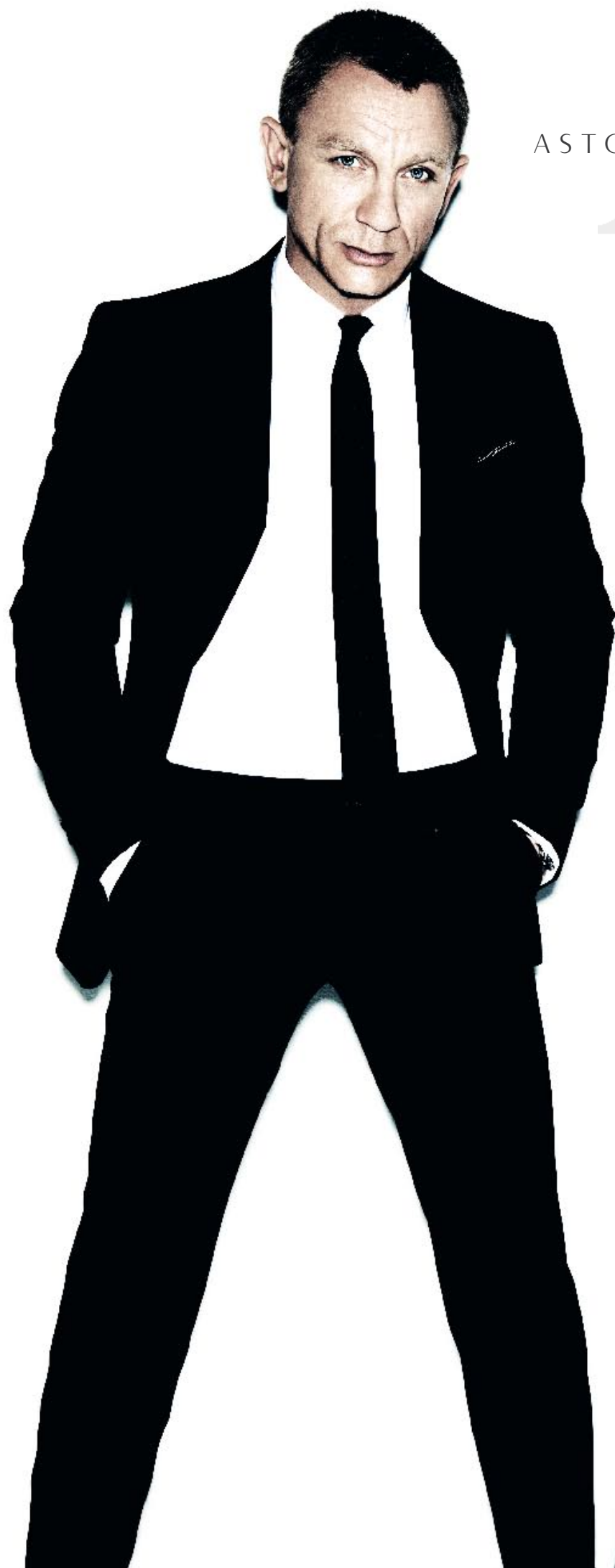


ISSUE 19 AUTUMN 2012



ASTON MARTIN MAGAZINE



CLIVE



BRITISH LUXURY INTERIORS by CLIVE CHRISTIAN

CLIVE.COM



JAMES BOND
007™

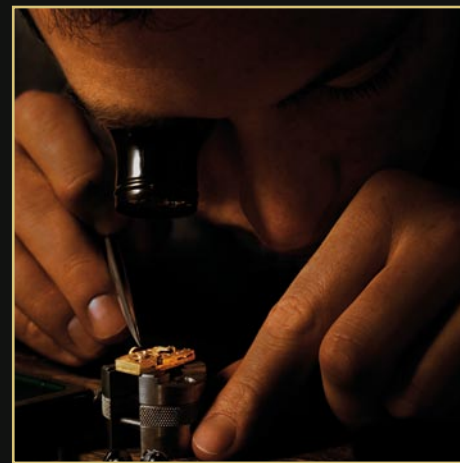
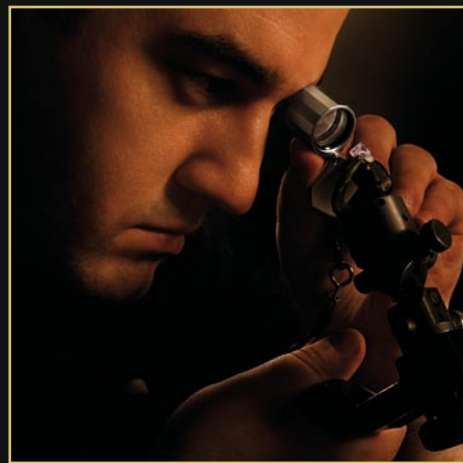
DANGEROUSLY SOPHISTICATED



THE NEW FRAGRANCE FOR MEN



BACKES & STRAUSS
London



*Brummell...
Beau Brummell*

Masters of Diamonds since 1789

113A Jermyn Street, Mayfair, London, SW1Y 6HJ

For details of our worldwide retailers, please visit
www.backesandstrauss.com





YOUR UNUSUAL REQUESTS

One Member requested Lords in his living room.
We dug up a good bit of turf from the worlds most famous cricket ground.

Q U I N T E S S E N T I A L L Y

www.quintessentially.com / +44 (0)845 269 8580



EL TORO

PATENTED PERPETUAL CALENDAR. SELF-WINDING MOVEMENT.

18 CT ROSE GOLD CASE WITH CERAMIC BEZEL. WATER-RESISTANT

TO 100 M. ALSO AVAILABLE ON LEATHER STRAP.



For a catalog, call 561 988 86 00 - email: usa80@ulysses-nardin.com or

ULYSSE NARDIN SWITZERLAND - +41 32 930 7400 - email: info@ulysses-nardin.ch

WWW.ULYSSE-NARDIN.COM

W E L C O M E

Dear Reader,

Welcome to the magazine, the latest issue of 2012 – our 100th year. 2013 marks the centenary of Aston Martin, an important landmark in the history of any company. We are proud to be one of Britain’s best-known and longest-lived automotive brands, one that has achieved and maintained global recognition, respect and acclaim.

We will enter our centenary year with our strongest line-up ever, featuring four new cars and the promise of more to come. From our new flagship, the Vanquish, through to the exhilarating V12 Vantage Roadster, the Vantage S and the new DB9, Aston Martin offers the enthusiast and connoisseur an unrivalled choice, from extreme sports to pure luxury. This year we also delivered the final One-77 and production of the V12 Zagato is now in full flight at Gaydon.

And of course, there is our history. The 23rd James Bond film, *Skyfall*, once again features an Aston Martin at its heart. You can get behind the scenes of *Skyfall* on page 150, showing how Aston Martin Works Service took a starring role in the preparation of the DB5 used by Daniel Craig in the film. Still one of the most iconic cars ever made, the DB5 is a welcome reminder of the style, grace and elegance of the ‘50s and ‘60s.

These qualities are still very much in evidence in every car we make today. Yet with each passing year, our commitment to excellence is also manifested in constant evolution and improvement. Year on year, we introduce new materials, new technologies and greater efficiency, while also improving performance and ensuring that higher levels of craft and quality are attained than ever before.

Evolutionary design is central to sustainable, efficient and innovative modern products. This autumn, Apple launched the iPhone 5 to a rapturous reception - a perfect illustration of how cutting-edge technology arises out of the constant improvement of a classic design. DB9 is now eight years old, but the car is as fresh and exhilarating as ever, a true contemporary classic. On page 100, we look at the latest iteration of Aston Martin’s core model, the car that heralded the company’s modern era and remains its backbone.

The Bond theme runs throughout this issue, with a look at the most celebrated artefacts from the 23 films as well as a tour of Britain’s key Bond locations in the *Quantum of Solace* Aston Martin DB5. Daniel Craig himself is interviewed on page 39 and given his first experience of our new flagship (and maybe Bond’s future steed?), the Vanquish. We also have a look back at the best Aston Martin moments from the entire film series and are offered an exclusive interview with Sir Ken Adam, the acclaimed production designer who shaped the sets for some of the most iconic Bond films ever made.

In a summer that saw the incredible spectacle of the London 2012 Olympics enthral and delight the world, we are of course proud to celebrate our own sporting achievements. On page 138, Brian Laban writes of Aston Martin’s impressive progress in the new World Endurance Championships at Silverstone and São Paulo. After the Aston Martin Vantage GTE finished third in the GTE Pro category at Silverstone, the team went one better in São Paulo with a hard-fought second place finish. There can be few greater testaments to our great engineering heritage than the performance of our drivers and racing teams.

There will be much to celebrate in 2013, thanks to the solid foundations we have created. Design, beauty, technology and style are demanding qualities, ones which we are proud to preserve, maintain and deliver to the next generation of Aston Martin owners and beyond.

I hope you enjoy the magazine.

DR ULRICH BEZ
CHIEF EXECUTIVE OFFICER



ASTON MARTIN

C O N T E N T S

12 ASTON MARTIN LIFE

Unveiling the V12 Vantage Roadster and celebrating 50 years of James Bond with Christie’s: these are just two of the many reasons for Aston Martin to raise a toast to itself this past season.

39 LIVE AND LET DRIVE

007 is back on our screens and back in the DB5. Martyn Palmer talks to Daniel Craig about Connery, action, stunts, style and driving the original Bond-mobile.

44 THE DRIVING HIGHLIGHTS

Exhibiting sleek good looks and incredible M16 enhancements, the Aston Martin cars driven by James Bond have become dashing screen icons in their own right, says Samuel Luckhurst.

48 TERMINAL VELOCITY

For the ultimate skyfall, take a plane to 29,500ft and then drop over Everest, the world’s highest mountain at free-fall speeds of up to 120mph. Andy Round holds his breath.

54 A VIEW TO A THRILL

Night has fallen and in the shadows the sharp silhouette of the new Aston Martin Vanquish is caught in the sickly glow of a fluorescent light. Richard Meaden takes the new Vanquish out in the wild for the first time.

68 THE CREATIONS OF ADAM

Ken Adam is without doubt the greatest living designer in the film industry. Sir Christopher Frayling guides us through the life and vision of the man who defined the look of the Bond films.

78 A VANQUISH FOR THE WRIST

Alex Doak tries on the seventh episode in the ‘AMVOX’ saga, inspired by Aston Martin’s new super GT.

82 THE RISE OF THE ALPHA WOMAN

There was a time when only men lived the James Bond lifestyle of exciting jobs, fast cars and international adventure, but this is no longer the case, as Lucia van der Post explains.

88 DIAMONDS FOR EVERMORE

Bond-esque eveningwear, jewellery and accessories captured by photographer Tim Bret Day.

100 DB9: A TIMELESS ICON

Aston Martin’s sporting GT has firmly established itself as one of those truly legendary cars – design, performance and handling all combining in perfect harmony. So just how do you go about improving things? Jonathan Bell finds out from Design Director Marek Reichman.

112 STAR DATE 2012

For the generation that grew up inspired by the fiery engine ignitions of the Apollo missions, regular space travel is a possibility, not a dream. Paul Knott talks to the chief test pilot at Virgin Galactic who is making it a reality.

119 PREMIUM BOND

007 mania is bigger than ever... particularly in auction houses. But do you have the £2.9 million it takes to buy an Aston Martin DB5 or \$437,000 for Bond’s Walther pistol? Andy Round discovers the value of Bond under the hammer.

126 NOTHING LOST IN TRANSLATION

Maintaining integrity and avoiding dilution is the challenge facing brands that branch out from their core products. Fortunately some are getting it right, says Mark C. O’Flaherty.

132 CASE UNDERCOVER

Globe-Trotter luggage makers worked with the producers of Skyfall to create a one-of a kind case featured in the film.

138 GOING THE DISTANCE

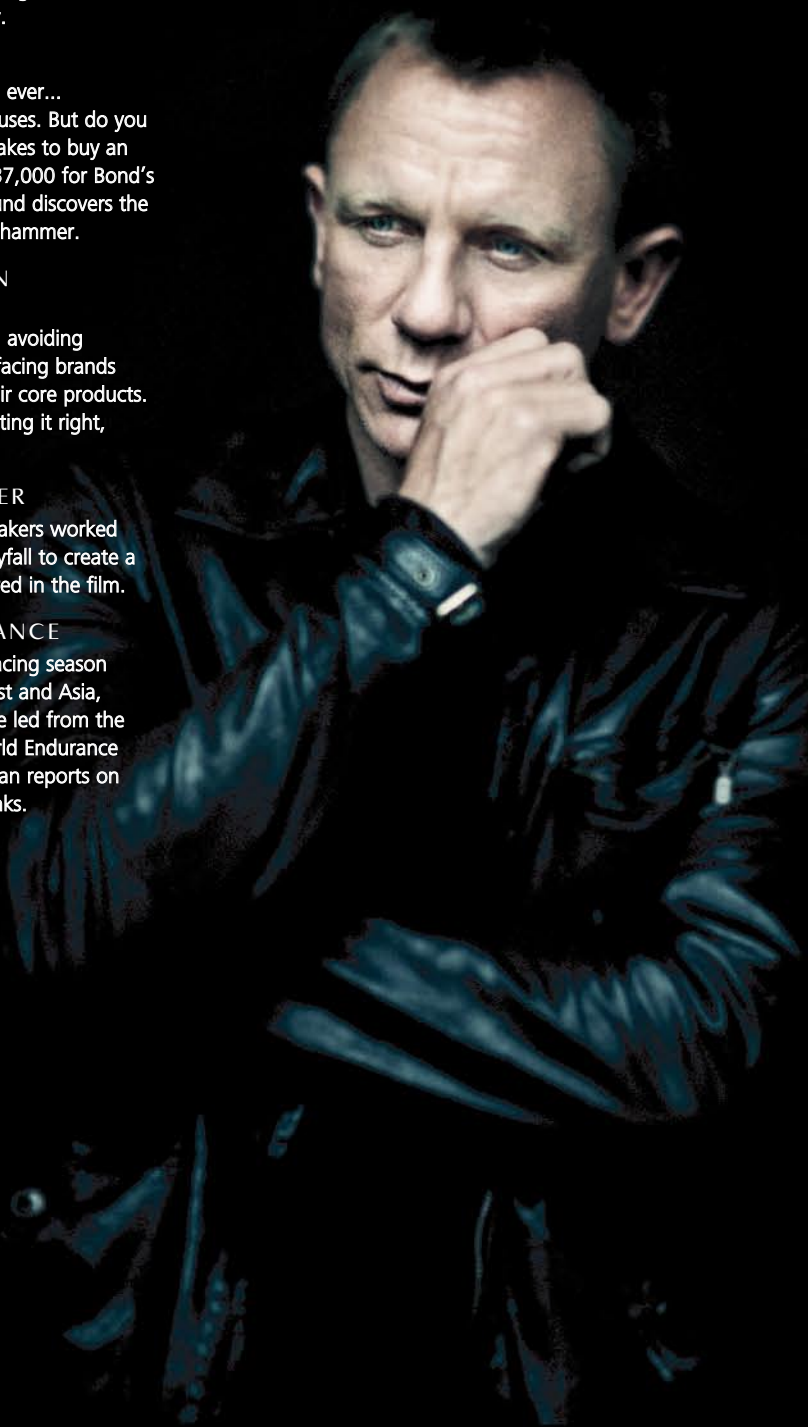
As the 2012 sports car racing season headed to the Middle East and Asia, Aston Martin Racing have led from the front in the new FIA World Endurance Championship. Brian Laban reports on their return to the GT ranks.

150 DRIVE ANOTHER DAY

It would appear that James Bond only trusts one source when it comes to his beloved Aston Martin DB5, and that, of course, is Aston Martin Works.

159 ASTON MARTIN MODEL RANGE

Our regular product catalogue is joined by, as a special one-off treat and in celebration of our Bond-themed edition, the five Aston Martins that have starred in the James Bond films, including the DB5 and the V8 Vantage.



ASTON MARTIN LIFE

101 ZAGATOS

The Aston Martin V12 Zagato – designed to celebrate the 50th anniversary of the partnership between Aston Martin and the famous Italian design house Zagato – had its world premiere at the Concorso D'Eleganza of Villa D'Este in May 2011, and won the Design Award in the category Concept Cars and Prototypes. This summer, production of the series began at Aston Martin's headquarters in Gaydon and will be limited to no more than 101 in number – the exquisite handcraftsmanship used to create the new car is similar to that used in the production of the One-77 supercar. First customer deliveries of this strictly limited edition have begun.



VANTAGE POINT

Aston Martin lifted the lid on an extreme new sports car with the global debut of the V12 Vantage Roadster. Mixing the breathtaking power of Aston Martin's naturally aspirated 6.0-litre V12 engine with the thrills of the Vantage Roadster creates an unforgettable sports car experience. Intelligently packaged into the Vantage Roadster's compact form to fully exploit the model's ample natural agility, the 6.0-litre engine generates 517PS at 6,500rpm and a muscular 570Nm of torque at 5,750rpm.

There are a number of special chassis revisions including a revised rear damper set up, front and rear damper valve tuning and new rear spring design. A redesigned boot lid and lower front air intake maintain a level of dynamic performance in line with its V12 Coupe sibling. These changes, in conjunction with Aston Martins use of Pirelli P Zero Corsa tyres, ensure the car delivers outstanding handling as well as blistering straight line performance. Aston Martin Chief Executive Officer Dr Ulrich Bez said: "The V12 Vantage models are, first and foremost, drivers' cars – inviting and fully rewarding the driver's full involvement."



ONE-77 HEAVEN

It was with extreme pride yet mixed with sadness, that the Aston Martin team congratulated one another on the build of the final iconic One-77 supercar in July 2012. The One-77 has been one of the most sensational limited editions in Aston Martin's history, famed for offering exhilarating performance and "unparalleled beauty that embodies everything Aston Martin stands for," as Dr Ulrich Bez attested at its concept launch at the Concorso d'Eleganza in April 2009. Powered by an innovative Aston Martin 7.3 litre V12 engine, each of the 77 editions were engineered to deliver breathtaking levels of performance. The dramatically styled two-door, two-seat sports coupe was built around an inventive carbon fibre monocoque with cutting-edge aerodynamics, each car taking 2,500 man hours to complete. The first finished cars drove off the production line in early 2010 and the final 77th car – pictured with the dedicated team that created them – was finished to a stunning bespoke specification; a fitting flourish with which to end this superlative expression of the marque.

ASTON MARTIN LIFE



CLOCKWISE FROM TOP LEFT: Aston Martin launches the stunning new Vanquish at various Aston Martin dealerships around the globe: London, Canada, Qatar and Johannesburg.



VANQUISH – ON THE ROAD

Celebrating the stamp of the 'ultimate super grand tourer' – Aston Martin's shiny new Vanquish has certainly lived up to its name, continent-hopping non-stop throughout the recent summer months. The 4th July saw London's finest flock to the London Film Museum for the hugely anticipated launch. Stars including music legend Jools Holland, chef Marcus Wareing and actor Jeremy Piven gathered together. In the girls' corner, a flurry of creative belles also attended, with Mischa Barton dazzling in Temperley. Guests were treated to Louis Roederer champagne, Johnnie Walker Gold Label cocktails and sumptuous canapés, whilst enjoying a live DJ set from Isaac Ferry. Aston Martin then travelled to India on 11th August for a showcase at the New Delhi Showroom where twenty-eight high profile customers were in attendance. Just a week later, on 18th August, the JW Marriott Hotel in Chandigarh played host to thirty-nine VIP guests. Then, in Johannesburg, South Africa, Aston Martin Sandton – part of the Daytona Group – invited 400 guests to view the new model. On 21st September, Aston Martin Qatar represented by Horizon Automobiles – Chairman Salman Abdullah Abdul Ghani and CEO Alaa Abbas in the presence of Aston Martin VIP & Special Sales General Manager Dr Matthew Bennett and Middle East Regional Manager Neil Slade – also hosted a glamorous Vanquish launch and a 500-guest dinner at Katara, Doha. Qatar is currently the global leader for Vanquish sales.



ASTON MARTIN LIFE



SUBLIME DB9

Aston Martin can now officially reveal full details of the latest major enhancements to its iconic sports GT car, the luxurious and potent DB9. Appearing hot on the heels of the all-new Vanquish Super GT, the introduction of the 2013 model year DB9 offers the perfect opportunity to further enrich the appeal of its mainstay in the GT sector, with significant developments affecting styling inside and out, plus key changes under the new DB9's classically beautiful 'skin'. The styling changes see the DB9 adopt an even more lithe, fluid and pure form. The new car takes some of the 'Gen4' VH architecture hardware technology developed for the Vanquish, but has been tuned to suit the character of the DB9. This DB9 sees the introduction of the new generation AM11 V12 engine. The result is an engine with effortless torque of up to 620Nm and peak power of 517PS – both significantly improved on the previous unit.

FUTURE INSPIRED

Aston Martin Project Engineer Bal Choda has been working on a voluntary basis as a STEM Ambassador, where he helps provide essential links between schools and industry. Spanning eleven years in this role, Bal has now been to nearly 200 schools and spoken to in excess of 22,000 students. On 2nd July 2012, Bal received an invitation from the Education & Employers Taskforce to attend as a guest speaker at the national launch of the 'Inspiring the Future' event in London. This new campaign encourages professionals from any industry to visit state schools and colleges, to help inspire young people to embrace potential careers. Deputy Prime Minister Nick Clegg, actress Joanna Lumley, Chairman of Centrica and President of the CBI Sir Roger Carr and entrepreneur Karren Brady were just some of the VIPs in attendance.



SHOOTING STARS

Peter Wilson (far right) is undoubtedly Great Britain's shooting star. Claiming Britain's fourth gold medal in the London 2012 men's double trap, the 25-year-old from Dorset led from start to finish at the Royal Artillery Barracks. Aston Martin invited Peter along with other members of Team GB and his Manager and Head Coach Ian Coley (second right) to tour the Aston Martin facility in August, seen here with the new Aston Martin Vanquish. Ian Coley said: "From meeting Peter some 6 years ago to winning Olympic gold, words fail me. Peter has shown the world everything that is great about sport and equally clay shooting." Congratulations, Peter!



GREAT BRITS ABROAD – SHANGHAI

On 21st June at the Aston Martin Kunming showroom, Shanghai, Aston Martin hosted a glamorous and quintessentially British 'Britain is Great' party for 400 guests, in celebration of Her Majesty the Queen's Diamond Jubilee. On display were the V12 Zagato – making its official debut in China, a DBS, a 'Q by Aston Martin' Rapide, the V8 Vantage S and a glittering selection of Kong Kuu jewellery. Champagne flowed as guests admired the collection and toasted Her Majesty.

TO BREAK THE RULES,
YOU MUST FIRST MASTER
THEM.

FOR 2012 AUDEMARS PIGUET CREATES A TRIBUTE TO THE WORLD'S GREATEST FOOTBALL ARTIST AND BRAND AMBASSADOR, LEO MESSI. THIS LIMITED-EDITION PIECE REPRESENTS A NEW GENERATION OF ROYAL OAK, NOW IN 41MM DIAMETER. THE SIGNATURE OCTAGONAL BEZEL IS HERE FORMED IN MILLED TANTALUM. AS RARE AND PRECIOUS AS PLATINUM BUT WITH A SIGNATURE BLUE HUE, TANTALUM IS DENSE, HEAVY AND EXCEPTIONALLY DIFFICULT TO MILL.

WITH CASE IN EITHER STAINLESS STEEL, ROSE GOLD OR PLATINUM, AND STRAP IN CROCODILE, THE 2012 ROYAL OAK "LEO MESSI" REPRESENTS ANOTHER MILESTONE FOR THIS ALREADY ICONIC SPORTS COLLECTION.



