



V12 Zagato

Something Old, Something New, Something Borrowed, Something Blue

text and photos by Gareth Tarr



The new DB11 in the 'Best of British' display

As in the previous two years the first weekend in September saw top Concours d'Élégance on either side of the channel, both featuring significant Aston Martins. The fifth British 'Concours of Elegance' returned to the venue of the initial event in this series, Windsor Castle; and on the Sunday only, the 'Chantilly Arts et Elegance' was the third such event held at the chateaux famous for its racecourse and appearance in the Bond film *View to a Kill*.

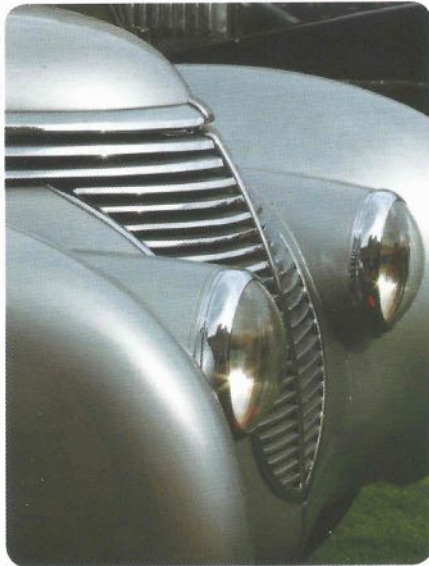
Windsor

After entering the event the walk up to the main Concours took visitors past a display of cars described as 'Best of British', the first of which was a new DB11 – well they got that one right! Five Aston Martins were in the main competition, the castle's magnificent quadrangle being host for this feast of automotive art.

Oldest of the Astons was the 1924 Bamford & Martin Side-Valve Boat-tail Tourer. Chassis number 1925 was built to take part in the



1935 Ulster



Detail of winning Hispano-Suiza Dubonnet Kenia

prestigious JCC Brooklands 200 Mile Race but an accident whilst being transported scuppered that. It was subsequently sold to P.R. Callard of Callard and Bowser of confectionery fame, who had the cloverleaf style body fitted to the car, which was registered as PD 8111. The other pre-Second World War Aston in the Concours was CMC 614, a 1935 Ulster model. This car did see competitive action, its first outing being the 1935 Mille Miglia in the hands of Edward Ramsden 'Eddie' Hall and his mechanic Marsden. After fighting for the class lead the car was forced to retire from the Italian classic but was repaired in time for Le Mans where it finished eighth overall.

UMC 272 is the 1949 Works DB2 prototype. Three similar cars were produced for that year's Le Mans 24 Hours but '272' was the development car for the subsequent road car and was driven by David Brown at the time. It was subsequently bought by Lance



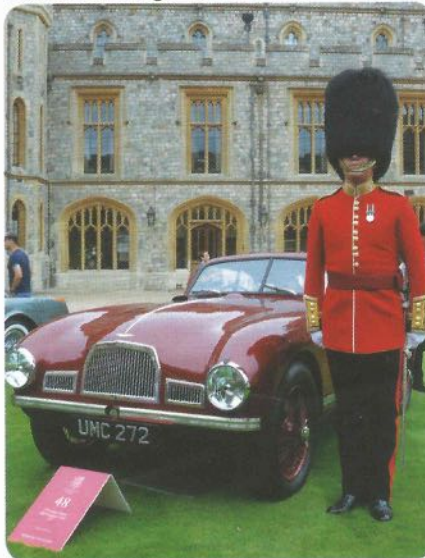
1924 Bamford & Martin



Bernardo Hartogs' 1960 DB4GT



Laliq mascot on Isotta Fraschini



The DB2 prototype had its own guard

Maklin who crashed it on the Targa Florio and after repair also ran it in the Mille Miglia. With such a valuable car it was useful to be able to **borrow** a castle guard in full bearskin hat dress to protect the vehicle (OK, he kindly agreed to pose for a photo).

Completing the quintet of Astons at Windsor were Bernardo Hartogs' 1960 DB4GT and Graham Clempson's 2012 V12 Zagato Coupe. It is said that the first owner of the DB4GT so scared his wife that he was forced to sell it after just 8 weeks. No official total of V12 Zagatos has been acknowledged but it is believed that only 67 examples were built.

