

MOTOR 100

the year, model name, who drove it, and the present owner, these being the work of Richard Cutler who did a super job. The show catalogue gave a comprehensive listing of all the cars on display, also quite a few which were not on display but which had been promised or expected at the time the programme went to press.

To the visiting public the line up of Astons was certainly impressive, but to those trying to get it together there were several key Le Mans cars which were badly missed. Amongst those which had been promised (or led to expect would be coming) we had to do without LM7 (broken water pump), LM14 (promised instead for the Horsfall), LM18 (being prepared for the Horsfall), LM19 (in Scotland but unready), UMC 65 (last minute engine problems), VMF 65 (owner moving house!), (DB3S/6 (owner on holiday), DB3S/8 (in bits, not together in time), DBR1/3 (ditto), DBR2/2 (broke gearbox at Brands Hatch), 2 VEV (also hors de combat since Brands), Project 214 (restoration still not quite complete), Project 215 (sold and in bits again), the Lola-Aston (racing that weekend) and so on. It would have been really fantastic to have had these cars as well, apart from such 'missing' ones as LM5, LM9 and LM16. However, the Nimrod turnout was good—only four of the five built still exist, one is in the USA and all three remaining were on display! To all those who generously allowed their precious cars to be put on display the Club is eternally grateful, and especially to those like Victor Gauntlett and the Forshaws who each lent two cars and not forgetting our ever generous President who lent no less than three! It is right that we should list all of these cars and their owners so everyone can see who supported us and made the Club display so memorable. And in our thanks we also include those who loaned production cars as well and these are listed too. On behalf of the organisers—many thanks!

Many other Members contributed in other ways too, either in person or by the loan of items to help give the display authenticity. First and foremost our thanks to David Holland and David Keeling without whom this whole project just would not have happened. Richard Cutler also deserves special mention for his contribution, while we were very grateful to BP for supplying suitable banners to help decorate the pit scene. Foremost amongst those who showed the Club flag was our founder 'Mort' Morris-Goodall who had come up specially from the South Coast. Individuals who assisted in person were numerous and include Colin Simmonds, Roger Stowers, Michael Hedley-Whyte, Jack Shervall and his son, Nicholas Masheter and his wife (especially in manning the Club Shop), Tom Hatfield, Hugh Marrack, Michael Bowler, Paul Chudecki and of course Ian MacGregor. We also had help from New Zealander Richard Niven, Alan Donaldson from British Columbia and cadet Member David Newton. We even had one young visitor who had cycled 56 miles to be with us—there's keenness for you! But for enthusiasm it is hard to beat that of Member Rob Follows who had finished his restoration of LM1 in time for this show and flown it over specially from West Vancouver. The airline actually broke the pallet it was being loaded onto so it missed its scheduled flight



GT Astons from the early post-war years, with (above) the prototype 1949 DB2 nearest and below two of the 1950 Team cars.