ROYAL OAK LEO MESSI
IN STAINLESS STEEL AND
TANTALUM. CHRONOGRAPH.

Royal Oak
40 Years

AUDEMARS PIGUET
Le Brassus

arije

165 Sloane Street
London SW1X 9QB
Tel: +44 207 752 0246

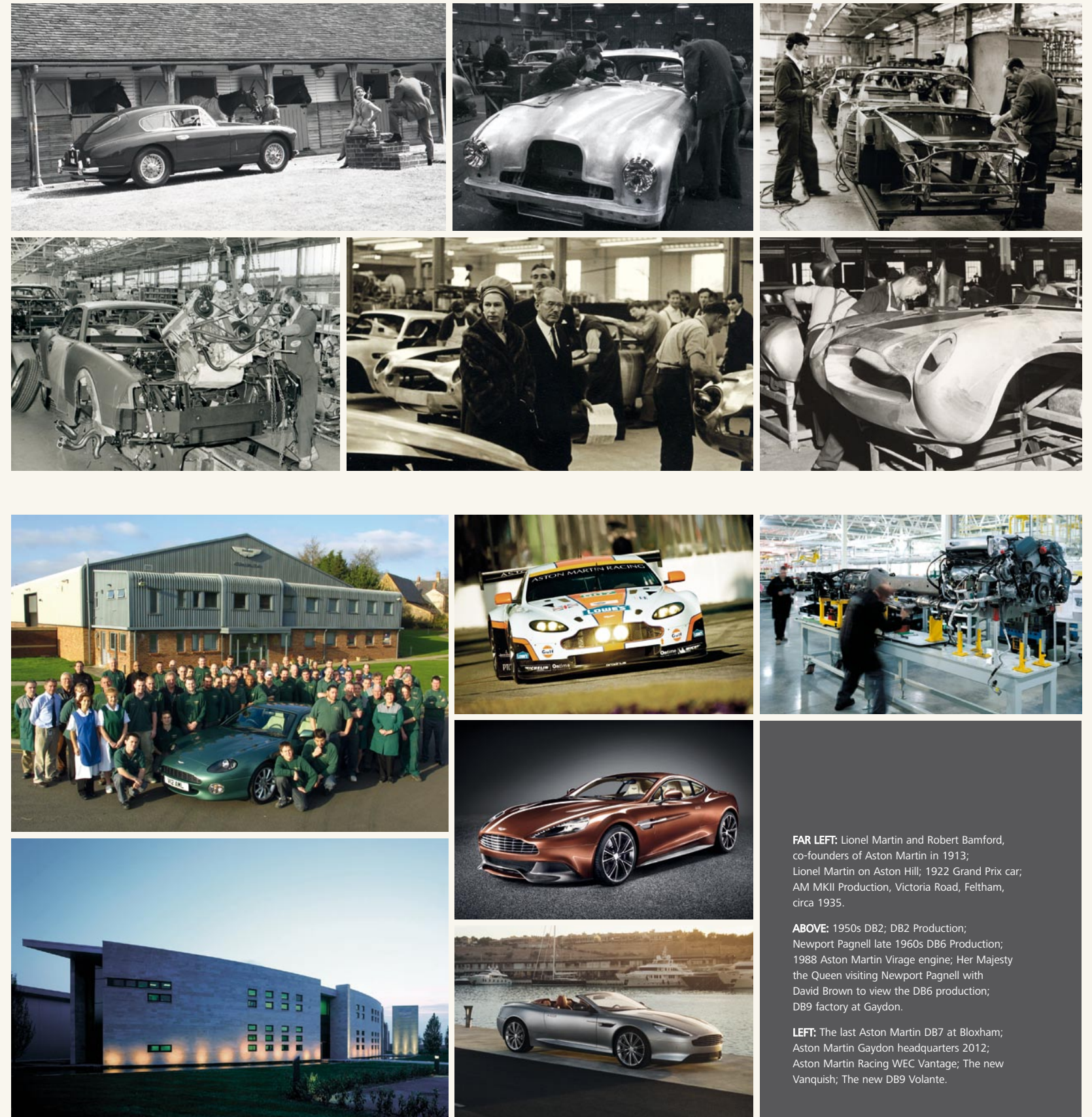
ASTON MARTIN LIFE

HERALDING OUR
CENTENARY YEAR, 2013

The maker of exceptional high performance cars since 1913, Aston Martin is one of the world's most iconic automotive brands. Independent in spirit and ownership, we remain resolute and true to the ethos of creating cars that embrace advanced engineering, yet exude understated elegance. In pursuing our goal of creating ever more appealing, more appropriate and more accomplished cars, we always look to the future. Yet, as the last 100 years have seen Aston Martin create some of the most beautiful and exciting road and racing cars ever made, we will always draw inspiration from our greatest achievements of the past.

The sensational Vanquish is a symbol of our commitment to embracing change and innovation while respecting those qualities that make an Aston Martin so very special. As such, it is the perfect flagship for the strongest model range in our rich history, and the ultimate expression of Power, Beauty and Soul. To mark our centenary year in the style it deserves, we have a packed programme of global events. Not only will these activities highlight our achievements, they will also capture the energy, spirit, ambition and excitement that are propelling Aston Martin into its second century of creating truly exceptional cars.

To find out more on our exciting programme of events, please visit www.astonmartin.com/100



FAR LEFT: Lionel Martin and Robert Bamford, co-founders of Aston Martin in 1913; Lionel Martin on Aston Hill; 1922 Grand Prix car; AM MKII Production, Victoria Road, Feltham, circa 1935.

ABOVE: 1950s DB2; DB2 Production; Newport Pagnell late 1960s DB6 Production; 1988 Aston Martin Virage engine; Her Majesty the Queen visiting Newport Pagnell with David Brown to view the DB6 production; DB9 factory at Gaydon.

LEFT: The last Aston Martin DB7 at Bloxham; Aston Martin Gaydon headquarters 2012; Aston Martin Racing WEC Vantage; The new Vanquish; The new DB9 Volante.

ASTON MARTIN LIFE



THREE'S A BEAUTY

On 22nd August in Cologne, Germany, the Aston Martin Vanquish, V12 Zagato and V12 Vantage Roadster embarked on the first leg of their ambitious 'Power Beauty and Soul' tour of Europe visiting 27 Aston Martin dealers in nine countries, with the cars being exhibited in showrooms and at other selected locations as stars of exclusive customer events. Switzerland, Germany, Italy, France, The Netherlands, Austria and Belgium were on the hit list – visited recently throughout September and October, with the final stops being Paris, Bordeaux and Lyon in France between 17th-19th October.

"The feedback from customers on this campaign has been overwhelming, as this is the first opportunity for them to see these three sports cars together," says Jeffrey L. Scott, Managing Director of Aston Martin Lagonda Europe. "Each of the three models is very special in its own way. Now, all three superb sports cars on show together at the same time perfectly represent our brand's core values of 'Power, Beauty and Soul'. This tour promises to be a true highlight for us and our dealers across Europe."



Stirred, not shaken...
www.spirityachts.com



MOTORSHOWS



CLOCKWISE FROM TOP LEFT: The Aston Martin stand at the Chongqing Auto Show (6th-10th June), Chengdu V12 Zagato debut (2nd July), Hohhot Auto Exhibition (13th-17th July), Ordos Auto Show (31st May-4th June), Changchun Auto Show (13th-22nd July).



MOTORSHOWS

FROM TOP: Kunming Auto Show (28th June), Taiyuan International Auto Show (17th-20th May), The China International Auto Aftermarket Fair, Zhengzhou (15th-18th June).

ASIAN EXTRAVAGANZA

Kicking off the whirlwind of Aston Martin motor show tours was the Taiyuan Auto Show held between 17th-20th May, with the One-77, V8 Vantage S and Virage on display, immediately followed by the Shenyang and the Ordos auto shows. The 14th China Chongqing International Auto Industry Fair took place between 6th-11th June, and Chongqing Aston Martin exhibited a Rapide, V8 Vantage S Coupe and DBS to a large audience of 350,000. Next stop, the Zhengzhou Auto Show where two Aston Martin Rapides and a V8 Vantage were on display at the Zhengzhou International Exhibition Centre between 15th-18th June. The Kunming Auto Show, held between 28th June-2nd July at the Kunming International Exhibition Centre, boasted a 'Q by Aston Martin' Rapide, V8 Vantage S and DBS – AML's China After Sales Manager William Wei was in attendance.

Aston Martin travelled to star at the 2012 Hohhot International Automotive Exhibition, held between 13th-17th July, where visitors to the Aston Martin display browsed the Rapide, V8 Vantage S, DBS and Virage up close, resulting in 45 many new promising prospect leads.

The International Automobile Expo in Changchun, capital of north east China's Jilin Province, soon followed between 13th-22th July. Visitors to the Aston Martin display also had the opportunity to view the Aston Martin Rapide, the V8 Vantage S, DBS and Virage. Throughout every show, Aston Martin proved a popular main attraction for the thousands in attendance.

"This is an important step on our journey to develop a successful sales operation here. Like many newcomers to China, we have learned many lessons since we first came here in 2007. We expect China to become one of our most important markets and look forward to sharing the Aston Martin experience with Chinese customers," said Mr Bill Donnelly, China Operations Director.



ASTON MARTIN LIFE



CALIFORNIA DREAMIN'

Each August, connoisseurs and automotive enthusiasts from around the world converge on California's Monterey Peninsula to celebrate the ultimate in automotive design and luxury lifestyle while enjoying the company of fellow aficionados. Following on from last year's hugely successful event, Aston Martin was once again delighted to offer two exclusive opportunities for 2012: the 'VIP Monterey' programme which combines VIP hospitality and behind-the-scenes access to the Pebble Beach Concours d'Elegance and 'On Tour', a three-day adventure on some of California's finest driving roads.

On 13th August, seven couples set off accompanying Aston Martin CEO Dr Ulrich Bez and his wife Martina, Director of Design Marek Reichman, and Regional Director of Aston Martin The Americas Julian Jenkins on the Aston Martin On Tour programme, driving along California's spectacular Pacific Coast Highway from the bright lights of Sunset Boulevard to the grand cypress trees of Pebble Beach. After checking into the hotel, high in the Hollywood Hills, they joined fellow enthusiasts for a champagne welcome reception and tour briefing before making their way to an exclusive private property in the heart of Malibu for a gourmet lunch. From there a convoy of Aston Martins sped along the windy roads, down to the coast and headed north to Santa Barbara. The next morning, the group journeyed onwards to the Monterey Peninsula for a welcome reception and awards ceremony at the McCall's Motorworks Revival.

Running from 16th – 19th August, the Aston Martin VIP Monterey Package provided guests with behind-the-scenes access to an exclusive weekend of events and luxury hospitality surrounding the 2012 Pebble Beach Concours d'Elegance. Guests enjoyed the fine cars and culinary presentations at The Quail, A Motorsports Gathering before indulging in an evening of celebration at the private Aston Martin Estate. They were also given the opportunity to test-drive the Virage, V8 Vantage S, V12 Vantage or Rapide and take an intimate look at the 2012 contenders for the prestigious Pebble Beach Concours d'Elegance.



CHRISTOPHE CLARET



21 BLACKJACK

AN UNPRECEDENTED MASTERPIECE OF GRAND COMPLICATIONS
A MINIATURE CASINO ON THE WRIST

www.christopheclaret.com

ASTON MARTIN LIFE



Earlier this year, in celebration of the relationship between two quintessential British brands, Hackett London and Aston Martin, Hackett London offered its customers the extraordinary chance to win one of the world’s most prestigious sports cars, the Aston Martin V8 Vantage Coupe, along with the opportunity to win other prizes including Aston Martin merchandise, an Aston Martin Experience Driving Day and two VIP tickets to Le Mans. The lucky V8 winner visited Gaydon in August to personally specify the car with Aston Martin CEO Dr Ulrich Bez (centre) and Hackett’s Neil Bugler (right).



MEDIA FRENZY IN TOKYO

On 10th June at the Oakwood Premier Tokyo Midtown, Aston Martin displayed the V12 Zagato & 12.25MY V8 Vantage at a glitzy cocktail party for 85 VIPs and journalists. The AML attendees were Aston Martin Chief Commercial Officer Michael van der Sande and Asia Pacific Regional Director Matthew Bennett.



ENTER THE DRAGON

Aston Martin whipped the covers off a trio of Dragon 88 special editions at the 2012 Beijing Auto Show back in April to reveal a special trim level available on the DBS Volante, Virage Coupe, V8 Vantage S – named the Dragon 88 range – created by the ‘Q by Aston Martin’ division. The Dragon 88 celebrates the year of the dragon with such special touches as 24-carat gold badges, embroidered headrests and a choice of three unique exterior colours. As the name implies, only 88 examples will be offered, exclusively in China. Three glamorous cocktail parties for the V12 Zagato & Dragon 88 debut were held for VIP guests and the media in celebration of its launch between 26th June and 8th July at Aston Martin’s Hangzhou, Aston Martin Chengdu and Aston Martin Guangzhou showrooms.



SPOTLIGHT ON STYLE IN TAIWAN

Having announced a collaboration with John Lobb to create a driving shoe back in March, the stylish footwear was on display at the Aston Martin Taiwan showroom, which hosted a cocktail party for 80 VIPs and journalists on 12th June. An Aston Martin V8 Vantage and a Virage Volante were on display, offering a little retail therapy for those owners wishing to purchase the right footwear for driving their Aston Martins. These smart shoes are also available from Aston Martin’s W-One showroom on London’s Park Lane and John Lobb’s Jermyn Street store. Aptly named ‘Winner Sport’, the shoes are made of full-grain calfskin and lined with cosy sheepskin. A joint design effort between Aston Martin Design Director Marek Reichman and his counterpart Andrés Hernández at John Lobb, they feature bonded rubber soles that promise to offer better pedal control.

Boodles Love Birds
+44 (0)20 7235 0111
Shop online at boodles.com



BOODLES
BRITISH EXCELLENCE SINCE 1798

ASTON MARTIN LIFE



CLOCKWISE FROM TOP LEFT: Aston Martin Akasaka dealer re-opening, 19th July; Aston Martin Kuala Lumpur opening, 16th July; Aston Martin Wuhan opening, 15th July; Verona opening, 18th April; Atlantic Car opening & V12 Zagato debut in Tokyo, 9th June.



GLOBAL ADVENTURES

This year, Aston Martin's expansion plans in Italy are to include Bari and Rome, bringing the number of dealerships to six in total, and on the 18th April, Italy welcomed Aston Martin Verona as the largest Aston Martin facility in the country.

With currently 23 dealers in the Asia Pacific region within a global dealer network of 143, and as part of its ongoing expansion in Asia, on 11th June Aston Martin announced the opening of a new showroom in Azabudai, Tokyo. The 13th July saw Aston Martin announce the opening of two new dealerships in Wuhan and Zhengzhou, China, in partnership with the Henan Harmony Industry Group Ltd. The two new showrooms include a fully equipped workshop, café, lounge, merchandise display and both new showrooms display the stunning Dragon 88 limited series. The next glossy opening on the calendar was the new Aston Martin Kuala Lumpur dealership on 16th July. This 480sqm showroom is in the heart of the Petaling Jaya area, the centre of luxury automotive sales in Kuala Lumpur. Soon after, on 19th July, the Shintoyo Enterprises group celebrated 50 years of operation in Japan with the opening of an enlarged Aston Martin showroom by Andy Gawthorpe, Aston Martin's Global Sales Director, who was joined by HIM Ambassador to Japan, Sir David Warren.

ASTON MARTIN LIFE



FRANKFURT'S FINEST

An exclusive presentation event for the new Aston Martin Vanquish was hosted in Frankfurt's iconic Klassikstadt on 29th June. With exclusive, interactive presentations by Aston Martin executives and unprecedented access to examples of this flagship model, 250 guests and VIPs experienced the new super GT up close.

ASTON ONLINE RECORD SMASH

Aston Martin rewrote the Internet record books as the new Vanquish made its debut over the summer. The 20th, 21st and 22nd June were the three highest traffic days ever recorded on Aston Martin's global website as eager car fans around the world flocked to find out more about the stunning new V12-engined super grand tourer. YouTube had more than 200,000 views in five days. A picture of the Vanquish on Facebook received more than 24,000 'likes' in five days with another 4,000 'likes' on the day of the launch; the hashtag '#Vanquish' and the phrase 'Aston Martin Vanquish' were top trending in the UK on the launch day.

BEAUTY AWARDS IN GERMANY

Aston Martin is proud to have won the 2012 'Best New Design' award from the leading German automobile magazine *auto motor und sport*. Thousands of readers elected the Aston Martin Virage to the winner's podium, the only criterion being to establish which car they found the most visually appealing. This is a great achievement in honour of the world's most beautiful new cars.



DIGGING FOR VICTORY

Aston Martin's official dealer in Stuttgart, the Emil Frey Group Germany, is building a new site exclusively for the British luxury brand. Bigger, better and in the globally recognised dealership corporate identity of Aston Martin, the new building is to be constructed in nearby Filderstadt and will include both a showroom and service area with workshop. The opening is planned in the first half of 2013. At the ceremony marking the start of the building work, also attended by Rudolf Wohlfarth, Emil Frey Group Germany CEO, and Gabriele Dönig-Poppensieker, Mayor of Filderstadt, Dr Ulrich Bez, CEO of Aston Martin Lagonda Ltd, said: "Stuttgart and its surroundings is an important region for Aston Martin and me personally, so I am very pleased that Emil Frey Germany has now, after a lengthy search, found the right concept and suitable site."

A TIMELY INVESTMENT

Already an owner of an Aston Martin DBS, Mr Alexander Everke, (pictured) with his son Aaron and partner Vanda bought the very first German Aston Martin Vanquish in an astonishing one minute, at the recent Nürburgring Secret Preview Event. Mr Everke is the very first and fastest customer to buy the car worldwide. The stunning model was purchased exactly how it is pictured here, in Hammerhead Silver.



ASTON MARTIN LIFE



YOUNG GUNS AT SPEED

The theme of this year's Goodwood Festival of Speed, 'Young Guns – Born to Win', set the tone for an adrenalin-packed three days of stunts, sprints and loud engines all thundering up the famous hillclimb to the delight of the crowd. More than 300 vehicles and 100 drivers were in action, with burnouts, wheelies and doughnuts galore. The new 5.9-litre V12 AM310 Vanquish made its debut and was also joined by a grey V12 Zagato and the Vantage GTE – fresh from its podium finish at the Le Mans 24-Hours.

NORTHERN POWER

The 2012 Cholmondeley Pageant of Power ran from 15th to 17th June, set within the lavish grounds of Cholmondeley Hall in Cheshire. The 'Goodwood of the north' featured a mixture of cars, bikes and even powerboats on the site's lake and an ultra-rare Aston Martin One-77. The 'Bond in Motion' exhibition which, in partnership with Beaulieu's National Motor Museum, celebrated 50 years of 007 and his cars, proved an instant hit with visitors. The selection of cars on display included the 'vanishing' Aston Martin V12 Vanquish and the Jaguar XK8 that fought against each other in *Die Another Day* plus the BMW Z8 that was infamously sawn in half in *The World Is Not Enough*. Paul Hollywood from the hit TV show the Great British Bake-off popped over to visit Aston Martin, and couldn't resist slipping behind the wheel of the Aston Martin One-77 (pictured here).



TESTING THE 'RING

Aston Martin Cologne invited 70 guests to test-drive the full model range of Aston Martins, including the new Vanquish on 6th September at the Aston Martin Nürburgring Test Centre. The sunny weather offered guests the perfect driving conditions to really enjoy the cars before finishing the day with a delicious barbecue.



COMING INTO THE FOLD

Aston Martin staff and their families recently attended the third Employee Open Weekend just ahead of the summer shutdown. More than 7,000 people – the most ever to attend the fun-packed weekend – attended the tour of the Gaydon facility. The main production area was open with members of the Manufacturing team on hand to explain what happens in each area of the factory. Visitors enjoyed privileged access to the usually restricted Design Studio where they could try clay modelling and sign their name on a V8 Vantage. As in previous years, there was a display of old and new Aston Martins: a 'barn find' 1963 DB4 Volante and a selection of other heritage cars from Aston Martin Works, through to the new Vanquish. Cassan Jewellery and the Book People sold products throughout the weekend and Aston Martin colleagues in the IT department arranged a raffle consisting of over 50 prizes, the top prize being an Aston Martin Performance Driving Course. The sales and the raffle raised a grand total of £2,626 with Aston Martin's supported charities benefiting from a percentage of the sales. HR Director Steve Robinson said: "The purpose of the event was to showcase our site to the family and friends of our employees. We wanted to highlight what goes on at Gaydon as we are proud of our work and what we achieve."

RICHARD MILLE

A RACING MACHINE ON THE WRIST

CALIBER RM 016
worn by Baptiste Giabiconi

MECHANICAL CUFFLINKS
patented push button closing mechanism
38 components per cufflink

BOUTIQUE RICHARD MILLE 2 PLACE VENDOME PARIS

CHRONOPASSION Paris

DOUX Courchevel - Saint-Tropez

DUBAIL Paris

KRONOMETRY 1999 Cannes - Monaco

www.richardmille.com

ASTON MARTIN LIFE



HOT LOTS

The stylish, fast-living British secret service agent 007 is one of the most successful heroes of the 20th century. Ian Fleming's James Bond movies gave a new meaning to the spy genre forever and ushered in the era of James Bond collectibles. In celebration of the 50th anniversary of James Bond on film, Christie's, the world's leading fine arts auction house, announced '50 Years of James Bond – The Auction', which presented a unique opportunity to acquire a piece of Bond memorabilia direct from the archives of EON Productions.

Forty lots were offered at an online-only auction from 28th September to 8th October 2012, with ten further lots to highlight an invitation-only auction at Christie's South Kensington on 5th October marking 'Global James Bond Day'. These ten further lots were also accessible to both Internet and live, real-time bids. All items offered for sale were exhibited at Christie's South Kensington saleroom between 29th September and 5th October, with all proceeds going to twelve charitable institutions.

The auction was led by a 2008 Aston Martin 6.0-Litre V12 DBS coupe used by Daniel Craig as James Bond in *Quantum of Solace*. As any fan will know, Aston Martins have long been a favourite with Bond and first appeared in *Goldfinger* in 1964 with the iconic DB5. Over the years, they have featured in a total of ten Bond films. From signed memorabilia to movie props, wristwatches and costumes, all of the items on offer were representative of each and every one of the twenty-three James Bond films.



Bond girl Izabella Scorupco with clapperboard used during the filming of *GoldenEye*.

FRANCK MULLER GENEVE



Master
of
complications™

GIGA
TOURBILLON

212.463.8898
WWW.FRANCKMULLER.COM



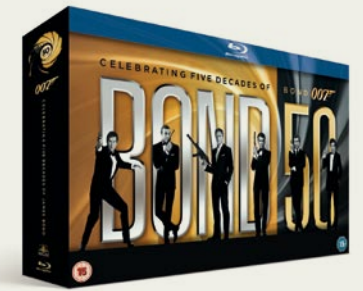
ASTON MARTIN LIFE



CLOCKWISE: Q, the Snooper Dog and James Bond played by Roger Moore in *A View to a Kill*; a 2008 Aston Martin 6.0-Litre V12 DBS coupe used by Daniel Craig in *Quantum of Solace*; Daniel Craig as James Bond and the Aston Martin DBS used in *Skyfall*; an original U.S. one-sheet *View To A Kill* film poster signed by Duran Duran, unfolded; a two-piece dinner suit in navy wool by Tom Ford, worn by Daniel Craig as James Bond in *Skyfall*.

