

the Aston Works Service itself: a 1966 Aston Martin DB6 Short Chassis Volante owned by Mohammed Rezam AIRoumi of host country, Kuwait. It was Ivory with Crimson Connolly leather and top, one of the short run of only 37 cars on the remaining DB5 Chassis.

As we near “overheating” on the one-off’s, Brown’s ownership, and the short production runs, I close with another very unusual one-off. A 1972 Aston Martin DBS Ogle Design owned by the Kuwait Historic, Vintage & Classic Cars Museum itself. Based on the DBS V8, the body was done in Fiberglass. One unique feature was 22 round holes cut in the Stainless Steel rear panel. The harder you brake, the more taillights illuminated. This car is not stylish in today’s eyes in the sense of the DB4 to 6 series. Recall the 1970s also produced other unusual Aston designs including the razor-like Lagondas.

In total, there were nine Astons in the five appropriate Classes, Historic and Racing, which total 68 cars. Thus, Astons were a very impressive percent

of the total. Perhaps this should not be surprising since the Aston Martin Company has a large Kuwaiti-based shareholding. Outside the judging field, large assemblies of locally owned Ferraris, super cars and motorcycle owners created another major spectator attraction for all.

Your reporter got to enjoy the event without my Aston, a 1965 DB5C, which did not have to fly the necessary 14 hours. The 1955 Siata 208S Spyder with 2011 Pebble Beach Class win credentials was invited to this show field, and took home the Trophy for Most Elegant Open Car.

I close with reporting on a remarkable moment—approached by an elderly gentleman taking pictures, he questioned me:

Q. “Are you American?”

A. “Yes.”

“We love Americans. We could be living under the rule of Saddam Hussein!”



WHAT HAPPENS IN KUWAIT, STAYS IN KUWAIT!

Don Rose

It was only afterwards that Jim reminded me of the organizers’ instructions: DON’T GO ON THE PUBLIC ROADS!

Oh well. At the risk of inciting an international incident, I was dying to drive my 1939 15/98 and—as it turned out—so was Daniel Waltenberg, owner of UMC272, the ex-Le Mans DB2 prototype from 1949. So after the ‘crescent procession’ we took a hasty stage left onto the coastal highway leading up to the magnificent Kuwait Towers and a bit beyond, with UK dealer/aficionado Nicholas Mee in tow.

(After all, why take your car halfway around the world without experiencing a bit of local color, eh?)

The coastal road is jammed but traffic moves along quickly. There are many fast cars and motorcycles in Kuwait City, and it turns out that there is a kind of ‘American Graffiti’ scene going on with the young folks. My impression is that dating in this Islamic culture is subject to some generally strict mores, so all the action apparently happens in moving cars. Porsches and Ferraris do burnouts for 50 yards and brake to skids in between traffic while motorcyclists are often seen doing wheelies for hundreds of feet, while honking their horns at the young ladies.

So it was this pool that we waded with our archaic machinery, taking photos of one another while dodging the multiple mishaps that were apparent at nearly every intersection. What could possibly go wrong?

Turned out we became just another circus act on the roadway, with cars following too close, honking horns, giving thumbs up or showing off how much faster they were. Meanwhile we got a few polite point-bys and had some good fun shooting our cars at odd angles in front of the Kuwaiti Towers.

We somehow found our way back to the Marina, where the police seemed a bit cross because we’d gone ‘off-piste’ and weren’t quite sure whether to let us back onto the show field. This precipitated the only sign of trouble when, for the first time, my temp gauge went to full tilt and the radiator began to steam. But all’s well that ends well, nothing burst as cool heads prevailed and soon enough we were back in our lineup.

The moral of the story? Ha—there isn’t one, except that our cars lead us on to great adventures so when in Kuwait City, don’t hesitate to give it a go.