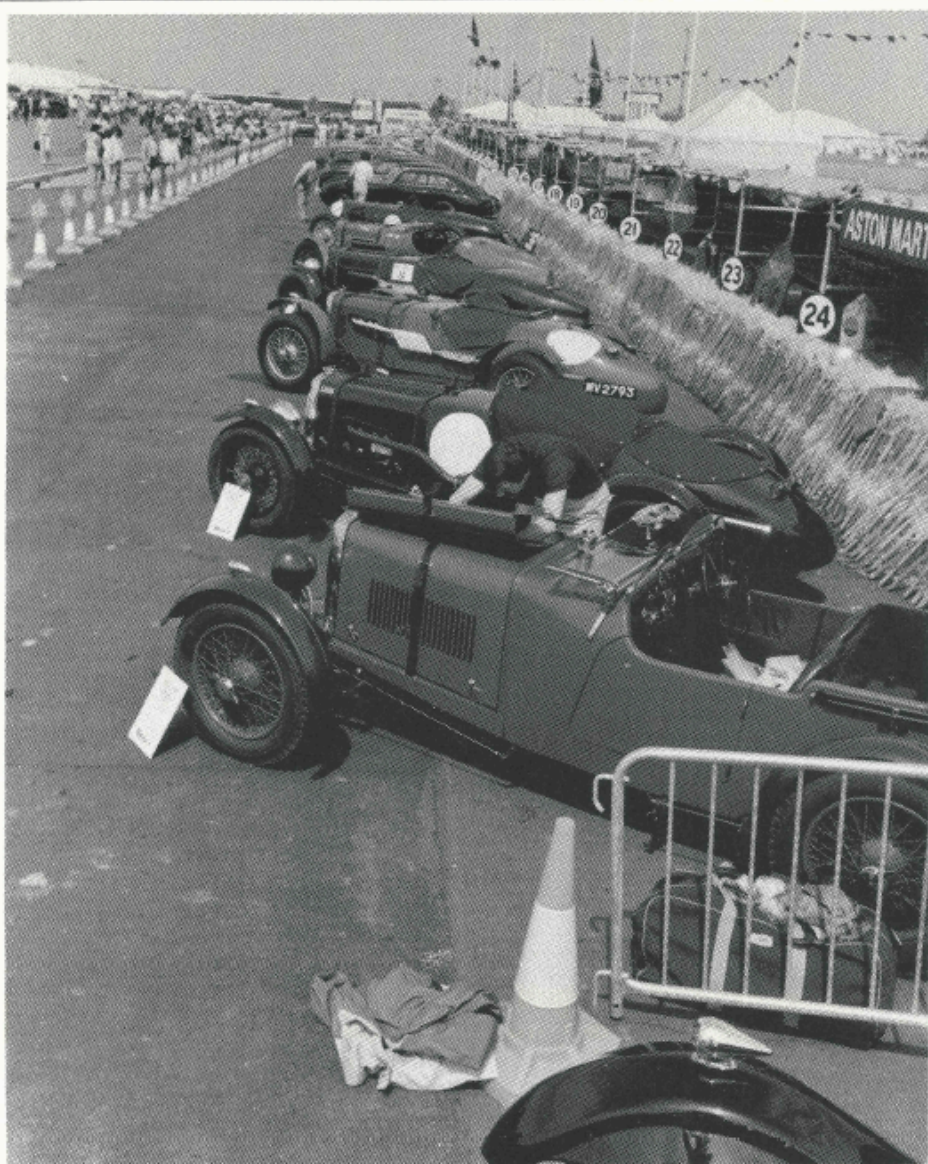


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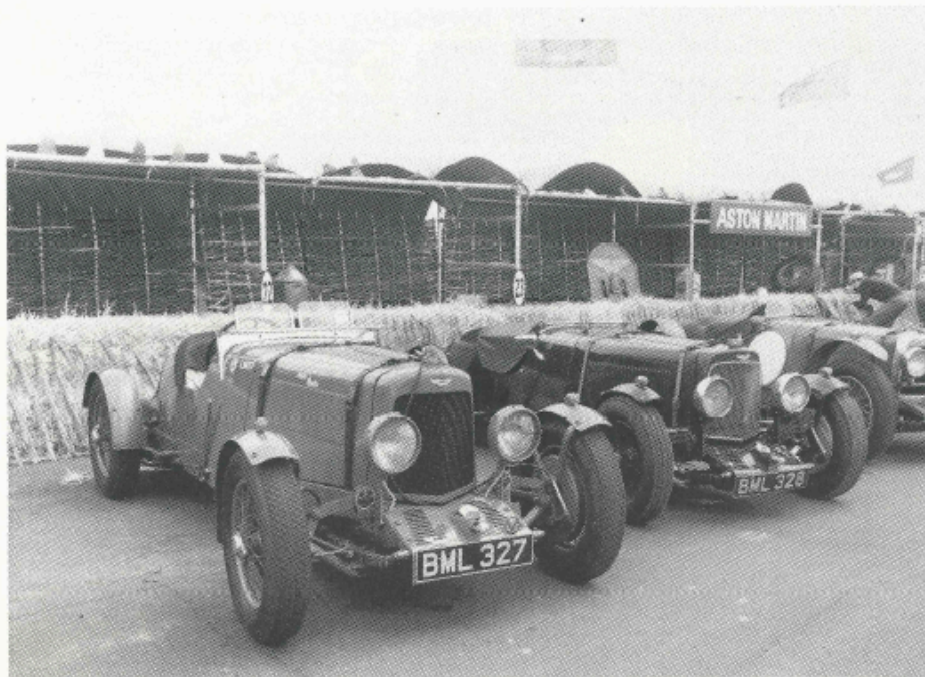
"For me at any rate the best thing here at Motor 100 has been the Aston Martin display". So said Murray Walker on BBC TV at the end of their extensive coverage of this celebration of 100 years of motoring, held at Silverstone over May 25, 26 and 27. And that opinion, or words to that effect, were heard from many people after it was all over so perhaps in some ways we may have succeeded in what we were trying to do.