ASTON MARTIN LIFE

CLOCKWISE: One of Q's many gadgets, the Snooper Dog, in *A View To A Kill*; a post-production 1/3 scale replica mould of the DBS used in *Skyfall* manufactured by Propshop at Pinewood studios; the now iconic blue swimming trunks by La Perla, worn by Daniel Craig as James Bond in *Casino Royale*; a folding director's chair used on set by Pierce Brosnan during the filming of *Golden Eye*.



THE DVD IS NOT ENOUGH

This September, the very first boxset of 22 James Bond films on Blu-ray travelled the length and breadth of the country in Bond's iconic Aston Martin DBS to celebrate 50 years of Bond. '007 Days of Bond' toured memorable filming locations in the UK from 17th September to 24th September, retracing the super spy's steps from the Highlands of Wester Ross and Argyll (*From Russia With Love*, *The World Is Not Enough*) to the Eden Project in Cornwall (*Die Another Day*) via Stoke Park in Buckinghamshire (*Goldfinger*, *Tomorrow Never Dies*).

The gold case, fit with a 007 Days digital timer starting at 10.07am on 17th September at Eilean Donan Castle in Wester Ross (the British Secret Service HQ in *The World Is Not Enough*), was carried by Bond stars including Sir Roger Moore, Britt Ekland, Eunice Gayson, Richard Kiel, Tania Mallet and Shirley Eaton, as well as the nation's biggest Bond fans and celebrities. Each location was presented with a unique gold disc commemorating their involvement and their own part in Bond history.

Aside from the silver Aston Martin DBS (the original featured in *Quantum of Solace*) the case travelled by train, helicopter, boat and on foot, before arriving at HMV on Oxford Street in a dramatic stunt on Monday 24th September as the store opened at 10.07am. Britain was indeed shaken, but not stirred, as the nation's favourite movie hero celebrated his golden anniversary in style.

Aston Martin magazine followed the Quantum of Solace DBS on its tour of the UK, collecting some show-stopping shots in the process. See the results on pages 36, 66, 80 and 134.

ASTON MARTIN DRIVING EXPERIENCES



AUSTRIAN ADVENTURE

The Aston Martin ‘On Tour’ programme offers current Aston Martin owners and enthusiasts the opportunity to drive through some of the world’s most spectacular scenery and to enjoy their car in a truly dynamic environment. In July the Aston Martin events team visited Austria on a tour from Lech to the vibrant city of Vienna. Stunning weather, beautiful surroundings and an eclectic group of individuals made for an unforgettable tour. The 19 participating Aston Martins included the V12 Vantage, V8 Vantage, V8 Vantage S, DBS, DB9, Virage, DB7 and Rapide and the 33 guests had travelled from all over the world to enjoy the event, including from the UK, Australia, Belgium, Switzerland, China, Canada, Japan, Germany and The Netherlands. Along the route, Salzburg, Grossglockner Pass, Graz and Vienna played host to champagne receptions, fine dining and five-star hotels.



SUMMER IN SAALFELDEN

This summer, thirty Aston Martin customers signed up for an exciting three-day tour to Saalfelden, Austria. Beautiful warm weather, with not a single cloud in the sky, offered perfect driving conditions throughout the course of the experience. Guests indulged in a superb gourmet tour of exceptional restaurants and hotels, a hike to Almendorf Priesteregg and a friendly golf tournament, all rounded off with a magnificent firework display.

ASTON MARTIN DRIVING EXPERIENCES

DAZZLING ON ICE

This year’s Aston Martin’s 5th annual winter driving experience Aston Martin On Ice has seen a strong increase in both driver and audience participation, making it a true highlight in St Moritz. Attracting customers worldwide to this Alpine winter wonderland, St Moritz has always been a magnet for royalty and cosmopolitans who spend their leisure time in the heart of the Upper Engadin Alps. The Aston Martin 5th On Ice annual edition will take place from 5th February to 14th February 2013. Price per person: €3,200.

www.astonmartinonice.com

ON ICE CALENDAR 2013

| | | |
|---------|-----------|--------------|
| Tue/Wed | 05/06 Feb | fully booked |
| Wed/Thu | 06/07 Feb | |
| Thu/Fri | 07/08 Feb | |
| Fri/Sat | 08/09 Feb | fully booked |
| Sat/Sun | 09/10 Feb | fully booked |
| Sun/Mon | 10/11 Feb | |
| Tue/Wed | 11/12 Feb | fully booked |
| Tue/Wed | 12/13 Feb | |
| Wed/Thu | 13/14 Feb | fully booked |



BOXBERG DYNAMIC DRIVING DAY

Checking in at L’Art de Vivre Hotel Victoria in Bad Mergentheim on 14th July, then dining at the Michelin-starred Zirbelstube restaurant, Aston Martin owners and guests enjoyed haute cuisine followed by an early night, in preparation for the tough track day the following day. A popular programme, the event took place at the Boxberg Test Centre in southern Germany, a renowned testing facility where a range of cars are developed and tested before being introduced to production. Attendees took the opportunity to hone and improve their steering, braking and drifting skills and to perfect the racing line beautifully, in 6 hours of intense training and driving with qualified instructors.

ASTON MARTIN DRIVING EXPERIENCES

For On Tour and Partner Driving Experiences, please call +44 (0)1926 644944

For On Track, please call +44 (0)1926 644258

For Performance Driving Courses, please call +44 (0)1926 644944

For Corporate Driving Experiences, please call +44 (0)1926 644285

www.astonmartin.com/events

STOKE PARK

GOLDFINGER & TOMORROW NEVER DIES

In what is, probably, film's most famous golfing scene, *Goldfinger* (1964) sees Sean Connery's Bond playing Auric Goldfinger, international jeweller, smuggler and gambling cheat, at his own game by switching balls on the Stoke Park green. Goldfinger's evil sidekick Oddjob then sets Bond's daring to rights by decapitating a stone statue with his lethal hat. *Tomorrow Never Dies* (1997) sees the even more opulent side of the house as the ballroom imitates Hamburg and Pierce Brosnan's Bond enjoys a clinch with Teri Hatcher's Bond girl, Paris





JOHNNIE WALKER
WHERE FLAVOUR IS KING

700ml
22
DRINK RESPONSIBLY.

THE JOHNNIE WALKER, RED LABEL, WHERE FLAVOUR IS KING WORDS,
THE STRIDING FIGURE AND ASSOCIATED LOGOS ARE TRADE MARKS. © JOHN WALKER AND SONS 2012.



LIVE AND LET DRIVE

007 is back on our screens and
back in the DB5. Martyn Palmer
talks to Daniel Craig about
Connery, action, stunts,
style and driving the original
Bond-mobile



THIS PAGE AND PREVIOUS:
Daniel Craig photographed
with the Aston Martin
Vanquish and in portrait by
Julian Broad for Intersection
magazine, July 2012.

RIGHT: Daniel Craig
photographed on the set of
Skyfall. Image courtesy of
Eon Productions.

NEXT PAGE LEFT:
Daniel Craig in a *Skyfall*
action scene. Image courtesy
of Eon Productions.

NEXT PAGE RIGHT:
Daniel Craig and *Skyfall*
director Sam Mendes.



No one, I suspect, works harder than the main man. His previous outing as Bond left him with the scars to prove it – a door was slammed on his hand virtually slicing the top of his finger off and he gashed his face during a fight scene

A few days after the latest James Bond film, *Skyfall*, had finally been given the green light, Daniel Craig’s friend and colleague, Stunt Coordinator Gary Powell, sent him a ‘present’ to mark the occasion. What gift could you send the man who has everything? It was, says Craig, a Zimmer frame – that aluminium symbol of ageing – beautifully wrapped and delivered to his temporary base, a desert in the middle of New Mexico from his pal, Powell, the stunt supremo on six Bond films, including Craig’s previous two, *Casino Royale* and *Quantum of Solace*. Powell is a man who, just like the actor, clearly has a highly developed and inventive sense of humour.

Powell’s intention was presumably to needle his mate about his advancing years and remind him that he would soon be back at work on what is, surely, one of the most physically demanding jobs in movies. Actually, Craig is only 44 – and supremely fit – but you get the picture. Craig certainly appreciated the joke but the question was: how would he respond? “I have this running joke with Gary,” he smiles. “And he sent me a Zimmer frame, which I actually thought was very funny. But I couldn’t let him get away with that. I was in the States at the time, making *Cowboys and Aliens*, so I got the special effects guys to blow it up and I sent it back to him in a box – quite a small box – with an expletive on a note!”

Craig’s gloriously craggy face – the one that looks like it was hewn from a slab of granite – creases up and he smiles at the memory. He loves to have a laugh and the long, six-month shoot for *Skyfall* was punctuated by plenty of them. But make no mistake: he is also deadly serious about his work. “When I’m doing a movie I’m totally single minded, probably to the detriment of my personal life,” he says. “But I have a very understanding family who know that’s part of it for me, it’s all encompassed. I want to inspire and be inspired by the people around me and on Bond I’m lucky enough to work with incredible people who have vast experience and incredible skills.”

No one, I suspect, works harder than the main man, who puts his honed body on the line time and time again. His previous outing as Bond, in *Quantum of Solace*, left him with the scars to prove it – a door was slammed on his left hand, virtually slicing the top of his ring finger off, he gashed his face during a fight scene and needed an operation to repair ripped tissues in his right shoulder. This time, there were no mishaps but Craig, once again, pushed himself to the limit.

“It’s an incredibly physical thing to do these movies,” he says. “I try and stay fit for aesthetic reasons, because I take my shirt off and I want to look as good as I can but also I’m required to run around a lot. And a scene that may look very simple – like running down a set of stairs – may have to be done 10 times. And it’s always on the ninth take you run down the stairs and twist your ankle. And the fitter I am, the less chance of that happening. So as long as I can keep doing that and keep fit, it’s fine.”

Today, in one of London’s classiest historic hotels, he’s not dressed to kill, with a style that an off-duty 007 would doubtless approve of: a crisp white shirt under a grey cardigan, black jeans and highly polished brogues. That sense of style is up there on the screen, too, in *Skyfall* with Craig as Bond, in Tom Ford tailored suit and dinner jacket, moving effortlessly from a Chinese casino to the wheel of an Aston Martin DB5 cruising through the Scottish Highlands. This Bond is special. *Skyfall*, directed by Oscar winning British director Sam Mendes, is number 23 and marks the 50th anniversary of the first film, *Dr No*, starring Sean Connery, in 1962. If there’s an homage to its own past, it’s epitomised by the welcome reappearance of the classic silver DB5, first seen in *Goldfinger* (1964) and later, in *GoldenEye*, *Tomorrow Never Dies* and, briefly, in *Casino Royale*.

“It’s beautiful,” says Craig. “It’s a classic car. It’s a little harder to drive than a modern car and it takes a little bit of coaxing but it’s epic, and it’s so iconic it’s ridiculous. And we use it – we really use the car in the movie. It does stuff and it’s part of the plot as opposed to just being a nod and a wink to the past. It’s there to do stuff.” He promises that there will be more acknowledgement of that heritage. “You can’t help but do it, and it would be wrong of us not to,” says Craig. “We haven’t got nods every ten minutes – we’re making a movie and the movie has a story to tell, which is the most important thing – but I’d be lying if I said we weren’t aware of it. I’m a huge Bond fan, Sam’s a big Bond fan, and everybody’ wanted to put that little touch in there, that paid homage to the past. You have to, especially in this situation: it’s been fifty years. We’re having some fun with it, that’s for sure.”



Craig as Bond is perfect – suave and sophisticated when he needs to be and utterly convincing as a ruthless operative who will stop at nothing to get the job done

Craig is engaging company. I’ve met him several times over the years. I first interviewed him way back in 1996 when he was fresh out of drama school and signed up for the brilliant *Our Friends in the North*, a searing saga of political corruption – sex, lies and gangsters – set in Newcastle and London. Born and raised on the Wirral, trained at the Guildhall, he was clearly going somewhere but no one could have predicted that a decade later he would become Bond. Now it’s impossible to imagine a better actor for the role. Back then, there was fire in his belly and he brimmed with passion for his chosen career. Nothing has changed in that respect. Craig is an actor who gives it his all, whether it’s playing an Israeli hit man in Steven Spielberg’s *Munich* – one of the roles that convinced producers Barbara Broccoli and Michael G. Wilson that he was their Bond – or tortured poet Ted Hughes in *Sylvia*.

Craig is not one to suffer fools – particularly fools asking dumb questions – easily. But the times I’ve met him, I’ve found him to be a passionate man who cares deeply about what he does and wants his private life to remain exactly that. His 16-month long marriage to the beautiful actress Rachel Weisz, is off bounds, then (they wed in June 2011). “Obviously I know this job comes with a lot of scrutiny and a high profile and I’m more than happy to sit down and talk about the work, the filming, whatever. But I don’t see why I should have to discuss the details of my private life in public,” he tells me.

Details of the *Skyfall* plot are a closely guarded secret. What we do know is that the very existence of MI6 is under threat after M – played by Dame Judi Dench – has some highly secretive, ultra sensitive documents stolen from her computer. With the agency in hiding, Bond sets out to track down the culprit and that pits him against a shadowy figure called Silva (Spanish Oscar winner Javier Bardem). Ralph Fiennes, as a Westminster mandarin in charge of MI6, Ben Whishaw, as the gadgets expert Q – taking over from the late, great, Desmond Llewelyn – Albert Finney as Kincade and Rory Kinnear as Bill Tanner add considerable weight to the cast, drawn by the chance to work on a Bond movie directed by an Oscar winner (for *American Beauty*) like Mendes.

There are beautiful women – Naomie Harris is MI6 field agent Eve, French actress Bérénice Marlohe is supremely sexy as Séverine – exotic locations (Shanghai, Istanbul, Adana in southern Turkey, Scotland and a lot in and around London), fabulous cars including the DB5, and spectacular action sequences, including one where Bond fights a villain (played by Ola Rapace) on top of a speeding train crossing over a ravine. “Yes, I think standing on top of a train travelling at 50mph and fighting with Ola Rapace as we went over a 300ft drop was probably a standout moment,” he deadpans.

The title, *Skyfall*, is the name of Bond’s childhood home in the remote Highlands of Scotland. Be prepared for a sequence where it comes under attack by a Merlin helicopter blasting it with rockets. It’s spectacular. As is the star. Craig as Bond is perfect – suave and sophisticated when he needs to be (wearing a dinner jacket and playing roulette in a swish Chinese casino) and utterly convincing as a ruthless operative who will stop at nothing to get the job done.

Craig first saw the Bond movies as a kid and Sean Connery remains his favourite of those who have played the role before him. “It’s interesting because when Sean was cast (in *Dr No*) he wasn’t everybody’s favourite – he’s Scottish and people were talking about David Niven and other quintessentially English actors. But Sean changed the way we view action heroes. And his performance is one of the reasons – and obviously there are a lot of other reasons too – that Bond has lasted for so long.” He is, then, delighted to be back and the world’s favourite film franchise is safe in Craig’s capable hands. “Oh I loved it,” he says of making *Skyfall*. “We had a fantastic director, a brilliant cast and a totally committed crew. It was an absolute pleasure to be back.”

The future of Bond continues to look hugely promising with its current star indicating that he’s happy to do more films. No need for that Zimmer frame then. “No,” he laughs. “But it was a lot of fun blowing it up...”



Barbour®
www.barbour.com

THE DRIVING HIGHLIGHTS



Undertaking spectacular high-speed chases with breathtaking agility, exhibiting sleek good looks and incredible MI6 enhancements, the Aston Martin cars driven by James Bond have become dashing screen icons in their own right, says Samuel Luckhurst

1964



Goldfinger

Often referred to as ‘the most famous car in history’, Bond’s Aston Martin DB5 was made spy-ready with the inclusion of a rear window bullet shield, a 3-way revolving front number plate and an ejector seat. “An ejector seat? You’ve got to be joking,” says Bond incredulously when the car is introduced by Q. “I never joke about my work 007,” the Quatermaster solemnly replies.

1965



Thunderball

With the handy additions of a jet pack in the boot and rear firing water cannons, the silver DB5 is yet again driven by Sean Connery as James Bond as he attempts to shake-off his assailant, SPECTRE agent Count Lippe, in the action-packed opening scenes of the film.

1969



On Her Majesty’s Secret Service

The DBS, driven by George Lazenby as Bond, was a green model fitted with a six-cylinder engine that appeared in the pre-credits teaser. The same DBS also makes a brief appearance in the 1971 film *Diamonds Are Forever* being equipped with a set of rocket launchers n Q’s workshop.

Ever since its on screen introduction James Bond’s silver Aston Martin DB5 has boasted an unrivalled legacy in respect to famous film cars. Its beauty is complemented by its wizardry, exhibited coolly by its driver when he travels to Switzerland to tail the eponymous villain in the seminal 1964 film (the DB5 made that possible by trailing the reception of a homer signal on its concealed dashboard). Slashers extend from the hubcaps to force Tilly Masterson off the road, it has revolving number plates (“valid in all countries”), the retractable shield thwarts gunmen, oil slick is responsible for the demise of some of Mr Ling’s henchmen and most memorably, the ejector seat disposes of one unwanted guest.

Bond’s first and greatest Aston Martin is largely responsible for the Bondian direction the films have headed in since *Goldfinger*. Bond’s cinematic debut, 1962’s *Dr No*, along with *From Russia with Love*, are two earthy yet glamorous espionage thrillers bearing the fingerprints of Alfred Hitchcock. *Goldfinger*, with its gadget-laden “interesting car” and grandeur, rendered the Cold War edginess of Fleming’s books redundant.

It was such a phenomenon that toy car manufacturer Corgi created a special edition miniature for Prince Charles, aged 15, while a female French fan jumped into a DB5 driven by Connery down the Champs Elysees ahead of the film’s Paris premiere. Strangely the Scot would never attend another Bond premiere again.

The lucrative model inevitably returned a year later in *Goldfinger’s* follow-up, *Thunderball*. Bond utilises a new gimmick in the pre-credits sequence via a high-powered water jet emitting from the rear of the car to subdue SPECTRE agents after he has killed Colonel Jacques Bouvar. Its second outing comes whilst the MI6 agent travels from a health clinic in Shrublands back to headquarters, a sequence best remembered for a hair-raising stunt (“Some things really burn you up on the road these days,” Bond quips to Moneypenny). Then, inexplicably, the DB5 would be MIA in Bond films for 30 years. George Lazenby, Connery’s replacement, received a sporty DBS for his one and only occasion in the tuxedo for 1969’s *On Her Majesty’s Secret Service* to sustain the Aston Martin love affair. And although the DBS appears briefly when Q is on the phone to Bond in Connery’s return, *Diamonds are Forever* (1971), Bond’s image was changing, and Broccoli and Saltzman willingly sacrificed the Aston Martin association.

Roger Moore, like Connery, was already synonymous with his own on-screen vehicle – the Volvo P1800S – thanks to his stint in *The Saint* in the 1960s. And due to Moore’s contrast to Connery and longevity as Bond (seven films over the course of 12 years), fans had to wait until 1987 to see 007 get to grips with a new Aston Martin again.

Timothy Dalton, the fourth Bond, was the grittiest depiction of the spy since Connery. John Glen, who had directed three of Moore’s more frivolous films, wanted a more ‘traditional’ Bond, and so Dalton drove an Aston Martin V8 Volante in *The Living Daylights*. So keenly felt was Aston Martin’s return to the Bond franchise that the car appeared at a Vienna

1987



The Living Daylights

Aston Martin chairman, Victor Gauntlett, loaned his personal V8 Volante convertible for the film. ‘Extras’ included an ice-cutting device and side-mounted stabilisers. Trick photography was used to give the impression that the car was equipped with wheel-mounted lasers. It could also self-destruct when primed.

1995



GoldenEye

Bond once again finds himself behind the wheel of an Aston Martin DB5 whilst racing Xenia Onatopp in her Ferrari 355. Special extras included a refrigerated glove box (for champagne, naturally) and voicemail function.

1997



Tomorrow Never Dies

The 1964 Aston Martin DB5 makes another appearance; the car is seen parked in front of Oxford University and pulls up at the Ministry of Defence in London when Bond arrives to meet with M, played by Dame Judy Dench.

2002



Die Another Day

This time Bond has to deal with the megalomaniac Gustav Graves, who has invented a weapon to harness the power of the sun. A spectacular car chase involves Bond in his Aston Martin V12 Vanquish, which boasts the very coolest of gadgets – a feature that enables it to become temporarily invisible.

2006



Casino Royale

Bond acquires a DB5, owned by a gambling villain in the Bahamas, in a poker game. The DB5, which Bond wrecks spectacularly in a later chase, houses an emergency med kit including antidotes to various poisons and a defibrillator, wired into MI6 HQ, which saves his life.

2008



Quantum of Solace

Before the film even hit screens, the DBS gained a measure of fame for being accidentally destroyed en-route to being delivered to the film set in Lake Garda, Italy. In the opening scene it is completely ruined after being chased and shot at by villains in Alfa Romeo 159 cars.

press conference alongside Bond and co-star Maryam d’Abo. Specifically, Dalton drives two different V8s. The first is a Volante – then Aston Martin chairman Victor Gauntlett’s own car – which appears when Bond drives to MI6’s Stonor House safe house. As in *Goldfinger*, the Aston Martin gets its own centrepiece moment during an audacious chase sequence through a winterised Czechoslovakia. Laser beams hidden in the wheel hubs are an obvious homage to the revered DB5, while skis which extend from the car’s sills and a rocket propulsion unit sited behind the rear number plate aid Bond in his escape from KGB officials. However the nifty V8 gets destroyed in the process.

Six years passed between Dalton’s second and final outing in *License to Kill* and Pierce Brosnan’s debut in 1995’s *Goldeneye*. Immediately after the credits rolled, back in all its silver glory was an Aston Martin DB5 being driven by James Bond in the south of France, accompanied by dishy MI6 employee sent to “evaluate” him. Admittedly it is the ‘BMT 214A’ number plate as opposed to the 216A which features in *Goldfinger*, but its return is as much a treat as that of Bond’s.

The DB5 would appear in Brosnan’s next two appearances – *Tomorrow Never Dies* and *The World is Not Enough* – but only fleetingly. Scenes filmed of Bond driving the vehicle to Sir Robert King’s funeral in the latter were omitted from the final cut, as the vintage DB5 continued to be subordinated by BMW, a suspect choice which generated a lukewarm reception from fans. For the series’ 40th anniversary, Bond was fittingly back in an Aston Martin for *Die Another Day* (2002). And to commemorate the occasion it was an elaborate gizmo to combat a villain with his own four-wheeled arsenal. The Aston Martin Vanquish paid its own tribute to *Goldfinger* (ejector seat), deployed machine guns through the bonnet vents, the grille possessed

heat-seeking missiles and, most quirkily, it was scripted as a camouflage car (ergo its nickname ‘The Vanish’). Like its V8 relative, the Vanquish is driven on ice during a breakneck chase sequence with villain Zao in Iceland, as 007 vanishes to defeat the North Korean renegade.

In light of Brosnan’s tenure as 007 ending, Daniel Craig has regularly stressed his desire to regain the essence of Fleming’s books and the Connery films, which made the retention of Aston Martin a certainty when he was unveiled as the sixth actor to play James Bond in 2005. Craig’s Bond wins a DB5 after defeating the nefarious Dimitrios at poker in his stunning debut, *Casino Royale* (2006), but is equipped with an Aston Martin DBS V12 when on assignment in Montenegro. Although lacking in surprises, the DBS compensates with a stunning car crash as it rolls over seven times – a Guinness world record for a single take – leaving the car decimated. The DBS reappears for *Casino Royale*’s sequel *Quantum of Solace* (2008) during a frenetic sequence when Bond is pursued from Lake Como to Siena, as the car takes a battering through a quarry. The set-piece was choreographed by second unit director Dan Bradley of the Bourne franchise, accustomed to working with more modest automobiles in spy thrillers.

