Coupé

This car is one of 87 Mark III Convertibles built at the Feltham factory during 1957 to 1958. Delivered to its first owner in New York in 1958, it has recently been fully restored. It has the standard DBA Aston twin carburetor engine giving 178 bhp with the addition of twin exhausts. This was a development of the original W. O. Bentley-designed Lagonda engine although re-worked and upgraded by the great engine designer Tadek Marek. Owner: Larry Solomon

N3-03 1958 Aston Martin DB4 Coupé

This DB4 is one of fifteen preproduction works prototypes. The DB4 was planned by Aston Martin during 1958, but formal production of the

DB4 did not begin until 1959. Throughout 1959, this particular car was the Aston Martin works demonstrator. Many experimental fittings and nonstandard features remain on the car, making it unique. It is shown here in its original color of Wedgwood Blue. Owner: Justin Kennedy

N3-04 1959 Aston Martin DB2/4 Mark III Coupe

This is the final version of the Aston Martin DB2 and DB2/4 cars on the Claude Hill-designed chassis built at the Feltham factory. The Mark IIIs incorporate the race-bred DB3S-style grille and instrument binnacle. It was also the first Aston Martin to have front disc brakes as standard. Production of the Mark III coincided with the first seven months of production of the DB4. A total of 551 cars were built. Owner: Charles Morse

N3-05 1961 Aston Martin DB4 GT Touring Superleggera Berlinetta

The Aston Martin DB4 GT, a shortened and lightened version of the DB4, was first offered in 1959. The GT is distinguished from the DB4 by an enlarged air scoop and faired in headlights. It was one of the first cars to go from 0 to 100 mph and to stop again in under 30 seconds—a very useful exercise around town! Owned by the same family since new, it is a standard road car and has never been restored, though it has been repainted. The engine capacity on this car has been enlarged from the standard 3.6 litres to 4.2 litres.

Owner: The Hon. Sir Michael Kadoorie

N3-06 1962 Aston Martin DB4 Drop Head Coupé

The fourth DB4 convertible built, this car was exhibited at the New York Auto Show in 1962. It has the triple carburetor Special Series engine known later as the Vantage and it was delivered with the optional electric overdrive. It is shown here in its original paint color and interior specifications. A total of seventy DB4 convertibles were built—all on a slightly longer wheelbase than the standard DB4 Saloon. Owner: Scott Kriens

N3-07 1964 Aston Martin DB5 Drop Head Coupé

The DB5 differed only slightly from the last DB4, the Series 5 Vantage. Faired in headlights and the enlarged 4.0-litre, triple carburetor engine were standard. Just 123 DB5 convertibles were built during 1963 to 1964. They were slightly heavier than the previous DB4 due to standard electric windows and other features, including a five-speed gearbox. Owner: Peter G. Livanos

N3-08 1966 Aston Martin Short Chassis Volante

This is a very rare Aston Martin. Just 37 Short-Chassis Volantes, the first Aston to carry the Volante name, were built between 1965 and 1966. Introduced at the same time as the DB6, it is in fact built on the DB5 chassis. The bodywork is very similar to the DB6 convertible, but it has split bumpers, an unswept boot lid, an enlarged oil cooling duct and DB5 rear light clusters. Short-Chassis Volantes have been owned and enjoyed by Prince Charles and Princess Grace of Monaco. Owner: Peter Read

CLASS N4: ASTON MARTIN POSTWAR COACHBUILT CARS

N4-01 1953 Aston Martin DB2/4 Coupe Allemano Berlinetta

This is the work of the Turin-based coachbuilder Serafino Allemano. Based on a standard DB2/4 chassis, it has a 3-litre racing engine fitted by the factory. Although several years ahead of the 1958 Aston Martin DB4, it has a similar roofline and front and rear treatment. The grille especially is a clue to how later Astons would look. Owner: Robert Williams

N4-02 1953 Aston Martin DB2/4 Bertone Cabriolet

This DB2/4 was designed by Giovanni Michelotti at Bertone for Charles A. Ward of the Brown and Bigelow Calendar Company as a Christmas gift from his work colleagues. It is built on one of the chassis that Stanley "Wacky" Arnolt had ordered for Bertone, and it is one of just two cars with this design. Exquisite details include a monogrammed horn button, fitted monogrammed luggage and picnic hamper, and a plaque under the bonnet commemorating the gift. Christmas 1953 must have been very happy indeed! Owner: Michael Schudroff

N4-03 1954 Aston Martin DB2/4 Bertone Spyder

American Stanley "Wacky" Arnolt commissioned the Italian coachbuilding company Bertone, of which he was a director, to build a Spyder body for the DB2/4 chassis, and he persuaded Aston Martin to let him have some rolling chassis to work with. In all, about eight cars were built by Bertone: two drop-head coupes, two fixed head coupes, and four or five spyders. This particular car is the work of Franco Scaglione, the chief designer at Bertone who also developed the body for Alfa Romeo B.A.T. 5 that same year. This car has a 3-litre Vantage engine installed after the bodywork was in place. Owner: Bob & Ellen Cole