And what was the AMOC trying to do? Well, first to let the motoring world know that we are celebrating our own Jubilee this year—only fifty years maybe, but for a one make club still worth celebrating. Secondly it was an opportunity to show the contribution that Aston Martin has made, in its seventy years existence, to the prestige of the British motor industry, a prestige which is out of all proportion to the mere 10,000 Aston Martins built during this time. And thirdly to display to the public in a dramatic form how the marque has supported the Le Mans 24 Hours race almost continuously since 1928, longer than any other make incidentally. And lastly also to remind enthusiasts that Aston Martin still remains the only British manufacturer to have won the World Sports Car Championship since its inception in 1953.

To undertake this display the Jubilee Committee appointed a small group headed by Ian MacGregor and assisted by David Holland and Brian Joscelyne charged with the task of implementing the idea. And the idea adopted was to construct a run of replica Le Mans pits in front of which we would display as many Le Mans Astons as possible covering the 1928-1984 period. It proved to be quite a task and most of the burden fell on David Holland, who rose to the challenge superbly. Luckily he had already done this sort of thing once before at Stoneleigh in 1978. This time however the line of pits needed to be twice as long, some 130 metres in all! Our site was halfway along Silverstone's Club straight at the junction of two main runways so was certainly in a very central and prominent location. The actual pits, sufficient for at least 30 cars, was erected out of scaffolding, planking and canvas and was largely the work of Member David Keeling and his team. Problems of course arose, not least of which was force 8 gale which blew up on the day before opening and threatened to blow away all the canvas, banners, bunting and flags! A hasty 'hauling down of sails' by all hands prevented the whole plot from foundering before it had even begun. Anyway, eventually and gradually it took shape and as the opening time approached it really did look more and more like the real thing. This was aided by the numbers given to each pit, the Aston Martin names above them and all the paraphernalia strewn about the pit counter that you find in the pits at race time. At the '1928 end' a period flavour was created with the aid of wattle and chestnut paling fencing while down at the modern end the pit wall was created with dry laid concrete blocks. And of course once the Astons began arriving and were lined up in front as if ready for a traditional Le Mans start it really did look rather convincing. At least it caused lots of people who passed by during the 3 day event to stop and stare. Each car had propped against its front wheel a printed card giving



Above: Le Mans Astons so far as the eye can see! Nearest are LM1, LM6 and LM10. Below: 1934 Team cars still with their original registration numbers, LM15 on the right with LM17 on the left.



and Rob had to rush about to get the car to Silverstone at all. Eventually it arrived a day late, but it was there. Well done Rob!

And finally the Club owes a considerable debt to Malcolm Paris and BOVIS who sponsored our effort most generously. They had their own centenary to celebrate too so it all fitted in nicely and they had a marquee behind our 'pits' so they could entertain their guests. In fact the whole of Silverstone that week-end took on much of the atmosphere of the 'village' at Le Mans, especially at night time. It was a great shame that the weather was so poor much of the

time keeping the big crowds away, especially as the week following it was simply gorgeous!

POSTSCRIPT: If Murray Walker was impressed, then so was Prince Michael of Kent when he visited our stand. Jubilee Chairman Gerry Keane showed him round and he spotted VMF 64 which he had co-driven in the Mille Miglia last year. Also causing him great interest was Richard Harwood's lovely DB5 convertible which the Prince used to own. The rumour is that he wishes he still did!



Prince Michael of Kent is impressed by Richard Harwood's DB5 which he used to own. Showing him over the AMOC display are 'Mort' Goodall and Gerry Keane.



The tall figure leaning over our President's DBR1 is none other than Roy Salvadori, Le Mans winner in 1959.

ASTON MARTIN AT LE MANS

Aston Martin cars were entered for Le Mans in 31 years out of the total of 54 years that the Event has been run since its inception in 1923.