With Aston Martin’s relationship with Bond solidified over the past decade, the partnership seems destined to blossom with Craig, who gets behind the wheel of an Aston for a third successive time in the upcoming *Skyfall*. Stills and shots of him driving a DB5 (hearteningly, with the ‘BMT 216A’ number plate), beautifully captured by renowned cinematographer Roger Deakins, have intensified the love not just for Bond, but his car 48 years after they were first paired together at Q Branch.



terminal VELOCITY

For the ultimate skyfall, book a four-day trek to one of the most inaccessible airfields in the world, take a plane to 29,500ft and then drop over Everest, the world's highest mountain at free-fall speeds of up to 120mph. **Andy Round** holds his breath

Skydiving over Everest for the first time is an experience that defies description, but Wendy Smith gave it her best shot. When the tiny single-engine Pilatus Porter finally reached 29,500ft, that was the moment of truth.

"I could feel my pulse beating hard against the inside of my helmet, the excitement burning through my body," she remembers. "'Keep calm,' I kept saying, 'breathe the oxygen normally, don't exert yourself at this altitude, you'll need all your energy for the dive'. Then when the oxygen supply transferred to our bottles, we pulled down our goggles and the door opened. Then Rudi the pilot flipped his ping-pong bat from standby red to exit green... NOW!"

"Now!"

Never has a word felt so loaded. As Smith flew out of the plane at 29,500ft she went into freefall for 90 seconds, accelerating to 120mph (or if you prefer 195km/h or 55 metres every second). In the aircraft's slipstream, the temperature was a staggering minus 45 degrees. But it was the view that really froze Smith's brain.

"To be so close to the mountain peaks was beyond belief," she says. "We could see Mount Everest and the chain of mountains stretching out before us. It was such a privilege, a dream, flying in this place. I have never felt so immense an environment or such a part of the landscape. You feel like the mountains are going to swallow you up. Now I can really appreciate the sublime feeling of reaching the summit of Mount Everest, because you just feel like..."





Words fail her even though she is a woman used to skydiving. For 27 years, since the age of 17, she has flung herself out of planes at least 18,000 times. She has jumped over active volcanoes, barren tundra, South Pacific islands and even Roman ruins. She was, understandably, the perfect person to turn to when the Everest Skydive Company set up business in 2008 to offer clients the ultimate freefall experience.

“The company came about because I had been a Himalayan mountaineer and took up skydiving,” says project organiser Nigel Gifford. “I love doing both and I thought it would be good to marry the two.”

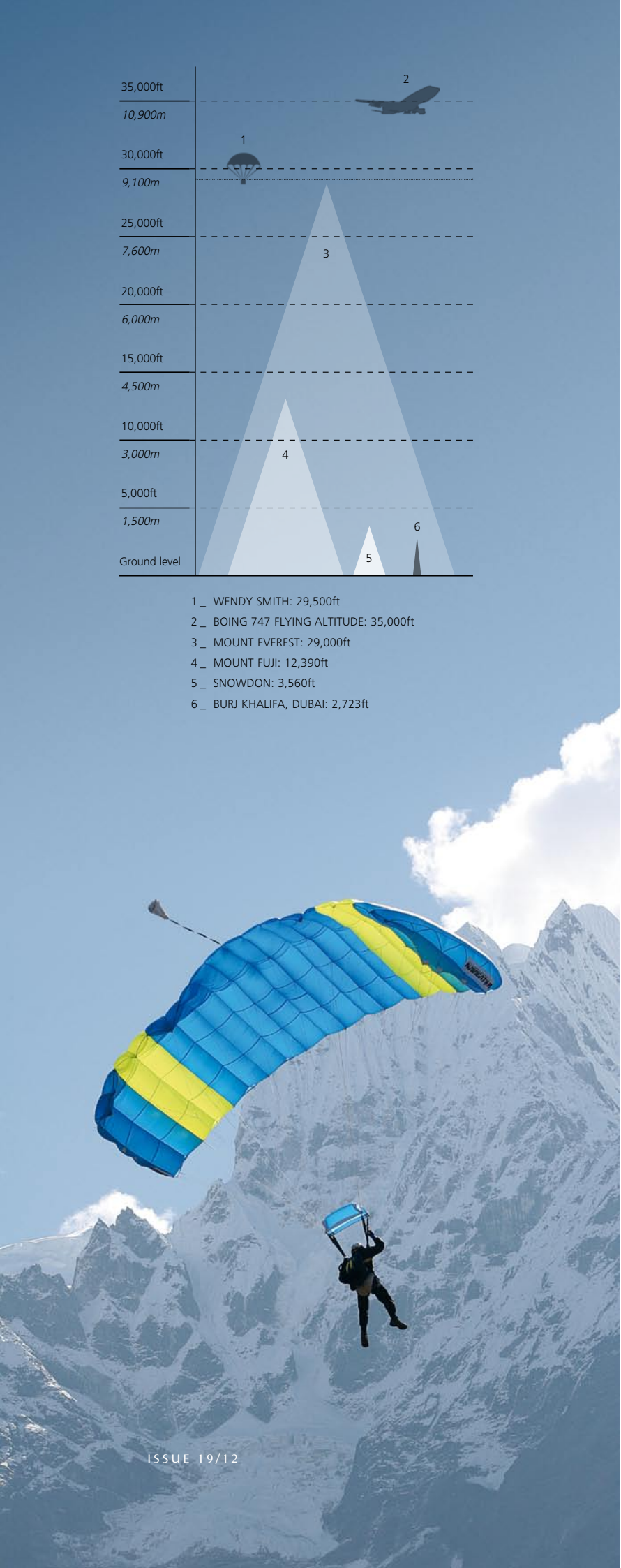
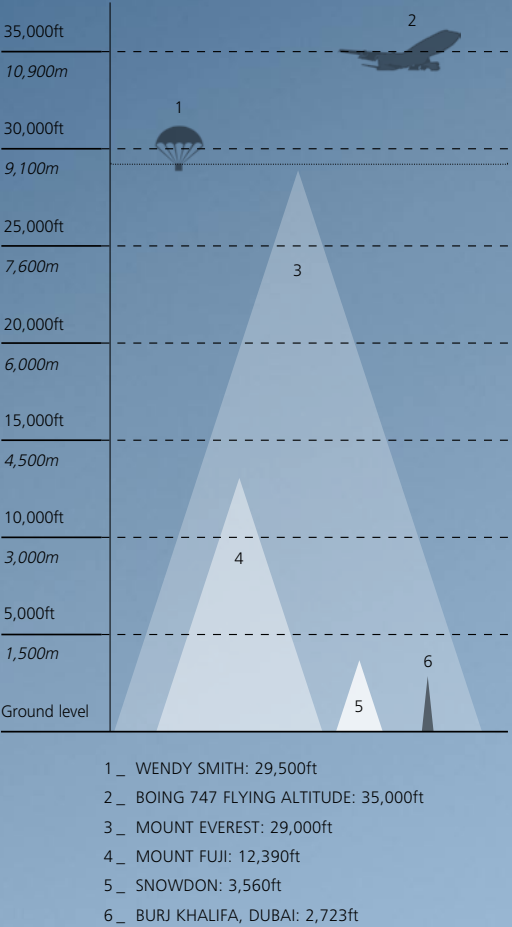
“I was recruited as part of a highly technical team to offer skydiving trips over Everest for the first time,” Smith says. “Since 2008 I have jumped 16 times in the Himalayas and every time it’s been sublime. It took the company years to work out the logistics and get the approvals to operate, so it was a genuine privilege to be part of the first dives.”



As well as forming an integral part of the team, Smith also records clients’ experiences in photographs and films “with a helmet full of cameras”.

Smith is now in the record books as one of the first jumpers to skydive over the world’s highest mountain and recently she and her fellow skydiving crew member Tom Noonan achieved the world’s highest landing at 17,192ft at Kala Patthar in front of Mount Everest. Check out Youtube. It’s jaw-dropping.

This year Everest, Skydive is offering trips to jump over the world’s tallest peak in November. Each group will have between 12 and 15 members. Experienced solo skydivers will pay \$25,000 and tandem skydivers (those attached to an instructor) will pay \$35,000. Supporters can watch their skydiving enthusiasts from the landing area for \$5,000.



Logistically, the jump is complicated. Skydivers have first to trek for four days to reach the drop zone. Dozens of yaks are employed to carry parachutes, oxygen, tents and food

It’s an experience that is understandably marketed as A feast for those who seek to stimulate their senses to the point of near overload. But who are these people who willingly pay good money to jump out of a plane at 29,500ft, to enjoy/endure a little Bond-esque *Skyfall*? Well, everyone and anyone.

One tandem skydiver was Alan Walton, a 72-year-old partner in a bioscience company, who had never skydived before. Then there was Holly Budge, a 29-year-old extreme sports fan and veteran of 2,500 jumps who needed something ‘special’ to celebrate her 30th birthday. Then there were father and son Scott and Lou Diesel from America who had come along to mark dad’s 60th. Molly Bedingfield, the mother of singer Natasha, also enjoyed a dive despite “being terrified of heights” to raise money for her charity Global Angels.

Those who have signed up for this year’s skydives are remarkably similar. “These are people who want to really experience an adventure,” says Smith. “They range from first-timers and millionaires to people who have been saving up years to skydive over something special.”

Logistically, the jump is complicated and takes two weeks to come to fruition. Skydivers have to first trek for four days to reach the drop zone. The long climb allows their bodies to gradually acclimatise. Dozens of yaks are employed to carry parachutes, oxygen, tents and food. “It takes time for the body to adjust to this height,” says Smith. “First we fly clients up to 9,000ft and then they trek to the world’s highest drop zone at 12,500ft. And that’s extraordinary because 12,500ft is actually the height from which you normally exit an aircraft during a normal skydive.”

Preparation and safety are paramount. The high altitude airfield was re-opened after 12 years to allow single turbine mountain flights to the remote villages in the upper Himalayan region. Before the first arrivals, local villagers took two months to clear away every stone by hand and roll out an 800m flat space to ensure that the area could be used safely as a runway as well as a base camp.

The team assembled by Gifford comprised the best skydiving expertise available. “Skydiving is very technical in the Himalayas,” says Smith. “So we employ teams of meteorologists to constantly monitor conditions to ensure the best possible time to jump. There are mountaineering specialists, doctors, high-altitude mountain pilots, an oxygen expert and the best skydivers in the world.”



All skydivers use giant oversized parachutes and wear specially adapted neoprene underwear, thermal suits, helmets and oxygen masks to stop their lungs collapsing at extreme high altitude



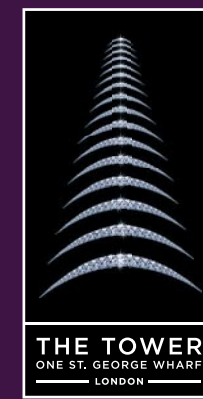
The aircraft used by the Everest Skydive Company is an adapted Pilatus Porter PC6 made in Switzerland and designed to service Alpine regions and glaciers as an air ambulance and supply plane. "It takes 40 minutes to climb to a skydiving altitude of 29,500ft and for the last 20 minutes you have to cut the heating to maximise the aircraft's climb power," says Smith. All skydivers use giant oversized parachutes and wear specially adapted neoprene underwear and thermal suits with helmets and oxygen masks to stop their lungs collapsing at extreme high altitude.

Smith says the tourism authorities in Nepal have welcomed the skydiving teams because not only has it raised the profile of the Himalayan region but it has also raised more than \$300,000 in the past two years for the Global Angels charity, an organisation dedicated to local child welfare.

"When I was growing up as a young farm girl with the mountains, valleys and nature surrounding me in New Zealand, I always had my hero the Everest mountaineer Sir Edmund Hillary in my sights," says Smith. "Ever since I left home to travel and pursue my career in skydiving, I have carried a New Zealand \$5 note with Sir Edmund's face on it as a good luck charm. I knew that one day I would visit the place he loved so much but I never imagined that I would jump out of a plane above the mountain that he once climbed. It's astonishing."

For details of the next Everest Skydive visit www.everest-skydive.com

THE PLATINUM COLLECTION



EXTRAORDINARY IN EVERY DETAIL

THE TOWER, ONE ST GEORGE WHARF IS SET TO BE THE ULTIMATE LONDON ADDRESS.

THE PLATINUM COLLECTION, ON FLOORS 32 – 44 WILL OFFER CUSTOMERS THE OPPORTUNITY TO ACQUIRE SUITES ON SELECTED FLOORS, OR AN ENTIRE FLOOR PLATE, ALLOWING 360 DEGREE UNINTERRUPTED VIEWS OF THE WORLD'S GREATEST CAPITAL CITY.

3 BEDROOM SUITES FROM £3,780,000

THE BUCKINGHAM SUITE FROM £20,000,000*

www.thetower-onestgeorgewharf.co.uk



By appointment only:

Terry Wrightson +44 (0)20 7042 7700

Marketing suite open: Mon to Fri 10am – 8pm | Sat & Sun 10am – 6pm

Email: towersales@stgeorgesl.com





A VIEW TO A THRILL

Emerging from the shadows to stalk the fluorescent urban streets is Aston Martin's slick sporting hero, the Vanquish. Richard Meaden takes the new model out for a spin and finds that, while it has a dark side, the handling is always smooth



Night has fallen and the city is silent. In the shadows, the sharp silhouette of the new Aston Martin Vanquish is caught in the sickly glow of a fluorescent light. Its confluence of sharp, expressive lines and organic, muscular curves are framed perfectly by the brutal backdrop as though on display in a concrete display case.

So this is the new Vanquish out in the wild for the first time. Not perhaps the habitat you'd expect to find a 565bhp super GT car, but then Aston Martins have always been more adaptable than other supercars. So, while we're all conditioned to dream of storming far-flung alpine passes, there's no reason to think city streets are out of bounds for this, the most useable of sports cars.

Truth be told, there's something truly extraordinary about a rakish and potent car in everyday surroundings, for the juxtaposition somehow amplifies its presence and attitude to jaw-slackening effect. One look tells you this is an Aston Martin, but even as you stand poised to begin your drive, the key fob grasped firmly in your gently perspiring hand, you can't help but allow your eyes to rove reverentially over the bodywork before finally pulling the door handle, swinging open the sharply sculpted door and climbing in.

Vanquish is a car to spend time in. This is clear from the spacious and enticingly luxurious interior. Once you've got yourself settled into the supportive, multi-adjustable driver's seat and marvelled at the quality and craftsmanship required to trim the interior with such panache and precision, the first thing you notice is the space. There's a newfound sense of roominess around your shoulders and knees, yet there's still the intimacy, warmth and ambience that defines an Aston Martin.



So this is the new Vanquish out in the wild for the first time. Not perhaps the habitat you'd expect to find a 565bhp super GT car, but then Aston Martins have always been more adaptable than other supercars



Like the exterior, the interior has classic visual signatures that could only make this the cockpit of an Aston Martin, yet this familiarity is laced with new design flourishes that set the Vanquish apart from its predecessors. From the driver's seat, the most striking example of this is the central panel of the dashboard, which is beautifully sleek and uncluttered thanks to the simple array of glass switches and the new touch-sensitive controls complete with haptic feedback that sends a gentle pulse to signify your chosen operation has been completed.

So you push and hold the key fob into the slot, wait for a moment, then smile as the V12 engine bellows into life with a brief but vivid flare of revs. The 6.0-litre naturally aspirated engine is all new and includes technology to significantly enhance airflow both in and out of the new block and cylinder heads, which together with new throttle bodies and variable valve timing, aid the engine's breathing, output and efficiency. Power and torque are both significantly increased, while emissions and fuel consumption have been usefully reduced. With an abundance of low and mid-range muscle together with keener and smoother delivery as you approach the redline, it really is a supremely potent and engaging engine that provides incredibly accessible performance.



CVSTOS

THE TIME KEEPER



JET-LINER *SL*
skeletonized automatic movement

212.463.8898
WWW.CVSTOS.COM



The Adaptive Damping Suspension (ADS) allows you to select Sport, Normal or Track settings to find the optimum level of pliancy and comfort for an uneven road surface, or ultimate body control and handling immediacy when the going is smooth



While Vanquish's position as the unashamed sporting flagship of the Aston Martin range means it is unapologetically sporting, it's still amazingly supple and civilised for a super GT



Vanquish is built around the latest generation of Aston Martin's acclaimed VH architecture. This bonded-aluminium structure is now some 25 per cent more torsionally rigid, which means it is more resistant to twisting under hard cornering loads. This means the Adaptive Damping Suspension (ADS) is able to work more effectively and feels more consistent and communicative. You feel that rigidity and appreciate that quality of damping within the first few metres of driving.

ADS (controlled by a switch on the steering wheel) allows you to select Normal, Sport or Track settings to find the optimum level of pliancy and comfort for an uneven road surface, or ultimate body control and handling immediacy when the going is smooth. So, while Vanquish's position as the unashamed sporting flagship of the Aston Martin range means it is unapologetically sporting, it's still amazingly supple and civilised for a super GT. Select Sport or Track and you really can hustle it along, placing it into corners with perfect accuracy and leaning on the prodigious grip as you power onto the next straight. Yet, as soon as you encounter a bumpy road, you can restore the compliance at the push of a button.



Opposite the ADS button, on the lower right of the steering wheel, is the Sport mode button for the engine and transmission. Press this and you'll feel it appreciably smartens the throttle response and gearshift speeds, almost as though it administered the powertrain with a shot of adrenaline. Oh, and it also opens the exhaust bypass valves a little sooner so you can really revel in the V12's almighty vocal ability.

Escape the neon-lit streets of the metropolis and you'll find the Vanquish is more than equipped to excel in a more expansive, less urbanised setting. That all-new V12 engine has an exceptional spread of performance, responding from minimal revs with maximum urgency. It's an extraordinary sensation to be propelled by such a potent powerplant, for each squeeze of the throttle yields a sustained embrace of g force that holds you back in your seat. Despite the abundance of power and torque, the Vanquish has huge reserves of traction. In the dry, it's hard to imagine how you would ever need the electronic safety net of traction and stability control, although the very fact those systems are discreetly waiting in the wings is hugely reassuring.

Likewise, the Touchtronic 2 paddle-shift automatic transmission – so smooth and effortless to operate in town – gives you complete control on the open road as crisp up and downshifts are delivered at the command of your fingertips. Similarly the huge Carbon Ceramic Matrix (CCM) brakes are brilliantly inspiring, providing tireless stopping power and perfect pedal feel thanks to their superior ability to dissipate heat and therefore resist fade during high speed driving. That they also work with smooth progression and without the coarse 'brushing' noise that can afflict carbon brakes at low speed is further evidence Vanquish is an uncompromising car, engineered to take real life in its stride.

Cocooned in the Vanquish's fabulous interior, chasing the bright daggers of ice blue xenon light through the nocturnal gloom, you can see the city soon receding in the rear view mirrors. King of the urban jungle, master of the open road, the Vanquish feels in its element wherever you drive it and makes every mile an experience to savour. A new breed indeed.



MAÎTRES du TEMPS®

Masters and Their Craft—A Lifelong Pursuit of Excellence



CHAPTER ONE® Three of the world's most renowned master watchmakers have collaborated on a world-first combination of complications featuring a one-minute tourbillon, mono-push chronograph, retrograde date indicator, retrograde GMT indicator, day of the week indication on roller, and patented precise moon phase indication on roller in a fully integrated mechanical movement. Shown in 18K red gold and limited to 11 pieces.



MAÎTRES DU TEMPS LA CHAUX-DE-FONDS, SWITZERLAND +41 32 911 17 17
WWW.MAITRESDUTEMPS.COM

EDEN PROJECT

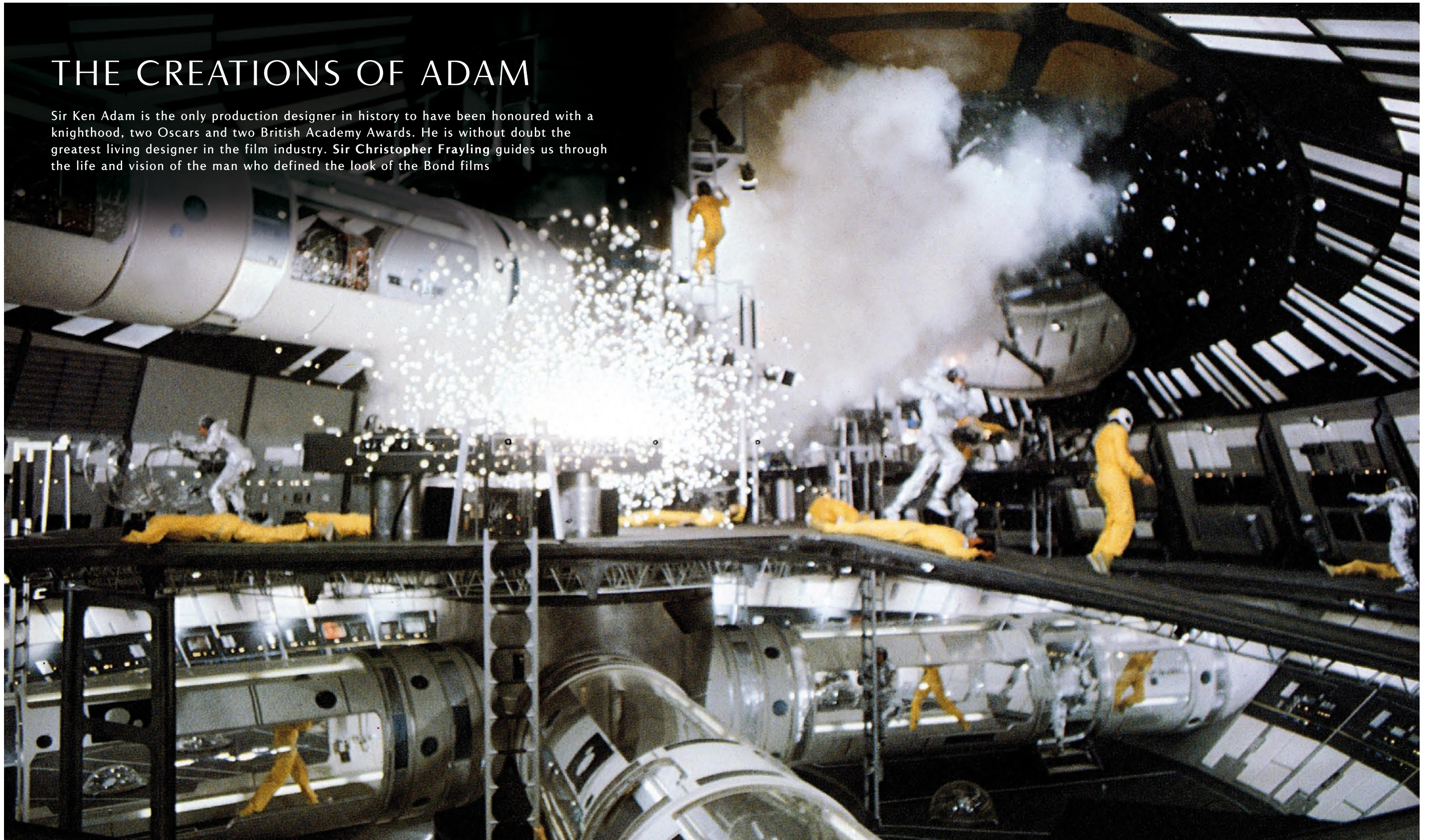
DIE ANOTHER DAY

The largest of the Eden Project's eight domes is hot and humid enough to imitate the tropics, which is what it did in 2002's *Die Another Day*, lending it's jungle-y flora and fauna to imitate a diamond mine belonging to the film's villain, Gustave Graves, played by Toby Stevens