N4-04 1954 Aston Martin DB2/4 Bertone Coupé

This is the only coupé built on an Aston Martin chassis supplied to Bertone by Stanley "Wacky" Arnolt that is known to exist. It was created for a Parisian owner and delivered in 1955. It was later exhibited at the 1957 Turin Motor Show. Bertone hoped to build a limited run of this car, but Aston Martin had stopped supplying chassis by the time this car was finished. It has the later 2.9 liter engine. Owner: Chris Clark

N4-05 1961 Aston Martin DB4 GT Zagato Berlinetta

This is one of nineteen DB4 GT Zagatos that survive from the estimated twenty built. The original project started when Aston Martin needed a car to beat the Ferrari 250GTs on the track. A DB4 GT chassis was sent to Zagato, and Ercole Spada designed one of the most beautiful cars ever built. This example was originally delivered to Australia where it was raced extensively. The Zagato had increased power and bodywork that was 100 pounds lighter than the standard DB4 GT. Owner: Peter Read

N4-06 1961 Aston Martin DB4 GT Zagato Berlinetta

This DB4 GT Zagato (1VEV) is one of a pair that were ordered by the Essex Racing Stable. They were further lightened for racing and entered at Le Mans in 1961. This car went on to success at Goodwood, driven by Roy Salvadori, and at other race meetings before retiring from racing. This car is one of the most photographed and well known of the Zagatos, having been featured in many books and articles. Owner: Adrian Beecroft and William Loughran

N4-07 1961 Aston Martin DB4GT Zagato Berlinetta

Originally shown at the Turin Motor Show in 1961, this Zagato is unique; it has several special additions such as a DB4-style bonnet scoop, additional chrome-plated brass trim, and glass windows instead of Plexiglas. Most Zagatos were painted red at some stage in their life, including this one, but it was originally blue with off-white leather. It appears here in traditional Aston Martin green, or California Sage, as it is sometimes known. Owner: David Sydorick

N4-08 1961 Aston Martin DB4 GT Zagato Berlinetta

This is another variation on a DB4 GT Zagato. Perhaps most notably, it is the only Zagato not to have faired in headlights. As a whole, the styling of this car echoes the early series DB4, incorporating not only the DB4 headlight treatment but also the bonnet scoop found on the DB4 as well as a few other Zagatos. The car is in completely original condition. Owner: Cal Turner

N4-09 1961 Aston Martin DB4 GT "Jet" Bertone Berlinetta

In 1960 Aston Martin sent the very last DB4 GT chassis (0201L) to Italy to be bodied by Bertone's Giorgetto Giugiaro. The finished car was soon unveiled at the Geneva Auto Salon in 1961. Built of steel, making it 200 lbs heavier than the standard aluminum DB4, the design echoes Bertone-bodied Ferraris of the period. The car went into private ownership for several years, then was returned to Aston Martin to be fully rebuilt in 1986. Finished in its original color scheme, it remains one of the most unusual Aston Martins. Owner: Hans-Peter Weidmann

N4-10 1964 Aston Martin DB5 "James Bond"

When the Aston Martin company was first approached by Eon Productions to supply them with a car for the film *Goldfinger*, they famously sold one at cost not yet aware of the impact the film would have. A total of four cars were eventually built for the film and for promotional purposes. These cars boast more extras than virtually any Aston Martin on the road but beneath the bling lies a standard road going DB5. Instantly recognizable from Timbuktu to the smallest island in the Pacific, this car is largely responsible for Aston Martin's success as one of the world's most exciting brands. Owner Evert Louwman

N4-11 2002 Aston Martin DB7 Zagato Styling Buck

Made of Epo-wood over wooden box frames mounted on steel beams, this is the very "tool" that was used to shape the panels for the DB7 GT designed and built by Zagato in Turin. Known as a *Master* in Europe, the Buck lives alongside the DB7 GT Zagato in David Sydorick's garage. It is interesting to compare the two shapes side by side and imagine the craftsmen working with the sheet metal to create the subtle curves of the finished car. Owner: David & Ginny Sydorick

N4-12 2003 Aston Martin DB7 GT Zagato Coupé

The Aston Martin DB7 GT Zagato concept was conceived at the 2001 Pebble Beach Concours d'Elegance during a meeting between the Aston Martin CEO Dr. Ulrich Bez and designer Andrea Zagato, who were seeking to rekindle the collaboration that had resulted in the highly successful DB4 GT and the later Vantage and Volante Zagato models. The first styling sketches were approved very quickly by the company, and production was started. A total of 99 cars were built starting in 2003, incorporating the now famous Zagato trademark "double-bubble" roof. The engine is the V12 6.0-litre power plant, tuned to give an additional 20 bhp over the standard DB7 unit. Owner: David & Ginny Sydorick