From the first entry in 1928, when the International model LM1 was driven by George Eyston and 'Bert' Bertelli, the following successes have been achieved:—

Year Achievement

- 1931 1st in Class; 2nd in qualifying Biennial Cup
- 1932 1st & 2nd in Class, 1st in Biennial Cup
- 1933 1st & 2nd in Class; 2nd in Biennial Cup
- 1935 3rd Overall; 1st on Index of Performance
- 1937 1st in Rudge Whitworth Cup; 3rd on Index of Performance
- 1949 3rd in Class
- 1950 1st & 2nd in Class; 1st on Index of Performance
- 1951 3rd & 5th Overall; 1st, 2nd & 3rd in Class
- 1955 2nd Overall; 1st in Class; 3rd on Index of Performance
- 1956 2nd Overall; 1st in Class
- 1957 1st in Class
- 1958 2nd Overall
- 1959 1st & 2nd Overall. Year of outright victory
- 1960 3rd Overall
- 1977 3rd in Class; 17th Overall
- 1982 7th Overall; 4th in Class

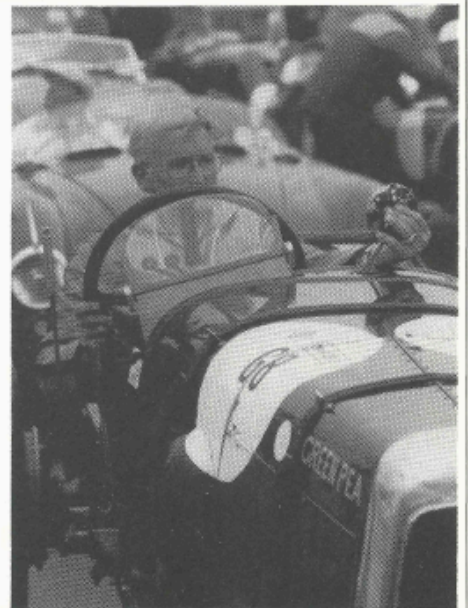
PRODUCTION ASTONS AT MOTOR 100

Year	Model	Owner
1928	T Type	David Hawkins
1934	Mk II DHC	Richard Hotston
1952	DB2	Clive Morgan
1953	DB2 DHC	Nick Storrs
1954	DB2/4	Malcolm Jeary
1954	DB2/4	Peter Brown
1956	DB2/4 FHC	Ian MacGregor
1957	DB Mk III	David Hodgeton
1958	DB Mk III DHC	David Holland
1961	DB4	Robert MacGregor
1960	DB4GT	David Lomas
1960	DB4GT	Charles Renaud
1964	DB5	John Gburek
1964	DB5 DHC	Richard Harwood
1966	DB6	Martin Bunting
1980	V8 Volante	Stuart Hodgson



DISPLAY OF LE MANS ASTON MARTINS

Year	Model	Chassis	Owner
1928	International	LM1	Rob Follows
1931	International	LM6	Sir John Rogers
1932	Le Mans	LM10	Bill Elwell Smith
1934	Ulster	LM15	Ron Hicks
1934	Ulster	LM17	Nick Mason
1935	Ulster	I5/591/U	Kohji Nakauchi
1936	Speed Model	J6/707/U	John Freeman
1949	DB2	LMA/49/2	Peter Lee
1950	DB2	LML/50/7	Ivan Forshaw
1950	DB2	LML/50/8	Hon. Gerald Lascelles
1951	DB2	LML/50/55	Alan Wheatley
1952	DB3	DB3/4	George Minden
1952	DB3 Coupé	DB3/7	Victor Gauntlett
1953	DB3	DB3/8	Victor Gauntlett
1955	DB3S	DB3S/5	Bill Lake
1955	DB3S	DB3S/101	Richard Forshaw
1956	DB3S Coupé	DB3S/120	Frank Sytner
1956	DBR1	DBR1/1	Viscount Downe
1959	DBR1	DBR1/4	Bill Symons
1959	DB4GT	DP199	Jimmy Wilson
1962	DB4GT Zagato	DB4GT/0193	Nigel Dawes
1962	Project 212	DP212	Viscount Downe
1981	Nimrod-Aston	001	Aston Martin Lagonda
1982	Nimrod-Aston	003	Roger Bennington
1983/4	Nimrod-Aston	005	Viscount Downe



Roger Stowers about to take "Green Pea" onto the track.



Watch out—here comes the 1951 Works team in action, on what one older Member called the 'Outer Circuit'. Drivers were Gerald Lascelles, Richard Forshaw and Alan Wheatley. Below: Roy Salvadori (from Monaco) meets Bob Follows (from Vancouver) introduced by David Holland (right).



Seated in Bill Symons' DBR1 Murray Walker interviews Ian MacGregor for the TV cameras. The BBC covered Motor 100 very well in two half-hour programmes and Astons figured well. Below: Ian MacGregor helps Michael Urban and David Keeling build THE WALL—shades of Pink Floyd!