THE CREATIONS OF ADAM

Sir Ken Adam is the only production designer in history to have been honoured with a knighthood, two Oscars and two British Academy Awards. He is without doubt the greatest living designer in the film industry. Sir Christopher Frayling guides us through the life and vision of the man who defined the look of the Bond films

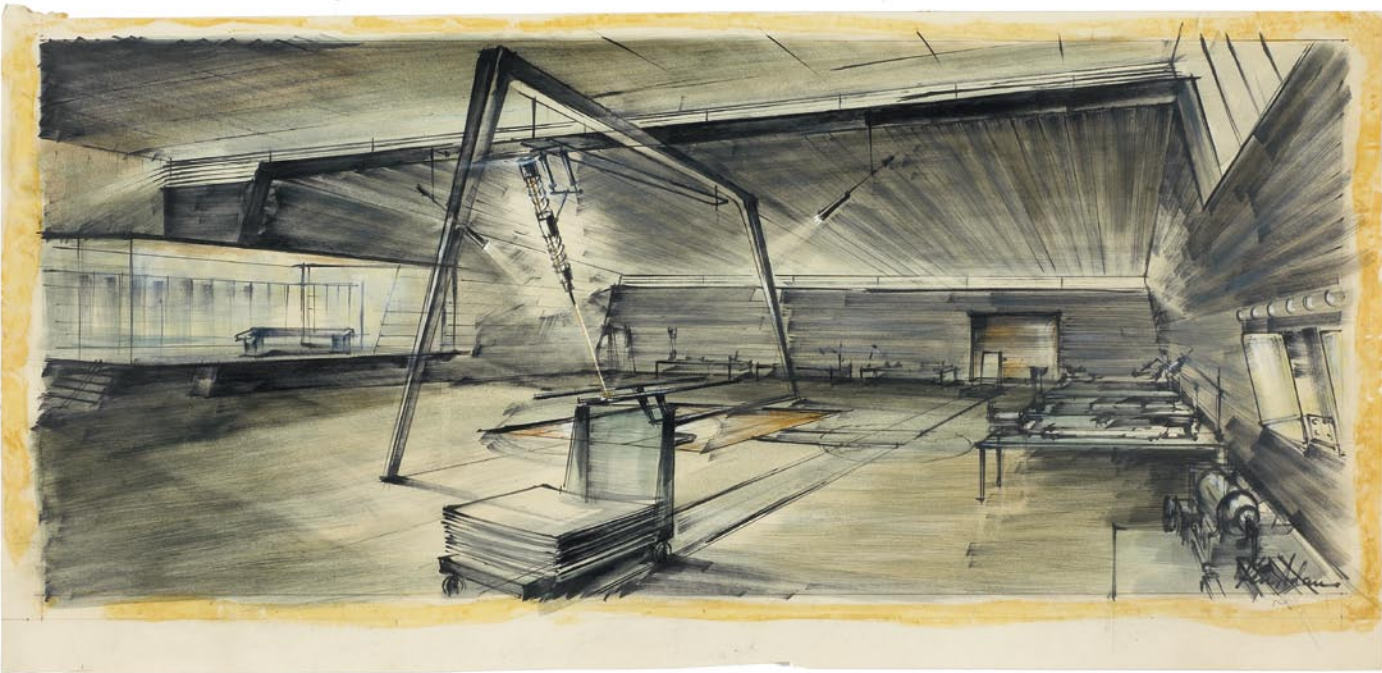




In Ian Fleming’s novel *Goldfinger*, James Bond’s new-issue car is ‘an inconspicuous colour – battleship grey’, has reinforced steel bumpers and changeable front and rear lights. By the time the film version was made, it had turned into a DB5, with a silver birch hand-beaten aluminium body, and it came with such essential accessories as an ejector seat, wheel scythe, an over-rider that worked like boxing gloves, a homing device and revolving number plates. The man who conjured up this transformation scene was the great production designer Ken Adam. He originally wanted twin flame-throwers mounted behind the fog lights as well, but these didn’t in the end make it into the film. The DB5 and the character of ‘Q’ patiently explaining its gadgets to 007, like a schoolmaster and a naughty prefect, were turning points in the Bond franchise – the sequence where Ian Fleming began to be left behind, where jokes and gadgets moved into the spotlight, and where Ken Adam’s visionary designs began to move centre stage.

Ken Adam recalls that David Brown at Newport Pagnell wasn’t at first “at all keen” on the idea of donating two of the latest Aston Martins to the production: one for driving and one for all the working gadgets. After the success of the film *Goldfinger*, though, “Aston’s sales went up by about 47 per cent – we never had any problems getting cars for nothing after that!” Product placement had been born. Another turning point.

Ken Adam is the only production designer in history to have been honoured with a knighthood and to have a major exhibition devoted to his work in a national art gallery. He has won two Academy Awards plus three nominations, two British Academy Awards and five further nominations. He designed seven James Bond and two Stanley Kubrick films – *Dr Strangelove* and *Barry Lyndon* – but turned down 2001: A Space Odyssey. He joined the film industry when it was 50 years old and was still working – seventy-five films later – beyond its centenary. He is, quite simply, the greatest living designer in the film industry.



Ken Adam has been responsible for some of the greatest illusions in the history of cinema. The best-known include the antique and modern villain’s headquarters – a mixture of Renaissance palazzo and hi-tech water reactor – in *Dr No* (1962) and the mammoth supertanker which injects, into a single compartment, three nuclear submarines in *The Spy Who Loved Me* (1977)

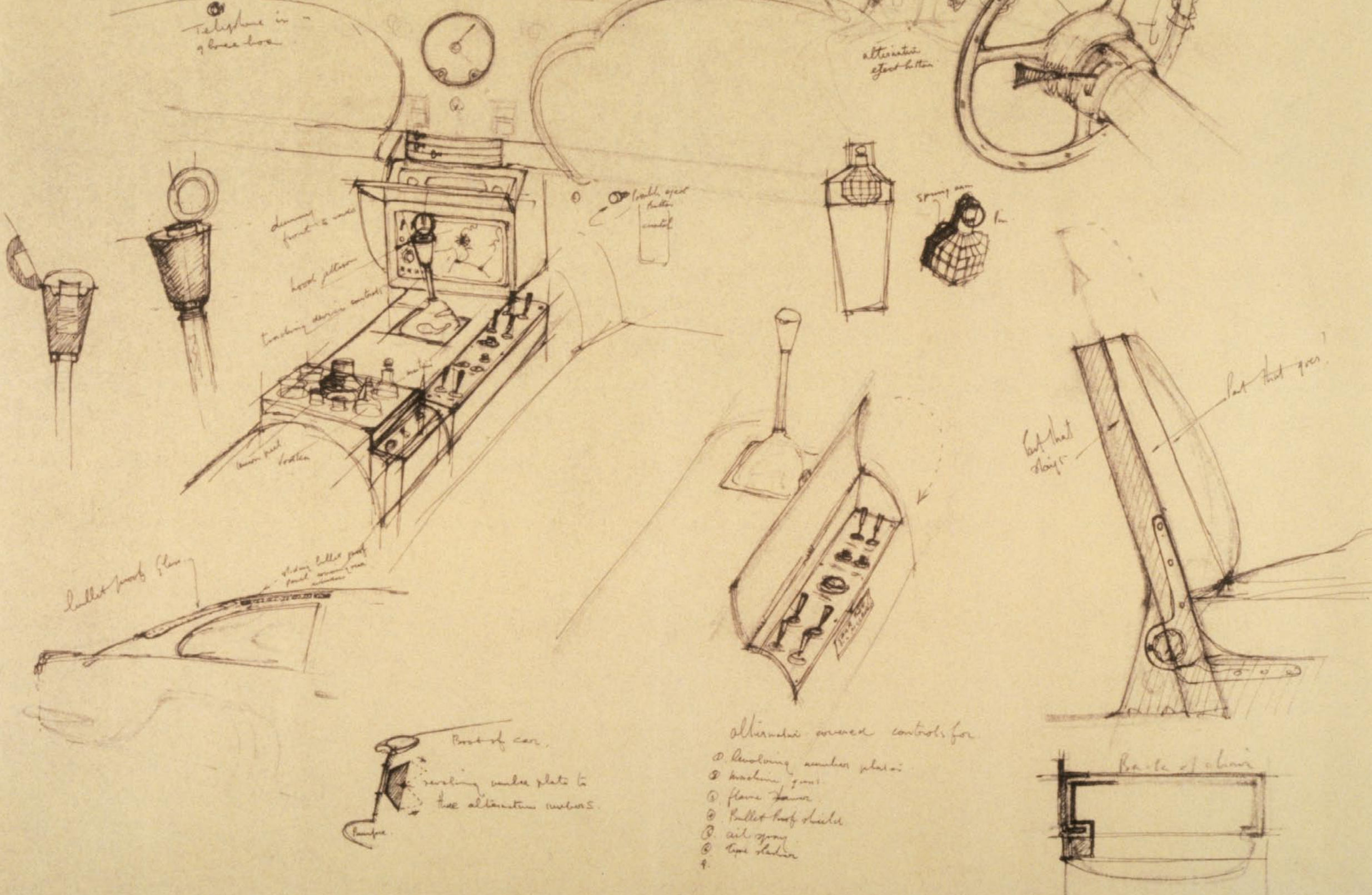
He has been responsible for some of the grandest illusions in the history of cinema. The best known include: the monochrome *Lloyd’s of London* with the ‘names’ all dressed in black and white, and the waiters in scarlet, in the otherwise full-colour *Around the World in 80 Days* (1957); the Marquess of Queensberry’s two-colour reception room in a Scottish castle, with the actors all in black, in *The Trials of Oscar Wilde* (1960); the antique and modern villain’s headquarters – a mixture of Renaissance palazzo and hi-tech water reactor – in *Dr No* (1962); the huge triangular Pentagon war room with its giant poker-table, scoreboard and light ring in *Dr Strangelove* (1963); the DB5 – and the huge interior of the gold repository Fort Knox, resembling a chrome and steel cathedral in *Goldfinger* (1964); the London warehouse which looks like an Eastern European prison in *The Ipcress File* (1964); the Paris headquarters of SPECTRE, with modernist armchairs and attached consoles but no table in *Thunderball* (1965); the missile launcher hidden beneath a lake and inside a Japanese volcano – at the time the largest set ever constructed in Europe – in *You Only Live Twice* (1966); the Edwardian Rolls Royce combined with a Bugatti, which turns into a hovercraft and a flying machine in *Chitty Chitty Bang Bang* (1968); the baronial hall full of tricks, mechanical dolls and automata in *Sleuth* (1972), which many thought was a real National Trust interior; the astonishing candlelit eighteenth century rooms – all from real country houses this time – in *Barry Lyndon* (1975); the mammoth supertanker which injects into a single compartment three nuclear submarines in *The Spy Who Loved Me* (1977); the mobile space-station, made up of bolted-together metal cylinders in *Moonraker* (1979); the 1930s city of the night, inspired by American painters and photographers of the period, in *Pennies from Heaven* (1981); the weird gingerbread gothic interiors belonging to Morticia and Gomez in *Addams Family Values* (1993) – a lasting homage, in three dimensions, to the celebrated ‘New Yorker’ cartoons; and the mixture of historical locations and stylised design in *The Madness of King George* (1994).

PREVIOUS PAGE:
Ken Adam’s interior of Drax’s space station set with actors performing on wires to achieve weightless effect for *Moonraker*. © 1979 Danjaq, LLC and United Artists Corporation. All rights reserved.

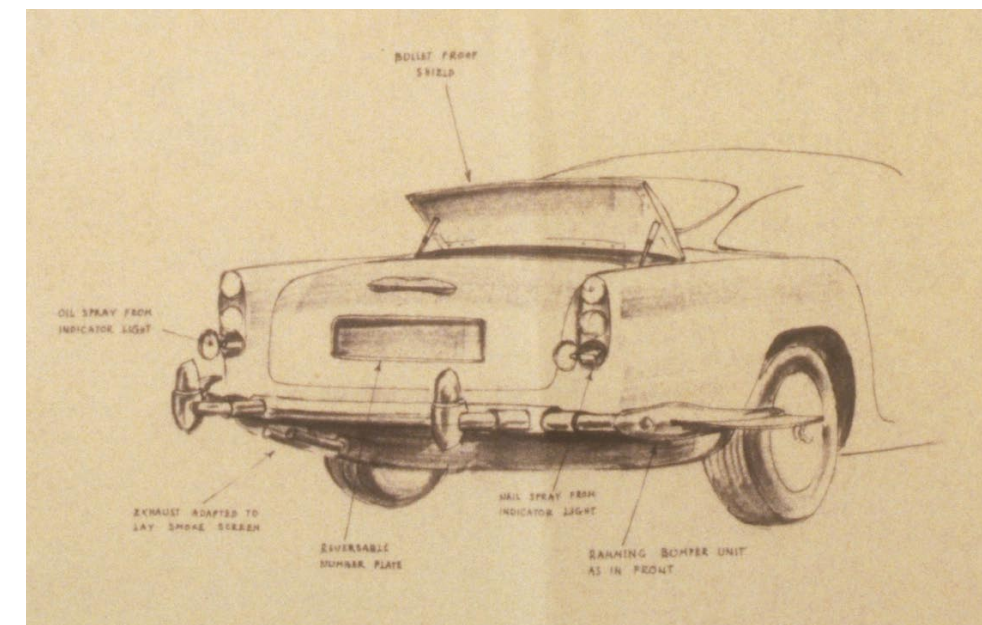
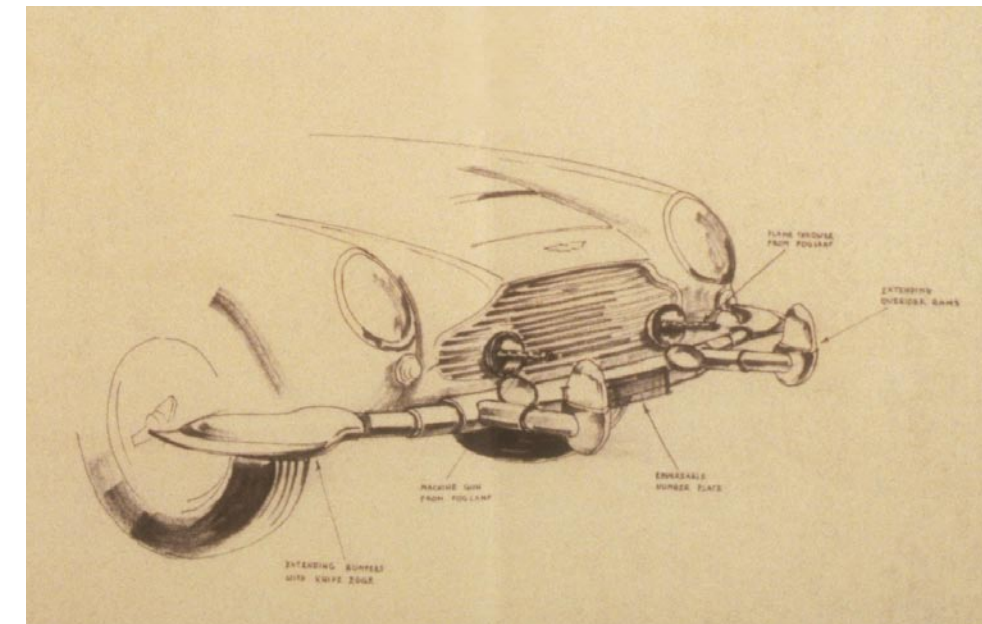
LEFT:
Ken Adam at his drawing board in Pinewood Studios Bond Art Department office. Note previous ‘gadgets’ and ‘weapons’ that Adam designed for previous films on his window sill including Oddjob’s hat from *Goldfinger* and the lethal briefcase of *From Russia With Love*. © 1977 Danjaq, LLC and United Artists Corporation. All rights reserved.

ABOVE:
Ken Adam’s concept design for *Goldfinger*’s laser room, felt tip, pencil, gouache. © 1964 Danjaq, LLC and United Artists Corporation. All rights reserved.

Note - The moving map display would be protected from a microfilm automatic store (so over all Europe) behind screen and be automatically switch to next map by using the regular aircraft beacon system dotted over Europe. A bright "dot" would indicate the home position on the map and would be automatically coupled to map position by linking with the beacon system and by its own bearing and distance sensativity. The coverage of each map could be 300 miles so that the cars position would always be central on the grid across the moving map. (In our store the map would move so slowly that a stationary map would be adequate.)

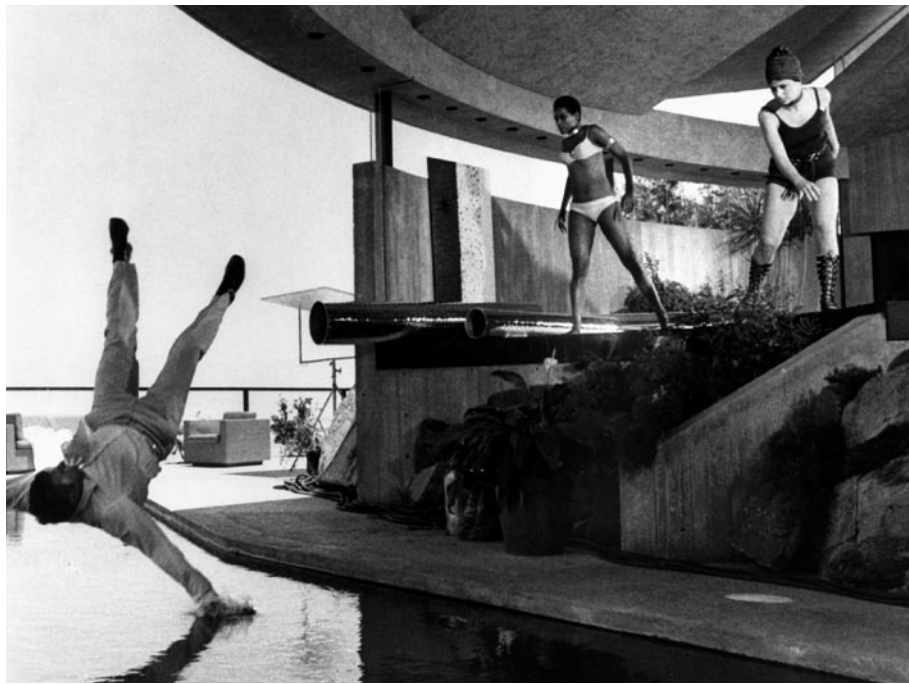


Ken Adam's interior and exterior concept sketches for the gadget laden Aston Martin DB5 in Goldfinger. © 1964 Danjaq, LLC and United Artists Corporation. All rights reserved.



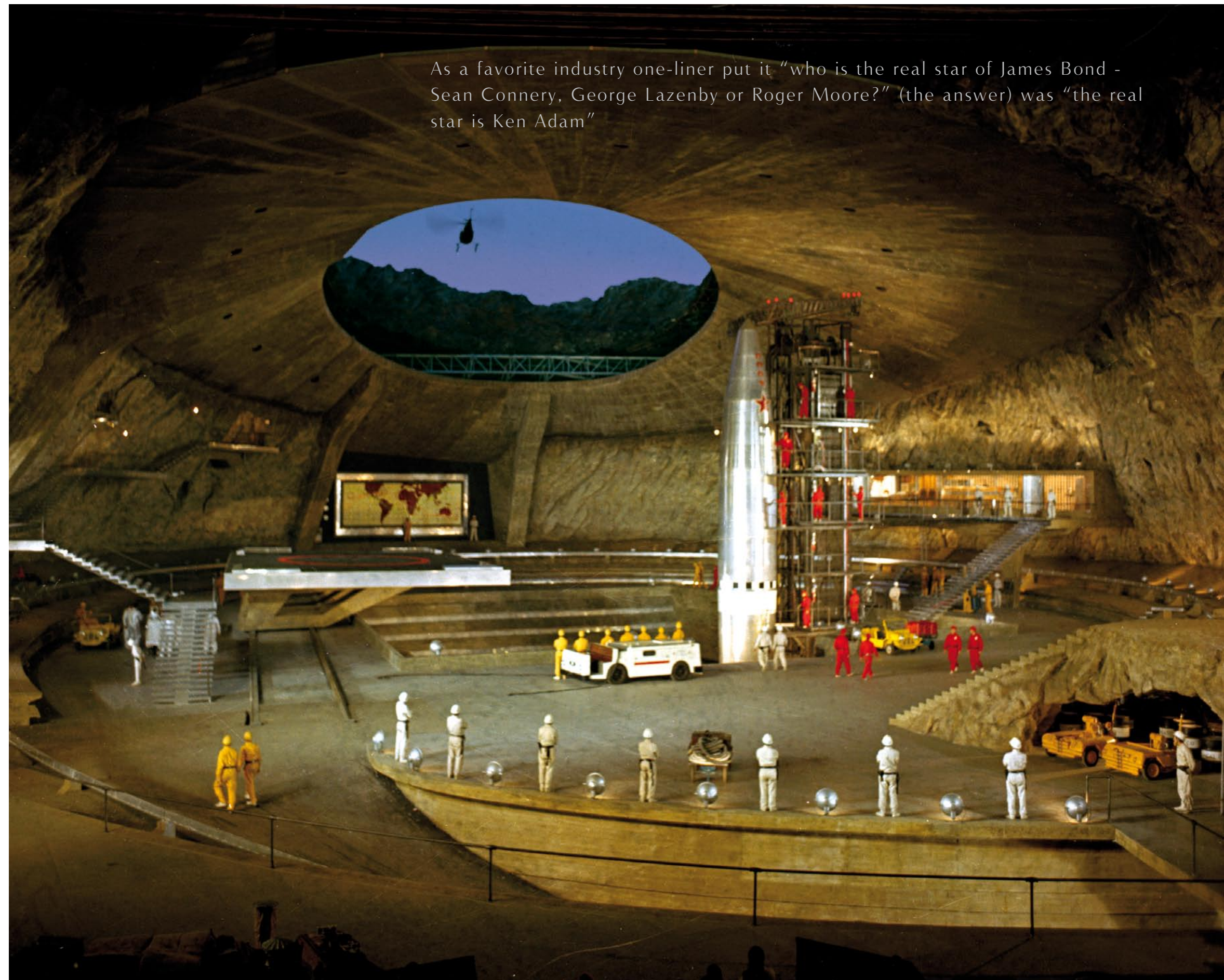
BELOW:
Bambi (Lola Larson) and
Thumper (Trina Parks) send
Bond head over heels in
Diamonds Are Forever.
© 1971 Danjaq, LLC and
United Artists Corporation.
All rights reserved.

RIGHT:
Ken Adam's interior volcano
Blofeld lair set constructed
at Pinewood Studios for
You Only Live Twice.
© 1969 Danjaq, LLC and
United Artists Corporation.
All rights reserved.