Chantilly

Zagato was one of the themes of Chantilly with no fewer than 17 examples of the



The running board on the 1924 Bamford & Martin



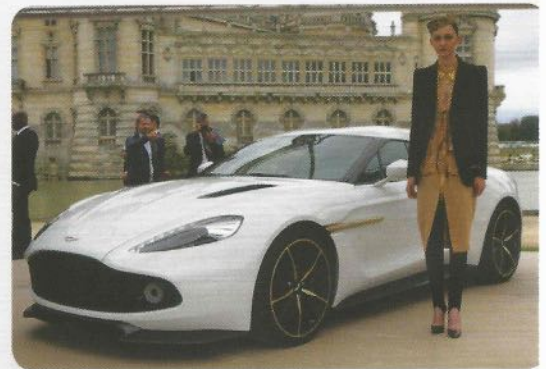
1923 Cloverleaf

coachbuilder's work in the Concour d'Etat split into three classes – Pre-war, Post-war and Alfa Romeo. The Post-war Class winner was a DB4GT Zagato.

The Concours d'Elégance is the category for the latest prototypes and concept cars that included the Aston Martin Vanquish Zagato coupe that made its debut at the Villa D'Este in May, now displayed in white. Putting a different flavour on the French event, each of the concepts was assigned a model dressed in the latest Paris fashion, Jean-Paul Gautier ▶



DS E-Tense concept – winner of the Concours d'Elégance – with model dressed by Eymeric Francois



Vanquish Zagato with Gautier model



DB11 and Vantage GT8



DB4GT Zagato with other Zagato models



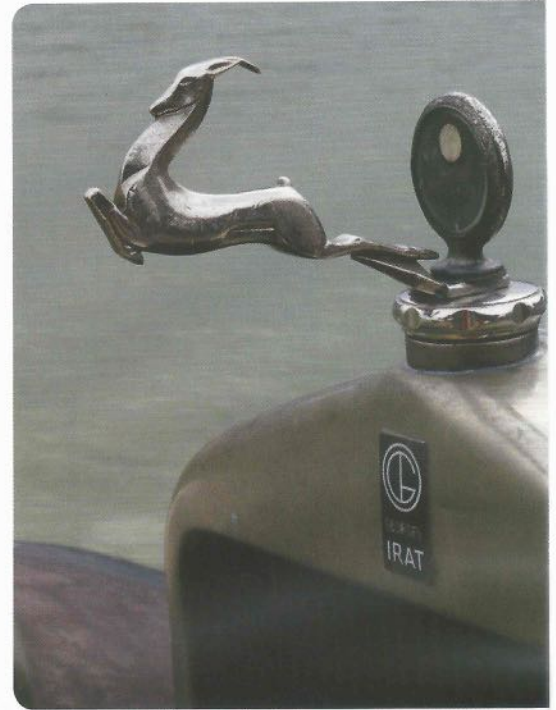
Vision Mercedes Maybach 6

Vanquish Zagato





Bugatti Chiron leads the Concours d'Elégance parade in front of the chateau



Mascot on rare Georges Irat



AMOC France display



Concours winning Alfa Romeo 2900B

being the 'maison de couture' for the Vanquish Zagato. The most extraordinary car in this class was surely the Maybach, which was so long that it could be sunny at the radiator and raining on the boot!

The Aston Martin company had a display of two of its latest models: a Vantage GT8 in British Racing Green with fluorescent highlights contrasting with a DB11 in a distinctive cool **blue**, possibly a reference to the racing colours of the host nation.

Both Concours, which attracted around 13,000 visitors each, were supported by displays from the local AMOC branch. At the British event the RAC Club Trophy for the best car from the event-supporting clubs went to the 1923 Aston Martin three-seater 'Cloverleaf'. As part of the prize the car will be an entrant in the main competition at the 2017 Concours. The overall winner at Windsor was the extraordinary 1938 Hispano-Suiza Dubonnet Xenia. In France the overall winner was also a 1938 car and for many the ultimate Alfa Romeo; a 2900B Lungo Berlinetta with, in this case, bodywork by Touring. 🇫🇷