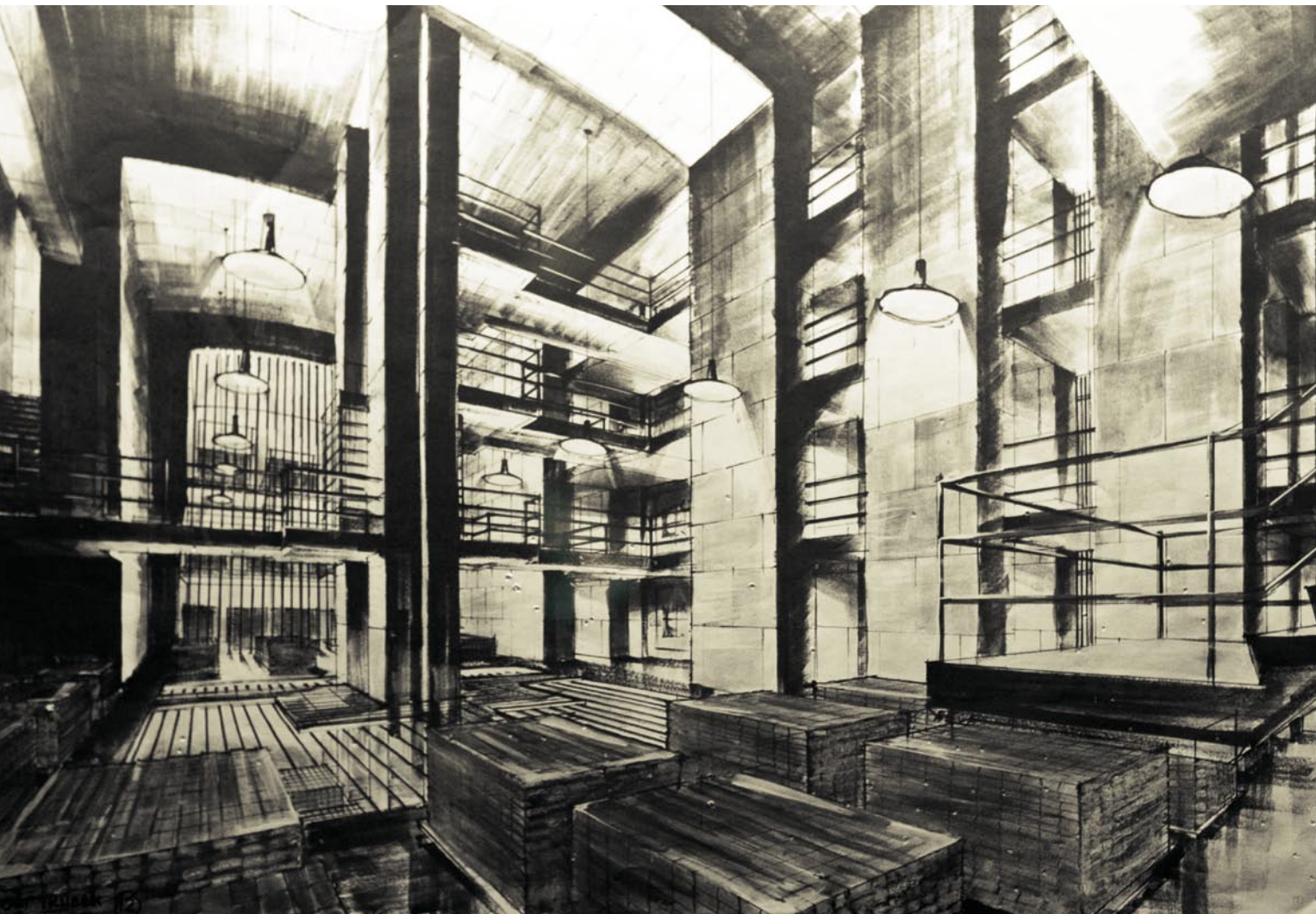


As a favourite industry one-liner put it: "Adam created James Bond seven times over; Bond did not make Adam". Another, in reply to the question "Who is the real star of James Bond – Sean Connery, George Lazenby or Roger Moore?" – was: "The real star is Ken Adam". He even designed an inflatable multimedia cinema, to recapture for modern audiences the thrill of film-going in the golden age of the picture-palace, in the early 1980s. Sadly, it never got beyond the drawing-board. Over his long career, he has – in the words of one critic – "contributed more to the success of British post-war cinema than anyone else, with a list of credits on feature films which is hardly credible".

His biography is fascinating too: childhood in Berlin in the 1920s (where architect Mies van der Rohe redesigned the family sportswear shop); emigration to his adopted home in England in 1934 when conditions under the Nazis had become intolerable for Jewish citizens; schooling in Edinburgh and London, followed by the Bartlett School of Architecture; encounters with some of the Bauhaus disciples in London; enlistment in the Pioneer Corps and the RAF's 609 Squadron, as Klaus Adam – the only German citizen to become an RAF fighter pilot, flying Hawker Typhoons – famously fast, unreliable and dangerous planes – from 1943 via D-Day onwards; then his apprenticeship in the film industry of the late 1940s and his meeting with his wife-to-be Letizia while making *The Crimson Pirate* in Ischia. From junior draughtsman to art director to production designer – responsible for the 'look' of entire films, his life, as Roger Moore once observed, has been just as interesting and exciting as the best of his films, if not more so.



As a favorite industry one-liner put it "who is the real star of James Bond - Sean Connery, George Lazenby or Roger Moore?" (the answer) was "the real star is Ken Adam"



TOP:
Ken Adam's 'cathedral of gold'
concept sketch for interior of Fort
Knox set in *Goldfinger*. © 1964
Danjaq, LLC and United Artists
Corporation. All rights reserved.

ABOVE:
Ken Adam in front of the exterior
Fort Knox set constructed at
Pinewood Studios for *Goldfinger*.
© 1964 Danjaq, LLC and
United Artists Corporation.
All rights reserved.

In a way, his role in the industry has resembled that of 'Q' in the Bond films: in the beginning, an undervalued backroom boy, constantly upping the ante and thinking outside the box, often underrated by those who are 'in the field', always providing the instruments of survival, making sense of the story, whose good ideas have frequently saved the day – not to mention the film – and who has moved on from backroom boy to international hero. He has been our 'Q' since the days of the big Hollywood studios and he is still our 'Q' in the era of computer games, one of which he designed in 2005. I once asked him about that DB5 and where on earth the ideas for those outlandish accessories came from. He replied: "I was a sports car freak. I had an E-type Jaguar and in those days it didn't have any forward bumper, so my car was continually being damaged by other people. I got my own back with the DB5. It got rid of all my frustrations..."

Sir Christopher Frayling has written, with Ken Adam, *'Ken Adam Designs the Movies – James Bond and Beyond'*, published by Thames and Hudson. He was until recently Rector of the Royal College of Art and Chairman of Arts Council England.

SERVICES
HOME DESIGN SERVICE
INTERIOR ARCHITECTURE
CONTRACT INTERIORS
ART CONSULTANCY
ONLINE STORE

DEPARTMENTS
LIVING
DINING
WORKING
SLEEPING
LIGHTING
ACCESSORIES
OUTDOOR
GALLERY

EXPERTS IN
MULTI-BRAND PURCHASING
WAREHOUSING
CONSOLIDATING
INSTALLATION
WORLDWIDE SHIPPING
OVERSEAS PROJECTS

LUXURY LIFESTYLE LIVING



180 TOP BRANDS
UNDER ONE ROOF



UK SHOWROOMS
Uxbridge Road Pinner Hatch End Middlesex HA5 4JS | + 44 (0) 20 8421 1779
Design Centre Chelsea Harbour London SW10 0XE | + 44 (0) 20 7352 6195
www.chaplins.co.uk

CHAPLINS
LUXURY LIFESTYLE LIVING

A VANQUISH FOR THE WRIST

The special relationship between Swiss watchmaker Jaeger-LeCoultre and Aston Martin has turned out to be an enduring one, with a legacy of remarkable, high-tech sports watches.

Alex Doak tries on the seventh episode in the 'AMVOX' saga, inspired by Aston Martin's new super GT, Vanquish

"The partnership with Aston Martin is much more than a collection of watches," says Jaeger-LeCoultre CEO Jerome Lambert. "It is really the reflection of a deep mutual admiration and we draw huge inspiration from both universes."

Indeed, from the outset of the two marques' special relationship in 2004, it was clear that this was never going to be a simple case of sticking two logos on a watch dial or resurrecting some motorsport connection long since consigned to the mists of time. Both Aston Martin and Jaeger-LeCoultre, one of the most venerable 'maisons' of Swiss watchmaking, realised that the success of their joint venture would rest on an active dialogue between each team. Not content with mere stylistic synergies, the watchmakers wished to capitalise on the Aston Martin connection as a spur to new technological ideas.

The AMVOX2 Chronograph of 2005 was just such a new idea – a genuinely progressive bit of 'haute horlogerie'. Doing away with conventional pushbuttons, AMVOX2 consigned start, stop and reset functionality to its sapphire crystal, which, when pushed, vertically triggered the mechanism.

This clever allusion to the 'engine start' button was the most tangible link ever seen in an industry bustling with 'collaborations' banking solely on dashboard or wheel-inspired design. Though, forgivably, Jaeger-LeCoultre's designers couldn't resist revealing a flash of red-coloured cam bearing more than a passing resemblance to a brake caliper.

The boffins at the Le Sentier factory in Switzerland then went on to subject this remarkable chronograph to an overhaul worthy of Bond's Q Branch. Almost as far-fetched as the buzzsaw Rolex Submariner in *Live and Let Die* or the laser-beam Omega Seamaster in *GoldenEye*, Jaeger-LeCoultre succeeded in miniaturising the electronic components of the Aston Martin key fob and integrated them within the existing AMVOX2 movement. Thus, the AMVOX2 DBS, DB9 and Rapide transponders were the first mechanical timepieces to operate as the key to a luxury sports car. It is difficult to imagine a watch more closely or more faithfully intertwined with the driving experience.

This November, the latest incarnation of Jaeger-LeCoultre's now iconic AMVOX collection marks the eighth anniversary of the Aston Martin relationship, and yet again summons that heady high-octane experience with fitting refinement. Named the AMVOX7, it boasts a bold facelift – or should that be dial-lift? – inspired by the radiator grille of Aston Martin's Vanquish. What's more, the lugs are now part of the monobloc titanium case, ensuring a closer fit on the wrist, and you can even switch between a sobre leather strap and sporty bracelet at the flick of a catch.

But look closer, and you'll notice a remarkable new function making its AMVOX debut: a power-reserve display. On the AMVOX7 Chronograph, this indication appears through the upper part of the skeletonized bezel ring. When the watch is wound, the red power-reserve discs draw closer as if to embrace the 12 o'clock numeral, and as the barrel winds down, they disappear again in order to gradually reveal the chronograph levers. Once again, this instinctively read indication is entirely in tune with the immediacy sensed during a sporty drive, and alludes to the circular progress of a rev counter or speedo.

Quite apart from being a thoroughly stylish, sophisticated piece of micro-engineering, the AMVOX7 is proof, if proof be needed, that the partnership between Jaeger-LeCoultre and Aston Martin is more vibrant than ever as it enters its eighth year. Long may the two-way street between Gaydon and Le Sentier continue.

The AMVOX2 DBS, DB9 and Rapide transponders were the first mechanical timepieces to operate as the key to a luxury sports car. It is difficult to imagine a watch more closely or more faithfully intertwined with the driving experience.

NENE VALLEY RAILWAY

OCTOPUSSY & GOLDENEYE

Pulling the wool over viewers eyes with it's convincingly retro setting, this steam railway station in Peterborough masquerades as pre-unification Germany in *Octopussy* (1983), and, with the addition of an armoured Castor 20 train, as Russia in *GoldenEye* (1995). The train seemingly goes into a tunnel, but this was built by Bond's indefatigable set designers, who adapted an existing small bridge over the tracks for the purpose





the rise of the ALPHA WOMAN

There was a time when only men lived the James Bond lifestyle of exciting jobs, fast cars and international adventure, but this is no longer the case, as **Lucia van der Post** explains. Nowadays, the man at the top is just as likely to be a woman

Looking back on the day Stella Rimington was made the first ever female director-general of MI5 back in 1992 turned out to be a seminal moment. It started it all; the rise of the alpha female that is. That growing band of women who do the kind of jobs and have the kind of balls that once belonged only to men. They earn all they need and more; they deal with the world on their own terms; they pilot planes; they go where they want and buy what they like.

And after Stella Rimington came many more. There's Angela Ahrendts heading up Burberry's spectacular growth. Nathalie Massenet of NET-A-PORTER building up a tiny company from in a cramped room in Chelsea to one that – some twelve years down the line – is this year predicted to overtake the mighty Cartier in size and turnover. In the City, women such as Nicola Horlick (CEO of Bramdean Asset Management), Carol Galley (once Director of Mercury Asset Management, the so-called 'Ice Maiden', now enjoying her hard-earned cash in the south of France, Klosters or wherever the fancy takes her), Katherine Garrett-Cox (heading the Alliance Trust), are just the tiny tip of a growing band of formidable players in the once sober-suited world of banks and hedge funds. They've all showed they could be just as tough as the men they ousted on their way up.

The serious political arenas, from parliament to television programmes, once a no-go area for anybody in a skirt, are these days dominated by women. Hillary Clinton roams the world for the USA, Angela Merkel bosses Europe about and Christine Lagarde heads up the IMF. There are the BBC's own Stephanie Flanders, Kirsty Wark and Allegra Stratton, and as for Bloomberg, turn on the financial news and you might think the male was now an endangered species – beautifully groomed alpha women dominate the screens. They authoritatively discuss all the things that a mere generation ago were deemed too profound for frivolous female brains: the world economy, the state of the euro, intricate business takeovers, the ins and outs of complex accounting practices. Oursportspages, once an oestrogen-free zone, are increasingly being invaded by posers of authoritative and impressively gym-honed women. They are just as adept at discussing the finer points of Lionel Messi's subtle passing, Andy Murray's glorious backhand and Rory McIlroy's world-class swing as any of their male counterparts. Sit in the first class lounges of any of the airlines servicing the major business destinations – New York, London, Singapore, Hong Kong, Beijing – and it's perfectly obvious that there are at least as many smartly turned-out women gazing deeply at their laptops and emails as there are suits.



This growing band of alpha women can more than match the spending power of their menfolk. They don't need to ask permission before they change the furniture, buy something to sparkle on their fingers or take up a high-adrenaline sport

There is serious research to back up what might otherwise be considered mere anecdote or perception. 70 per cent of new businesses started each year are nowadays founded by women. According to research done by a website called International Women's Day, devoted to 'connecting girls, inspiring futures' nearly half (46 per cent) of the UK's 376,000 millionaires are women. Since other research shows that the number of wealthy women, particularly in the US but also in Europe, is growing at a faster rate than that of men, it looks as if by the end of this year the figure will have risen to 53 per cent. And more and more wives are earning more than their husbands.

This growing band of alpha women can more than match the spending power of their menfolk. They don't need to ask permission before they change the furniture or buy something to sparkle on their fingers or take up a high-adrenalin sport. More and more, they spend their money just the way men do. They take up flying, buy fancy houses and a yacht if they feel like it. They eat in the swankiest of restaurants and don't necessarily need a man in tow. In China, thirty per cent of the new millionaires are women and they buy a disproportionately large share of high performance sports cars. Whereas the desire for something fast and sassy used to be more or less exclusively confined to males, these days some brands report that in China the percentage of women buying their swanky sports cars is double or triple that of their counterparts in Europe. Casinos, once almost exclusively a male preserve, are now seeing more and more women. Take Victoria Coren, as sassy and independent as they come: she earns a more than fat living playing poker. In one spectacular deal, she earned more than \$1 million, enough to buy a house.

All this has profound implications for the luxury goods industry and those involved in purveying them. The female pound or dollar is more and more important. Many of the luxury goods that traditionally targeted men – sports cars, high-end watches, fancy working accoutrements such as luggage and gadgetry, holiday homes, yachts, fine wines and whiskies – are going to have to think harder about this great new market that is growing bigger by the day. Conversely, what is interesting is that it appears that more and more high-earning men are becoming interested in areas that were once the preserve of women – fashion and grooming products most noticeably.

Another interesting and parallel trend is that this change in the work place and the rise of new female entrepreneurs has created a new class of wealthy people who straddle the world. They're a global elite. We might call them the 'uber nomads' for whom a whole raft of new products and services are required such as as-light-as-a-feather suits that don't crease and can cope with changing climates, easy-to-negotiate luggage, multi-purpose beauty products that help deal with the stress and the strain. They look to concierge services to book tickets and top tables, to sort the birthday and Christmas presents, to hire a yacht or book their share of a private jet. They want clothes delivered overnight to their door, ready-prepared meals that are healthy and delicious. They want chauffeurs, trainers and masseurs when they need them.



70%
of new businesses
are started by
women

46%
of the UK's
376,000
millionaires are
women

11%
is the annual
increase in
female millionaires
in the UK

PREVIOUS PAGE: German PM Angela Merkel fends off the podium advances of American President Barack Obama.

RIGHT: Natalie Massenet, founder and executive chairwoman of online luxury retailer, NET-A-PORTER, which was sold to Richemont for an estimated £50 million.

BELOW: Brazilian President Dilma Rousseff and Sarah Blakely, founder of underwear brand Spanx, on the cover of Forbes magazine.



They look to concierge services to book tickets and top tables. They want clothes delivered overnight to their door and ready-prepared meals that are healthy and delicious. They want chauffeurs, trainers and masseurs when they need them

I recently met a woman who had studied engineering in Britain and now runs a big division of a hugely successful global brand. Her home is in Singapore, her head office in Geneva and her fiancé in Buenos Aires. For her, this is only a minor inconvenience. She can afford as many business class or first class tickets as she needs to keep the emotional ties alive, she can handle menus and hotel staff in any language, but what she – and all the others like her – need is a whole range of new services to keep the lifestyle afloat.

As a consequence, services that a mere twenty years ago would have been thought utterly behind the point are now flourishing. It's the trend behind the burgeoning numbers of personal trainers, dog walkers, clutter experts, personal shoppers and stylists, wardrobe organisers, etc. Take Vault Couture. For those 'seeking the ultimate wardrobe-management solution' it will sort, clean, mend and store, putting away one season's clothes as it brings out another. It's not cheap but it cures a lot of headaches. That's why a growing number of stores (Harvey Nichols, Matches, Browns, Harrods) don't wait for their uber-wealthy customers to come to them but will sort whatever they need and deliver it to their home or office. Many of them will send personal stylists to the house, will open up out of hours and make sure they get the season's hot designs. It's also why a range of exclusive clubs are opening up which offer to the woman what the old men's clubs did to her male antecedents.

There are no 'rules' for managing this change. It's new territory and though it may seem to go against all the dearest tenets of evolutionary biology, it's a pattern that looks as if it's here to stay. For luxury goods companies, it poses both challenges and opportunities but for no one is it more a minefield than for alpha men. Life is never going to be the same again. Pass around the Martinis.



CHALLENGE YOUR SENSES WITH THE NEW BEOVISION 11

A masterpiece of sound, picture and digital entertainment. Hear, see and feel this Bang & Olufsen Smart TV.



Scan to see BeoVision 11 come alive
or go to bang-olufsen.com/beovision11

BANG & OLUFSEN

B&O

WHAT MOVES YOU

HIM: White cotton shirt; black suit with leather detailing, both Pal Zileri.
 HER: Long leopard print sequin dress, Jenny Packham; 18-carat white gold emerald bead bracelet with round white diamond micro-set surround, £255,000; 18-carat white gold sapphire bead bangle with round white diamond micro-set surround, £190,000; 18-carat white gold/platinum round purple spinel bracelet with round white diamond, £88,000; 18-carat white gold emerald cut and round white diamond bangle with white diamond micro-set surround, £140,000; 18-carat white gold round white diamond bangles with micro-set surround, £93,000; Colombian emerald ring with oval diamond surround, £590,000; platinum Ceylon pink oval sapphire ring with pink pear-shaped sapphire shoulders, £61,000; 18-carat white gold oval pink spinel ring with pear-shaped pink spinel side stones set in a white diamond, £49,000, all David Morris.

DIAMONDS FOR EVERMORE

So much a part of the Bond legacy that they feature in their very own film title, diamonds are an eternally sparkling element of any glamorous woman's wardrobe, whether she be a Bond girl or not. Photographer **Tim Bret-Day** captures our two heroes cutting a dash in eveningwear and accessories fit for *Casino Royale*

Delicate arches of diamonds rest and gleam on the collarbone, glinting in the half light. Teri Hatcher, as Bond girl Paris in *Tomorrow Never Dies*, wore this subtly dazzling necklace in a passionate love scene with Pierce Brosnan as Bond. She later 'died' wearing it and, we say, what a beautiful way to go

HER: Short white dress with detailing and feathers, Jenny Peckham; platinum white diamond small scoop necklace James Bond 007, £120,000; 18-carat white diamond pear-shaped butterfly ring with flower, £65,000; 18-carat white gold emerald cut and round white diamond bracelet with white diamond micro-set surround, £140,000; 18-carat white gold size 16 round brilliant cut white diamond bracelet with micro-set surround, £93,000, all David Morris; Ladymatic watch, Omega, £10,630; binoculars, Zeiss at Selfridges.





HER: 18-carat white gold brilliant cut round diamond full eternity ring with white round diamond micro-set surround, £43,000; 18-carat white gold with purple spinel set in a double micro Bombay surround with white diamonds bracelet, £265,000, both David Morris. HIM: White cotton shirt, Richard James; dinner jacket, Giorgio Armani, £1150; Martini glass, Riedel at Selfridges.



HER: One-shouldered dress with green ruffle detail, Veronica Moncho Lobo; 18-carat white gold wild flower hand bracelet with fancy cut out white diamonds and round white, £360,000; 18-carat white gold Olivia white pear-shaped diamonds and emerald briolettes earrings, £490,000; 18-carat white gold oval white opal ring with round white diamond micro-set surround double band finger ring, £105,000; 18-carat white gold pear and marquise-shaped diamond fringe necklace, £775,000, all David Morris; vintage telephone, stylist' own.

II
JOHN LOBB
BOOTMAKER



Flawless balance, fluid lines
and impeccable proportions
define John Lobb comfort and elegance.

Nº190

It takes 190 steps to create every pair
of John Lobb shoes. Discover more at
johnlobb.com

William II Double Buckle

LONDON | PARIS | NEW YORK | TOKYO | HONG KONG
GENEVA | MADRID | MOSCOW | DUBAI | COSTA MESA | OSAKA | NAGOYA | FUKUOKA | TAIPEI | SHANGHAI | BEIJING | HANGZHOU | SEOUL



HIM: White cotton shirt; three-piece wool suit; knitted tie, all Anthony Sinclair. HER: Long red sequin dress, Jenny Packham; natural oval Madagascan sapphire ring with pear-shaped white diamond surround, £1,100,000; 18-carat white gold blue sapphire bead bangle with round white diamond micro-set surround, £190,000, both David Morris.

HIER: Satin shoes with curved heel, Walter Steiger; tights, Falke at Mytights.com
HIM: White cotton shirt, Richard James; black dinner jacket, Giorgio Armani, £1150; Seamaster 300 M watch, Omega, £2770.



DAVID MORRIS

THE LONDON JEWELLER
CELEBRATING 50 YEARS

LONDON HONG KONG PALM BEACH MOSCOW DOHA DUBAI
+44 (0)20 7499 2200 www.davidmorris.com



Marie Antoinette by

De Laquerie

England

9A Windsor End, Beaconsfield, Buckinghamshire HP9 2JJ England
t: 00 44 (0)1494 680488 e: info@delamerie.com
www.delamerie.com

LICENSED TO CHILL

Purer than 007's intentions towards the attractive blonde by his side at the bar, Iceberg vodka makes a devilishly good Martini, just as he would like it



"Vodka Martini, shaken, not stirred." A phrase that summons images of a debonair Bond, propping up the bar before turning to smoothly seduce his flaxen-haired companion. The vodka Martini instantly says 'Bond', and rightly so. It's officially 007's favourite cocktail. He orders it more frequently in the films than any other (that's 20 times against the gin martini's 16 for trivia lovers amongst you), and his particular preference for a shaken, ice-cold serve rather than the more traditional, gently stirred and chilled version says it all. Both a renegade and a connoisseur, Bond is just the sort of man a girl might want to share a cocktail or two with.

Being a man of exceptionally high standards, we imagine that Bond would approve of a vodka Martini crafted from Iceberg vodka, a spirit distilled and produced from the purest of glacial water sources: 12,000-year-old icebergs off the coast of Newfoundland in Canada. As the compacted and frozen snow that fell all those millennia ago is truly untouched and pristine, it makes an exceptionally smooth and clean-tasting cocktail, just as James Bond would like it. Bond may also approve of the brave tales of derring-do told by the men and women that venture into the treacherous Canadian area known as 'Iceberg Alley' to make their harvest. Removing the ice safely is a mixture of calculated risk-taking, sound judgement and deft, practical skill. Demands that no doubt Bond would appreciate.

We also imagine you'd want to drink your Martini like the man himself, so here's our method. Serve with a shrnile worthy of Sean himself.

icebergvodkaeurope.com

Iceberg Vodka Martini

INGREDIENTS

1 1/2 shot Iceberg vodka
3/4 shots of dry vermouth

METHOD

Remove your bottle of Iceberg vodka from the freezer where it should have been resting for a good few hours before starting your serve. Place the vodka and vermouth into an ice-filled cocktail shaker. Shake well for 20 seconds. Strain into a Martini glass and garnish with a single, pick-speared green olive.





DB9: a timeless icon

Over its eight short years, Aston Martin's sporting GT has firmly established itself as one of those truly legendary cars – design, performance and handling all combining in perfect harmony. So just how do you go about improving things? Jonathan Bell finds out from Design Director Marek Reichman, on the cusp of the new DB9's model launch. Photographed by René Staud



“Why does Aston Martin stand for continual evolution?” asks Design Director Marek Reichman. “It’s because we’re seeking perfection”

RIGHT: Marek Reichman in the atrium reception area of Aston Martin’s UK headquarters.
THROUGHOUT: The DB9 shot on location in and around Port Adriano in Mallorca.

The DB9 can lay claim to being one of the great sports cars of the 21st Century, exceeding all expectations when it debuted and continuing to serve as the fulcrum of Aston Martin’s range of luxury sports cars. From its breathtaking silhouette to the evocative snarl of its V12 engine, the DB9 set the template for Aston Martin in the modern era, a bold statement of intent that was welcomed with rapturous acclaim when it debuted in 2004.


The DB9 combined the brutal athleticism of the original Vanquish with the sinuous forms and perfect proportions of the fondly remembered DB cars of the ‘50s and ‘60s, ensuring that it arrived fully formed – an instant classic that became the best-selling DB car in history and which remains Aston Martin’s most important product, the mainstay of the range. Bringing together heritage, history and, for the first time in the company’s history, the use of the high-tech, highly advanced manufacturing facility in Gaydon which had opened the previous year, the DB9 has remained endlessly fascinating, still a genuine head turner despite its success and familiarity.

It was a ground-breaking car, demonstrating a number of technological firsts, not just for Aston Martin but for the whole motor industry. These included the wholesale use of Aston Martin’s hugely flexible VH architecture, a pioneering philosophy that includes a scalable and flexible aluminium and composite structure that forms the lightweight, ultra-strong core of the company’s range.

Clearly, the introduction of the forthcoming new DB9 has to be handled with care. “The DB9 is one of the most iconic cars of the past thirty, maybe forty or even fifty years,” acknowledges Aston Martin’s Design Director Marek Reichman, who oversaw the project to develop the new model. All cars must evolve, if only to accommodate changes in legislation and advances in technology, but the challenge facing Reichman and his team was to bring the DB9 into 2013 while still preserving its essential character and improving the ownership experience still further, all the while having to meet new rules governing design and performance. Aston Martin’s Chief

Executive Officer Dr Ulrich Bez emphasises the importance of evolutionary design. “We have worked for many months to make the new DB9 not simply new, but better,” says Dr Bez. “It is the mainstay of our range and I believe that the results are exceptional.” Whether as a Coupe or the open Volante, the new DB9 continues to epitomise Aston Martin’s core qualities. “Why does Aston Martin stand for continual evolution?” asks Reichman. “It’s because we’re seeking perfection,” he continues, adding that although “the DB9’s form language will look good for time immemorial,” subtle changes can still be accommodated to improve aerodynamics and efficiency. Most notably, the DB9 incorporates Aston Martin’s ongoing research into new materials development, inside and out, including carbon fibre and Kevlar. The original 2004 car didn’t feature any carbon fibre at all, but the past few years have seen the company make an enormous investment in carbon fibre manufacturing, introducing levels of tolerance and quality to attain Aston Martin’s exacting standards.



 **FORMITALIA** Luxury Group spa
Luxury Interiors and Accessories for Exclusive Homes, Hotels, Executive Offices & Yachts

INTERIORS BY ASTON MARTIN
E-Mail: info@formitalia.it - Web: www.formitalia.it



ASTON MARTIN



As a result, the customer has a choice of two new Carbon Packs for the interior and exterior details of the new DB9. Clear carbon fibre can be specified on the front splitter and rear diffuser, together with carbon fibre mirror arms and caps. Inside the car, the carbon fibre detailing in the interior pack includes a carbon fibre upper fascia as well as carbon-fibre door pulls and gear selector paddles.

External changes emphasise the proportions and purity of the design. Reichman explains how the changes to the lower grille and front splitter not only improve the airflow to the carbon ceramic brakes (another innovation unknown in the class when the DB9 was introduced), but also increase the perception of the car's width. The neat chamfering on the five horizontal vanes on the signature front grille references the One-77, while the elongated side strake and side repeater draw the eye back from the headlights along the car's flanks to the muscular rear haunches. Here, a new flipped up rear boot spoiler maintains Aston Martin's classic silhouette while also directing airflow more efficiently at the rear of the car. Powerful bi-xenon headlamps pair with the grille to create the classic Aston Martin look, with new feature lines running discreetly beneath them to give more weight and balance to the front end. Everywhere, enhanced performance and efficiency have not detracted from the fluidity of the original shape, even though more than 70% of the panels are new.

INTERIOR IDEAL

Since the opening of the Gaydon facility in 2003, Aston Martin has worked tirelessly to improve the quality of materials and workmanship. The DB9's interior stands as a proud example of this endeavour, from new welted details on the Bridge of Weir leather upholstery to the luxurious look and feel of the glass switchgear. The leather welts were inspired by the stitched surface treatment of luxury leather goods and are created by sandwiching a narrow strip of leather between two opposing leather seat panels. This strip is then fixed in place using extra-precise stitching.

The uprated switchgear provides a tactile reminder of the care and attention that have gone into the design and creation of the interior, which now includes an optional leather headlining as well as other ownership-enhancing functions such as the optional reversing camera and standard rain sensor-operated windscreen wipers. Familiar creature comforts such as the boot-mounted umbrella, new satellite navigation system, iPod and USB integration and optional Bang & Olufsen BeoSound audio system are all present and correct.



“The DB9 is incredibly pure in its surface language, very fluid and very simple, whereas the Vanquish is much more sinuous,” says Reichman. That simplicity has served the DB9 well, for the car has always been about elegance

An Aston Martin is not an impulse purchase. On the contrary, a DB9 customer might treat the process of choosing and specifying their new car in the same way that they would treat the design and specification of a new house or a well-tailored suit



“The DB9 is incredibly pure in its surface language, very fluid and very simple, whereas the Vanquish is much more sinuous,” says Reichman. That simplicity has served the DB9 well, for the car has always been about elegance, from the graceful curves of the bodywork through to the cossetting experience that exemplifies the skills and abilities of Aston Martin’s team of craft specialists.

“Of course,” says Reichman, “if a customer wants to go a little bit further, we have the Q by Aston Martin Design division at their service. Q by Aston Martin can provide practically anything – it really goes the extra mile to give our customers exactly what they desire in a car.” An Aston Martin is not an impulse purchase. On the contrary, the DB9 customer might treat the process of choosing and specifying their new car in the same way as they would treat the design and specification of a new house or a well-tailored suit. “It’s a car many people want to keep forever,” says Reichman,

The forthcoming sports car becomes the most powerful DB9 ever, thanks to the introduction of the new AM11 6.0-litre V12 powerplant. A new cylinder block and new cylinder heads include variable valve timing, enlarged throttle bodies and uprated fuel pump, as well as a revised intake manifold and machined combustion chambers, all helping to bring the power output to 510bhp, up from the original car’s 450bhp. At the same time, the DB9’s emissions have been cut to 333g/km, down from nearly 400g/km in the 2004 car. Now as then, the DB9 is for the driver, an intense piece of technology that can simultaneously cosset and engage.

Another innovation is the revised underbody structure, initiated in order to ensure full compliance with the latest and most demanding pedestrian protection rules. The DB9 team lowered the engine and introduced a new bonnet, front bumper structure and grille surround, making sure that the forms deflect impact energy without having to sacrifice the use of real metal in the bonnet grilles, in order to maintain the purity of line across the front of the car. Braking is uprated by the introduction of state-of-the-art ventilated Brembo carbon-ceramic disc brakes as standard, offering greater performance, less fade and a significant weight saving. Brakes are coupled with Aston Martin’s ‘Gen4’ Adaptive Damping System, with three special modes carefully calibrated to give



The exclusive Calleija Astar cut Morganite and Diamond ring £9,580



Astar.
A brilliant new gem cut by Calleija for Aston Martin
LONDON | SYDNEY | GOLD COAST | CALLEIJA.COM



DB9 the broadest range of driving styles, from the purest ride comfort delivered by Normal mode through to the more focused Sport selection and the ultra-stiff Track setting. New Pirelli P Zero tyres provide more grip for a new DB9 that is now more rigid than ever before, a testament to the precision engineering of the VH architecture and Aston Martin's commitment to constant refinement.

Despite the power and ability on hand, the DB9 lends itself perfectly to a more relaxed driving style. The power is always there, of course, but the car offers a luxury feel that cossets and embraces, giving the driver the choice of pressing on or simply enjoying the journey. It is a true sporting GT, a timeless icon that endures while also demonstrating the innovations in design, engineering and manufacturing that define Aston Martin in the modern era.

The DB9 retains its iconic status, with details and improvements that are a fitting tribute to the talent and technology within Aston Martin. "Put simply, the DB9 is the foundation of Aston Martin," says Reichman. "It is the company's backbone. I think it embodies the principles we stand for." It is a car without equal, a peerless piece of automotive design that demonstrates the company's constant desire to build the best sports GT in the world.





STAR DATE 2012

For the generation that grew up inspired by the fiery engine ignition and drama of the Apollo missions, regular space travel is a possibility, not a dream. **Paul Knott** talks to the chief test pilot at Virgin Galactic who is making it a reality

The recent passing of Neil Armstrong prompted lamentations about the faded dream of space travel. In fact, nothing could be further from the truth and the dream is close to being reignited. In the mid nineties, a group from the generation inspired by the Apollo missions sought to kick-start a commercial space industry with a relatively inexpensive, reusable space vehicle. Their initiative produced SpaceShipOne and prompted Sir Richard Branson to build on its success by establishing Virgin Galactic.

Virgin Galactic aims to revolutionise space travel by using their innovative SpaceShipTwo to fly more people into space in its first two years of operation than the current all-time total of 528. Indeed, the number of budding astronauts who have signed up to pay the \$200,000 ticket price has recently passed that symbolic figure. Each flight will see six passengers rocketed into space, where they will experience weightlessness and astounding views of outer space and the Earth below. David Mackay, Chief Pilot for Virgin Galactic, is currently spearheading the flight testing in Mojave, California and will pilot SpaceShipTwo's inaugural flight.

Mackay's current role is the fulfilment of a boyhood dream. He grew up in 1960s Scotland near the RAF's Lossiemouth base and was fascinated by the jets that rattled the rooftops of his family home. He was also gripped by the Apollo space programme and thought space flight was "the most exciting thing anyone could possibly do". Mackay was aware that most of the astronauts had been military test pilots and resolved to combine his ambitions. He joined the RAF from university in 1979 and soon graduated to flying Harriers. He then successfully served as a test pilot for eight years. By the mid nineties though, an RAF managerial desk job beckoned and David shelved his dream and became a commercial pilot with Virgin Atlantic.

Mackay enjoyed flying Virgin's Airbus A340s and Boeing 747s which eventually provided an unexpected opportunity to revive his dream of space flight. As he explains, "through Virgin, I met some people involved in (the legendary late adventurer) Steve Fossett's Global Flyer project to fly non-stop around the world and was invited to be a consultant in my spare time".



Mackay sees SpaceShipTwo's development as "a series of small steps with everything being carefully planned and practised on the ground and tested time after time in a simulator"

Mackay's work on Global Flyer led him to the SpaceShipOne project. SpaceShipOne was designed by Burt Rutan to win the 2004 X Prize, which called for private sector innovations in manned space exploration. It demanded the manufacture of a reusable vehicle to deliver the weight of three people to suborbital space twice within a two-week period. Virgin sponsored SpaceShipOne's successful X Prize winning flights and based Virgin Galactic on the acquired knowledge.

Mackay attributes his appointment as Chief Pilot for the world's first commercial spaceline to "being in the right place at the right time". But it is clear that his rare combination of piloting experience and work on SpaceShipOne made him the perfect candidate for Virgin Galactic. Mackay says the programme is "currently using a lot of my test pilot skills". It also draws upon his experience as a commercial pilot because "of the passenger interaction to come". As he explains, the testing process is painstakingly focused on ensuring the safety of the space flights.

"We see ourselves as being part of a new space industry and having a great responsibility. Our responsibility is not just to Virgin Galactic but to the whole industry, which would be set back hugely if we didn't it right".

Although testing is at an advanced stage, Virgin Galactic has deliberately refrained from setting a date for its first commercial flight. Mackay describes their approach as "correctly cautious" and adds "We are very conscious that we are taking eight people up there and we will only go when everything is right. Although it would, of course, be nice to be the ones to carry out the first commercial manned space flight, we do not see ourselves as being in a new space race with anyone else who might be working on it. Our main interest is in creating a new era of space travel".

Mackay sees SpaceShipTwo's development as involving "a series of small steps, with everything being carefully planned and practised on the ground and tested time after time in a simulator."

Coleman Private Clients

Straightforward expertise

We understand that your policy needs to be as individual as you are.

Our Private Clients team of professional staff is dedicated to offering advice and personal service, on a one to one basis.

We will identify the most appropriate cover for your lifestyle, providing you with total peace of mind by way of tailored insurance for your high value homes & possessions, motorboat & yacht, jewellery, fine art and antique collections.

As specialist high net worth brokers, we can provide real advice, discretion and integrity for clients.

+44 (0)1202 647444
www.colemaninsurance.co.uk
newbusiness@colemaninsurance.co.uk



Coleman
Insurance Brokers



PREVIOUS PAGE:
WhiteKnightTwo and
SpaceShipTwo on the
runway outside the Virgin
Galactic ‘Faith’ hangar.

ABOVE: SpaceShipTwo in
glide flight mode, to which
it switches after re-entering
the atmosphere.

The idea of test piloting is to practise everything that could possibly go wrong. And when anything wrong is identified, then you stop, for a long time if necessary, until you have put it right”.

Mackay’s position at the forefront of a new era of space travel invites comparisons with earlier test pilots turned space pioneers like Yuri Gagarin and the famously cool-headed and methodical Neil Armstrong. Mackay modestly dismisses the comparison, saying: “I would certainly not be so bold as to say that I am following in their footsteps. Gagarin and Armstrong were remarkable men who did remarkable things that can never be repeated. I am just thrilled to be involved in any aspect of this new business”.

Mackay’s emphasis on safety does not inhibit his sense of wonder at flying. As he says: “I would not be involved in test piloting if I was not interested in excitement. I am fundamentally invigorated by it and would be disappointed in myself if I ever lost that feeling of exhilaration”. The thrill Mackay gets from “the pinnacle of what we do, which is flying these aircraft” is tangible when he talks about WhiteKnightTwo and SpaceShipTwo, the two vehicles at the heart of the Virgin Galactic enterprise.

SpaceShipTwo has “a very different purpose, which starts when it is released at 50,000 feet. From there, it accelerates very quickly into space and reaches three and a half times the speed of sound. It is unlike anything else that has ever flown”

WhiteKnightTwo is the launch vehicle. It has a twin fuselage and resembles two planes fused together at the wing tips. It carries SpaceShipTwo at its central axis up to 50,000 feet, from where SpaceShipTwo blasts off into space. Launching SpaceShipTwo from the rarified atmosphere of 50,000 feet produces significant fuel efficiency and safety benefits.

Mackay describes WhiteKnightTwo as a “remarkable aeroplane which is performing amazingly well. As a large twin fuselage aircraft, it is unusual and flying it is a new experience. It is flown from the right-hand fuselage, which is twenty-five feet off centre. Piloting it from that position needs careful attention on the ground although the care required is not so different to the big airliners. Once in the air, WhiteKnightTwo handles and climbs really well – an impressive performance considering it is carrying SpaceShipTwo. It also acts as an in-flight simulator for SpaceShipTwo because it has similar controls and avionics. It has got lots of character and I love it”.

He is even more enthusiastic about flying SpaceShipTwo. He says it has “a very different purpose, which starts when it is released at 50,000 feet. From there it accelerates very quickly into space and reaches three and a half times the speed of sound. It is unlike anything else that has ever flown. Like all aircraft, it is airstream-dependent for stability but the handling changes dramatically as it gets higher, where the air thins drastically as space is approached”. The flight becomes radically different again on re-entry into the earth’s atmosphere. Before SpaceShipTwo makes its re-entry, Rutan’s revolutionary ‘feather’ system pivots the wings and tail at 65 degrees to create drag, ensuring SpaceShipTwo descends slowly. Along with the sophisticated carbon composite materials used to construct the vehicle, this design tackles the acute heat problems faced by spaceships on re-entry.

As he explains, SpaceShipTwo, astonishingly, changes character once more after re-entry, when the ‘feather’ brings it smoothly back to earth “like a badminton shuttlecock. The subsonic test flights we have done so far and the simulator show that it is like a range of aircraft in one, from a supersonic jet on the way up to a glider after re-entry. It is a fascinating experience for a pilot.”



EARTHLY THRILL – Millbrook

Celebrating its 43rd birthday this year, Millbrook is designed to give cars the best workout possible, as Daniel Craig can testify, when as Bond in the film *Casino Royale*, his Aston Martin DBS spectacularly flipped on the course during a typically high speed car chase. This wasn’t Montenegro, as the film led you to believe; it was Bedfordshire, but Millbrook’s Alpine Course more than adequately deceives with its spectacularly challenging terrain. Dave Mackay, along with 23 other guests, put the course to the test on 12th July at an exhilarating Aston Martin track day.

The proving grounds of Bowl, Mile Straight, City and Alpine welcomed the enthusiastic guests to drive in the same stimulating, hair-raising environment as Bond, for a full day of safe high speed driving including hill routes, straight line power delivery and straight braking. Consisting of two sessions – with 12 guests in the morning and 12 guests later that afternoon – the blend of theory and hands-on practice from the highly experienced and professional instructors ensured guests drove the DB9, Vantage S, V12 Vantage, DBS, V8 Vantage and Rapide to their fullest. And for those not on track, the brooding good looks of the new Vanquish and Zagato were on display for guests to admire.



Barbour
Gold Label

BY *Temperley*
LONDON

www.barbour.com



PREMIUM BOND

As James Bond prepares for his 23rd film adventure and celebrates his cinematic 50th birthday, 007 mania is bigger than ever... particularly in auction houses. But do you have the £2.9 million it takes to buy an Aston Martin DB5 or \$437,000 for Bond's Walther pistol? Andy Round discovers the value of Bond under the hammer

Good old James Bond. He may be entering middle age, but there’s still plenty of life in the old spy. Fifty years after the release of the first 007 film, *Dr No*, super villains worldwide will be gnashing their steel jaws in frustration that Bond’s appeal is bigger than ever



October 2012 sees a multitude of releases: *Skyfall* – starring Daniel Craig – the highly anticipated 23rd film in the Bond franchise ; a new DVD box set of 22 films released by MGM and 20th Century Fox; a reissued autobiography by legendary Bond producer Cubby Broccoli; the commissioning of a new Bond novel from author William Boyd and the reprinting of all 14 of Ian Fleming’s 007 thrillers. And then there was that jaw-dropping parachute jump into the Olympics with Her Majesty. There are more Bond tributes than you can throw Oddjob’s bowler at.

Bond has always been big box office and, as a result, demand for memorabilia associated with the world’s most famous spy has generated stratospheric interest. Christie’s sold the Walther air pistol held by Sean Connery for the *From Russia With Love* poster for \$437,500, a world record for a Bond gun, and also sold the original artwork for *Diamonds Are Forever* for a record-breaking £79,250.

“It will always be the case that props and associated memorabilia from the earliest films will attain the largest sums at auction,” says Christie’s Helen Tomkinson. “The most important Bond memorabilia auction took place at Christie’s South Kensington in 2001. Of the 300 lots, 94 per cent were sold achieving a total of £558,250. The bikini worn by Ursula Andress in *Dr No* sold for £41,125.”

For most of us, our Bond dreams vanish with the final credits, but some people buy into the dream for real, like American Harry Yeaggy. In 2010, he took what he described as a “last minute decision” to fly to London to attend a sale by RM Auctions. He left in Bond’s Aston Martin DB5 after paying £2.92 million. The car was the only known remaining example of two that had been used in *Goldfinger* and *Thunderball*. After the auction, he said: “Now I’m going to get my money’s worth. We’re going to fire it up and drive it around London tonight. We’re going to have fun with it.”



PREVIOUS PAGE: Sean Connery signed photograph, £425. Image courtesy of Fraser’s Autographs.

LEFT TOP: Bond film tank and glider at Peter Nelson’s museum in Cumbria UK.

LEFT BOTTOM: DB5 that belonged to Peter Nelson in 2011.

THIS PAGE: Original concept artwork by Robert E. McGinnis for the poster campaign for *Diamonds Are Forever*, 1971, Eon/United Artists. Gouache and mixed media on board (86.5 x 47.5cm), signed by Robert E. McGinnis, conservation framed. Estimate: £18,000 – £24,000. Price realised: £79,250. Image courtesy of Christie’s.



FROM LEFT, CLOCKWISE:
Film still from *Dr No*, 1962,
Eon/United Artists. The bikini
worn by Ursula Andress sold
for £41,125 in 2001.
Image courtesy of Christie's.

A Walther air pistol held by
Sean Connery in the poster
and advertising campaign for
From Russia With Love,
1963, Eon, United Artists.
Estimate: £15,000 – £20,000.
Price realised: £277,250.
Image courtesy of Christie's.

Shoes worn by Colonel
Rosa Klebb in the film
From Russia with Love, 1963,
Eon/United Artists.
Ejector seat gear knob
button used in the film
Goldfinger, 1964.
Price realised: £41,100.
Image courtesy of Bonhams.

Poster for *Thunderball*,
1965, Eon/United Artists.
From The Imperial War
Museum exhibition of 2009.

Roger Moore's specially
adapted Rolex wristwatch,
converted from a stainless
steel Rolex Oyster Perpetual
Submariner wristwatch.
A small hole in the end
link was used to attach an
invisible wire to unzip Bond
Girl Miss Caruso's dress.
The inside case is signed
'Roger Moore 007'.
Estimate: 200,000 – 400,000
Swiss francs. Price realised:
219,000 Swiss francs.



FLEMING – The Real 007

Ian Fleming was born in 1908 into a wealthy, bohemian British family with high society connections and a fortune built in banking. He was educated at Eton and undertook further language studies in Munich, Germany and Kitzbühel, Austria.

After an early career stringing at Reuters news agency, he became a stockbroker. During World War II, he worked in London as an assistant to the Director of Naval Intelligence in the Admiralty and was privy to state secrets, many of which he hints at in correspondence with lovers at the time.

After the war he moved into news journalism, becoming the foreign manager in charge of foreign correspondents for Kemsley newspapers, owners of the *Sunday Times* and other papers.

He kept his creative urges under wraps until 1952 when, at the age of 43, he settled down in his mansion in Jamaica, and produced – in not much more than two months – *Casino Royale*, the first book charting the adventures of James Bond.

In the same year he married Anne Rothermere who divorced her previous husband Lord Rothermere due to her affair with Fleming. In August that year their only son, Caspar, was born. While convalescing from his first heart attack in 1962, Fleming wrote a short story about a flying car for Caspar – *Chitty Chitty Bang Bang*.

Fleming published a further thirteen James Bond titles and lived to witness their enormous success, having seen his character played by Sean Connery in the first two films, *Dr No* and *From Russia with Love*.

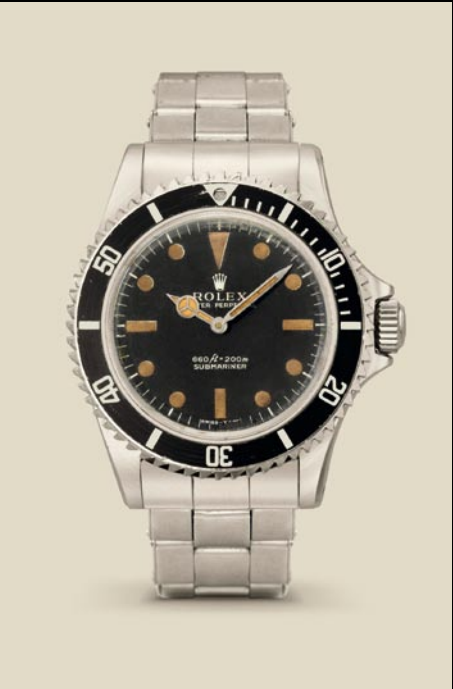
He died, aged 56, on 12th August 1964 at Sandwich in Kent.

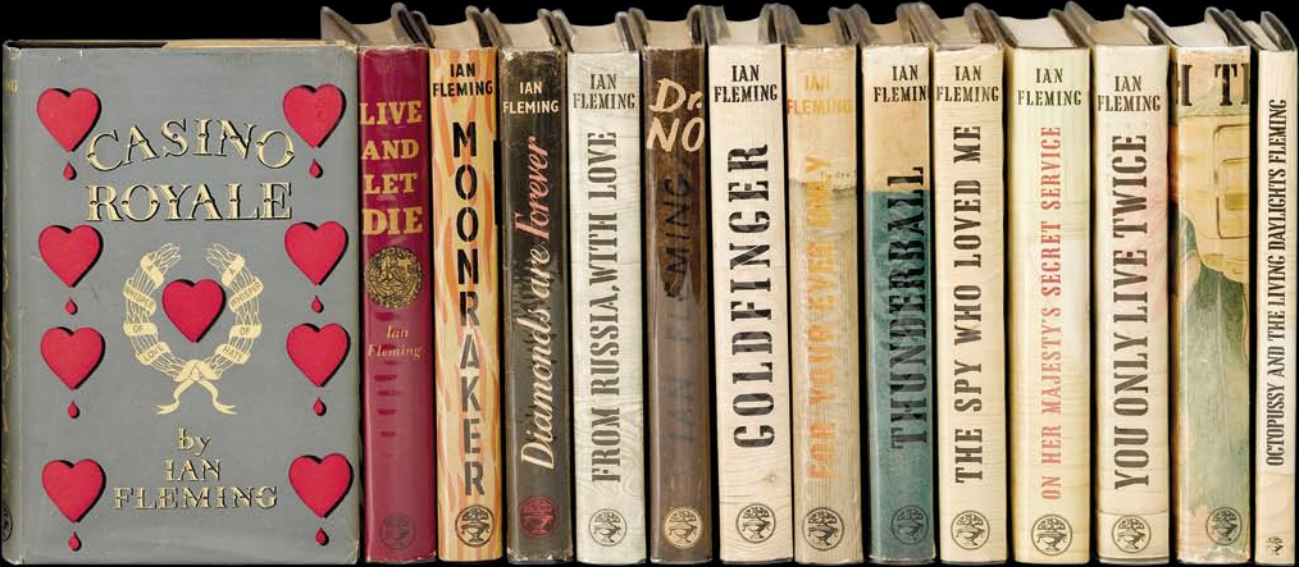
So where do you start if you want your own Bond collection? “Buy the best that you can afford. Buy it because you love it, and you won’t go far wrong,” says Adrian Rose

What all this memorabilia is worth is what a room of Bond enthusiasts in an auction room are prepared to pay for it. And they have deep pockets. “Every time a new Bond film is released you see the same enthusiasm in the saleroom,” says Katherine Williams, Senior Specialist for Entertainment Memorabilia at Bonham’s London. “And there is nothing they like more than seeing original Bond items, particularly from *Dr No*, the crème de la crème of memorabilia.”

So where do you start if you want your own Bond collection? “Buy the best you can afford, buy it because you love it, and you won’t go far wrong,” says Adrian Roose, Director of Paul Fraser Collectibles. “At the top end of the market, James Bond’s DB5 returned a 15.61 per cent per annum after the car was bought in 1969 and sold in 2010. Even movie posters that were doing the rounds at \$300 each 10 years ago are now changing hands for \$5,000 plus.”

The range of Bond material is endless. “Popular culture is a diverse category that ranges from autographs and awards to scripts, clothing, films props and posters,” says Christie’s Nicolette Tomkinson. “The international collectors’ market for memorabilia is driven by passion. It doesn’t take a millionaire to build a collection.”





BELOW:
Box set of the original
sleeve-jacketed Bond novels.
Price realised: £17,300.
Image courtesy of Sotheby's.

AUCTIONEERS – Experts in the business of Bond

NICOLETTE TOMKINSON, Director of Christie's, oversees several departments including memorabilia

"Christie's was the first auction house to offer sales dedicated to entertainment and music memorabilia, more than 20 years ago. Over the years, there have been many historic moments for the memorabilia market in the saleroom, featuring items once owned, worn or played by the biggest icons of the 20th century. My favourite Bond? I wish I had a less predictable answer, but I would have to say Sean Connery in *Dr No*. That's from an historical point of view. The naivety which is only apparent in hindsight is enchanting – it was such an original concept, and Connery was relatively unknown as an actor. I'm sure that he and the whole crew were proud of what they achieved with the first Bond film, but I'm also sure they had no idea how long the film series would endure. There is no way they could have predicted that re-runs would still be such a mainstay of weekend television internationally 50 years down the line, and that new films would still be in production."

KATHERINE WILLIAMS, Senior Specialist for Entertainment Memorabilia at Bonham's London

"Production companies are more aware of the value of Bond items now but will often donate items to a charity sale with the relevant documentation from Daniel Craig or Pierce Brosnan. The range of Bond material today is staggering: film posters, Fleming's books, the costumes, props and, of course, the cars. There is something for every budget. You can buy a poster from one of the recent films for £50 to £100 or buy a Sean Connery original for £10,000. Every generation has their Bond and that's why he is so special. The Bond I'd like to take to dinner? Sean Connery circa *Dr No*. Can you arrange it?"

BRIDGESTONE
Your Journey, Our Passion



POTENZA 5001

PERFECT PRECISION

Discover the thrill of sports performance with Bridgestone's ultimate ultra-high performance tyre. True high-speed stability, precision steering, superior safety and extreme grip all give you the power to unleash the full potential of your high-performance vehicle. It is time to discover the passion of driving.

Bridgestone Europe
For your nearest Bridgestone Authorized Dealer,
visit our website



NOTHING LOST IN TRANSLATION

Maintaining integrity and avoiding dilution is the challenge facing brands that branch out from their core products. Fortunately some are getting it right, says Mark C.O'Flaherty

There's a lot to be said for doing one thing, and doing it well. It doesn't, however, serve as a sensible business plan for luxury brands. Increasingly, they have designs on everything from your shoes to the smartphone that you use to book a suite in one of their hotels. There are, however, some labels that take a more modest, less cynical approach to growth. These include directional names, like Rick Owens and Azzedine Alaïa, celebrated for a narrow range of products, but expanding cautiously. Then there are the contemporary stalwarts of high end functionality: Jack Spade's luggage has been the gentleman New Yorker's tote of choice for some time. For winter 2012, you can buy Jack Spade coats, made in collaboration with Barbour. It's a perfect extension of brand style, with an on-message partner. As Jack Spade's Brand Director Cuan Hanley says: "Accessories have always been at the core of the brand, so when launching apparel, we focus on simplicity and utility."

Alaïa's womenswear is anything but utilitarian. It helped define the 1980s with provocative, body-conscious, *Addicted to Love* MTV cling. In recent years he has been celebrated for graphic, meticulous, laser cut leather. For this notoriously aloof fashion intellectual to move into the business of creating something as frivolous as an iPad holder seemed, until recently, unthinkable. Now his tablet sleeves in masculine brown/red leather, embossed with a Moorish petal motif, are amongst the most desirable (and, at £595, most expensive) available. In one masterstroke, one of Paris' most overtly female-form-focused designers has created the perfect men's accessory. At the same time, it is 'very Alaïa'.

There was shock and awe at this year’s news that incoming creative director Hedi Slimane was to drop the iconic ‘YSL’ branding, but it was the right move. YSL had gone the way of D&G and Myspace. Le Smoking had been revolutionary; YSL cigarettes less so

The trick with expansion is to maintain the integrity and avoid the dilution of the core product and values. When Gucci bought the YSL label in 2000, the first thing they did was cancel over 150 malignant and cheap licence agreements. Each had taken a bite out of the credibility of the once great brand. Rehabilitation wasn’t entirely possible: despite a few swish, Tom Ford-orchestrated monochrome moments, the YSL reboot never really worked out. There was shock and awe at this year’s news that incoming creative director Hedi Slimane was to drop the iconic ‘YSL’ branding in favour of ‘Saint Laurent Paris’, but it was the right move. YSL had gone the way of D&G and Myspace. Le Smoking had been revolutionary; YSL cigarettes less so. Any new expansion will now be carefully controlled. Branding for the sake of it is a gift to pirates, and the death of prestige.

Choosing what product to expand into is crucial. Rick Owens has created a name for himself for his rock and roll leather and brutalist techno tendencies. His washed leather and asymmetry have been ripped off repeatedly by the high street, but there’s no overt branding, so his vision stays off the market stalls. The aesthetic is luxe but dark and strong, with a touch of Wagnerian opera. “I like blunt, rational simplicity in raw simple materials,” he says. A lot of thought goes into those £1,500 black leather biker’s jackets. When he started producing accessories a few seasons ago, it was only natural that hide would be the main textile and things would be pared down but (and there’s no other word that straddles the right amount of camp and rock star machismo) butch. A matter-of-fact modernism is evident in all of his bags and technology accessories. Each will look better after some wear and tear.

The Hardy Amies HQ is a short walk from Owens’ London store in Mayfair, but the labels breathe a very different air. Amies was one of the names celebrated by a set of Royal Mail fashion stamps this year, with a woman’s suit shot by photographer Sølve Sundsbø. Amies was the quintessential 20th-century English tailor. He might be best known for dressing the Queen of England, but his men’s tailoring is amongst the most significant of the last 100 years. In his 1964 book, *The ABC of Men’s Fashion*, he mused on the ‘aggressive air’ of the bow-tie, turn ups on trousers (“you can’t have any”) and summer dressing: “Short sleeve shirts look ghastly... sandals are hell.” Amies’ aesthetic was more mid-century modern than mod, but he was directional enough to create the costumes for *2001: A Space Odyssey*. In 2013, the first range of Hardy Amies spectacles appeared. “The colour palette is in keeping with the heritage aspect of the brand: black, brown, grey tortoiseshell, autumn brick, petrol blue, liquorish and champagne,” says Caron Kraitt, Design Director



PREVIOUS PAGE: Sunglasses from the Hardy Amies A/W 2012 eyewear collection. A label best known for its men’s suiting.

LEFT: An iPad sleeve in embossed leather by Azzedine Alaïa from a label better known for sculpting, body-conscious womenswear.

THIS PAGE: Berluti menswear from a brand most famous for its highly crafted footwear.



ABOVE RIGHT AND TOP: Country-wear specialists Barbour collaborate with luggage brand Jack Spade.

BOTTOM: Rick Owens leather jacket. A core product that directs the brand.



of Hardy Amies Eyewear. “The eye shapes are vintage-inspired from the art deco and interwar period.” They fit right into the Henry Kissinger/Clark Kent trend that Moscot in New York City first championed, but at the same time, they sit on the cusp of *Mad Men* chic and something a little more British; a little more science-lab, a touch *Avengers*. In summary: ‘very Hardy Amies’.

Berluti is a fashion house that’s doing things in reverse: known for over a century for being at the top of its game for bespoke shoemaking, it has started showing a full fashion collection and opened a Berluti ‘lifestyle concept store’ in Harrods over the summer. There really isn’t a more credible, or prestigious name in footwear. Any expansion – under the direction of current owner LVMH – was a huge risk, but ex-Zegna designer Alessandro Sartori has triumphed by creating the most luxurious menswear shown in Milan in recent seasons. The Berluti DNA is represented by the obsession with handcraft: denim comes from Japan and is hand-stitched by tailors in Turin while the prints on silk evening jackets are hand drawn and hand blocked. As with Berluti’s shoes, serious amounts of time have gone into each item. And as with the best extensions of a luxury brand’s values, it has nothing to do with simply stamping a name on something.

Made in England



Globe-Trotter with the England Football team,1938



Limited Edition 007 Case



GLOBE-TROTTER

54-55 Burlington Arcade, London

CASE UNDERCOVER

Globe-Trotter luggage makers worked with the producers of *Skyfall* to create a one-of-a-kind case that is featured in the film

Cleverly concealed gadgetry and slick presentation are as central to Bond films as fast cars, glamorous women, shaken Martinis and sharply tailored suits. Who else should the producers of the new Bond film *Skyfall* turn to, in that case, than British luxury luggage makers Globe-Trotter to help them create a cunning item for henchman Patrice's arsenal that looks good yet proves altogether more menacing?

During the planning and production stages of *Skyfall*, Hertfordshire-based Globe-Trotter worked closely with the film's armourer to develop a truly unique rifle case. They came up with a case that replaces the traditional leather handle with a telescopic sight and with sides which, when slid back and adroitly manoeuvred, fall open to transform into something wholly unexpected.

Now, in celebration of this dramatic partnership, and because so many of us would like to inject a little Bond-esque manoeuvrability and good looks into our international travel operations, Globe-Trotter has taken the idea of this rifle case and adapted it into a limited edition range of luggage and accessories. Not only do the pieces celebrate the launch of *Skyfall*, they also pay homage to the 50th anniversary of the iconic Bond spy saga, boasting the sort of high quality craftsmanship and resilience of build that 007 would be proud of.

From the beginning of October, for a limited time period, the series will be available in the Globe-Trotter flagship store in Burlington Arcade, London. Of these items, the most exclusive and highly limited edition is inspired by the case-cum-rifle itself: a hand-formed slimline 26" aluminium suitcase that is a replica of the film version, featuring a model telescopic sight handle and a plush diamond quilted graphite lining interior finish.

For those who aren't quite quick or stealthy enough to get their hands on one of these 100 limited editions, there's a special edition range of luggage handcrafted from Globe-Trotter's signature vulcanised fibreboard in a range of sizes from the 16" slim attaché case to the 33" extra deep suitcase with wheels. Each item is finished with a unique 007 serial number, crafted from luxurious black box grain leather and lined with a jacquard weave featuring the iconic Bond gun barrel design, and you can also kit yourself out with a matching capsule collection of Bond leather products, from passport cover to wash bag.

www.globe-trotter.com



FAR LEFT: Still from *Skyfall* featuring the Globe-Trotter suitcase and villain Patrice. Image courtesy of Eon/MGM.

FROM LEFT, CLOCKWISE: 007 suitcase collection featuring jacquard weave gun barrel fabric interior, 007 aluminium rifle case with plush diamond quilted lining.

BELOW: 007 leather travel collection.

They came up with a case with sides that, when slid back and adroitly manoeuvred, fall open to transform into a rifle. It's certainly not your average suitcase



EILEAN DONAN CASTLE

THE WORLD IS NOT ENOUGH

Taking on a dramatic on-screen incarnation as the temporary HQ of MI6, Eilean Donan Castle becomes 'Castle Thane' in *The World is Not Enough* (1999). Set on an inlet in Dornie, eight miles east of Kyle of Lochalsh, Wester Ross, only the exterior of the castle featured. All interior scenes were filmed in a school in Buckinghamshire





bespoke BANKING

Why choose a standard, one-size-fits-all solution when you can have a personally commissioned and individually tailored investment portfolio? Richard Lofthouse explains the Lloyds TSB Private Banking philosophy

Building an investment portfolio is a bit like building an Aston Martin. Each one is special to its owner and each one is complex. Above all, however, there's immense craftsmanship involved. At Lloyds TSB Private Banking, we know all about portfolio construction, just as those at the Aston Martin factory in Gaydon know all about building sensational cars. In both cases, it takes a team of experts to build a well-oiled machine.

First of all, we get to know you. Every client has a dedicated Relationship Manager. Throughout the year, they and their team are on hand to support your individual needs. Their first consideration is to determine your personal willingness to accept risk. Some people want to take greater risks with an aim to grow their assets faster, while others view capital preservation as their principal aim. At Lloyds TSB Private Banking we have seven separate risk profiles. We can use the information you give us to help you ascertain the profile that best fits your requirements.

But that's just the start. Kitting out the beast means choosing a power plant and an interior, as well as colour schemes and brightwork. The second pillar of our portfolio philosophy is a deep conviction in diversification. You've probably heard the saying 'Don't put all your eggs in one basket'; well, it's the same with investing. Spreading your investments into different asset classes, industries, countries and even currencies could help guard against a major loss. It is almost as integral to a well-balanced portfolio as a finely-tuned internal combustion engine is to a high performance car. But there is good diversification and there is bad diversification, and it takes deep craftsmanship built up over years to get it right. It's not just a case of balancing fixed interest with commodities, or property with equities. At Lloyds TSB Private Banking, we take each asset class – a group of securities that exhibit similar characteristics, behave similarly in the marketplace and are subject to the same laws and regulations, eg equities is an asset class – and strip it down to a multitude of sub-asset classes, all the while targeting the most suitable mix to help achieve each client's individual investment objectives.

Clients need to understand the potential risks of any approach and ensure that they are comfortable with these risks, depending on their individual circumstances. Clients also need to be aware, and understand, how these risks may be mitigated or increased through different investment approaches.

That's also where the scale and reach of our business, as part of the Lloyds Banking Group, is such an integral part of the overall client proposition. Through carefully crafted diversification, it's possible to reduce risk while still achieving high levels of performance, just like a high performance car. This is the point in the portfolio construction process where we reach pillar number three: asset allocation. Make no mistake, this is a crucial moment in the portfolio construction: the moment to identify the big picture, the strategic direction. What is anticipated to generate superior risk-adjusted potential returns over the next ten years? Equities or bonds? Get this sort of thing right, and you could be better prepared if it starts raining along the way.

We want our clients to cultivate a long-term outlook. History shows that the risk-adjusted performance of a portfolio tends to be significantly better over a longer period of time compared to a shorter horizon. However, nothing is guaranteed and we cannot rely on past performance as a guide to the future.

Once we've established the overall view, we move on to the tactical business of weighing market opportunities over the shorter to medium term. For instance, at an early stage of the onset of the eurozone's sovereign debt crisis, we came to the view that government debt was too expensively priced. We moved to an underweight allocation – ie we allocated a lower weightage to this asset class in client portfolios relative to the benchmark against which portfolio performance is measured – in this asset class in late 2010 and maintained that tactical bias all through 2011 when all around us people did the opposite. We could have chased the market, but we resisted.

This is where choosing the right fund managers plays straight to Lloyds TSB Private Banking's strengths, owing to the depth and range of its asset management service. As well as all the basic instruments you'd expect, from tax efficient ISAs to direct investment in UK bonds and equities, we use a multi-asset, multi-manager approach to investing. What this approach does is offer clients exposure to a range of asset classes (equities, bonds, commodities, etc) managed by specialist fund managers who have subject matter expertise in their respective asset class.

Building an investment portfolio is like building an Aston Martin. Each one is special to it's owner and each one is complex,... there's immense craftsmanship involved

Once again, clients should remember that markets are volatile, with fluctuating performance and shouldn't rely on past performance to indicate the future. Finally, there's the craftsmanship of rebalancing. This is where we review our short-term investment outlook to take account of current market conditions. For example, if an asset class appears cheap, we might increase our client portfolios' exposure to it. If something is dearer this month – say equities have rebounded by 5 per cent in a matter of days – we might take the opposite view and reduce our exposure. It's a bit like honing a chassis out on the racetrack, where no matter what the theoretical calculations were at the drawing board stage, there's the immediate business of reality to contend with.

Of course, goals can change over time, just as the needs of our clients change, too. But that's precisely why we prize personal relationships above everything else. We never take our trusted position for granted and we are proud to support each of our clients on their own unique journey. The result, as we said at the start, is a well-oiled machine, but it takes a truly gifted team of craftsmen to make it so.

Any views expressed within this article are our current in-house views as at 11 May 2012 and are subject to change. No representation or warranty as to the accuracy of any financial information set out or as to the potential or reasonableness of any forecasts, projections, prospects or returns is made. The value of your investments can go down as well as up. Past performance is not a guide to future performance. The forecast of future performance is not a reliable guide to actual future results. To start a unique journey with us, email private.banking@lloydstsb.co.uk or visit www.lloydstsb-pb.com

Lloyds TSB Private Banking Limited. Registered office 25 Gresham Street, London EC2V 7HN. Registered in England and Wales no. 2019697. Authorised and regulated by the Financial Services Authority.



going the DISTANCE

As the 2012 sports car racing season headed to the Middle East and Asia, Aston Martin Racing and their partner teams could look back on a highly successful summer. In the new FIA World Endurance Championship in particular, AMR have led from the front, celebrating their return to the GT ranks with a string of podium finishes that left them within striking distance of the championship lead with two races to run. Brian Laban reports

With a racing programme now based on variations of the V8 Vantage, and firmly rooted in the GT ranks, Aston Martin Racing reached the summer break with a brilliant GTE Pro class podium on the Vantage GTE's Le Mans 24-Hour debut in June. When action resumed at the Silverstone 6-Hour race on 26 August, they took up where they left off.

For the British round of the eight-race World Endurance Championship (now across eight countries on three continents), the Gulf-liveried V8 Vantage driven by Le Mans heroes Darren Turner, Stefan Mücke and Adrian Fernandez headed a three-car AMR entry that also included two V8 Vantages in GTE Am. Building on the season-opening 12 Hours of Sebring in March, plus the double-points Le Mans, an eventful race on the newly revised Silverstone Grand Prix circuit brought the Pro team's third podium of the year, to lift them to second in the championship chase.

Starting from fourth on the GTE Pro grid (after narrowly missing the perfect tyre choice in difficult qualifying conditions), the 97 Vantage quickly climbed to second, clawed into the lead, lost it by a whisker after the second pit stop, then slipped to fourth after an enforced stop late in the race to repair a damaged front splitter.



LEFT TO RIGHT:
Aston Martin Racing at the Silverstone 6-Hour race in August as part of the World Endurance Championship.
RIGHT: The 98 Vantage on the track at Silverstone.





LEFT AND BELOW:
The 99 Vantage on the track.
Darren Turner and Stephan
Mücke lift their trophies.



For the final 45 minutes, the Vantage pulled back as much as four seconds a lap, to set the fastest lap and regain the third place. Completing a fine day, Roald Goethe and Stuart Hall took fourth from the GTE Am pole, while the third Vantage was always in the GTE Am fight until it retired very near the end. So AMR Team Principal John Gaw had much to celebrate: "That was a great result", he said. "We would have liked to challenge for second, but the splitter damage cost us. However, we're now second in the championship with four races to go, which is a fantastic place to be in the car's inaugural year".

On 16 September the team's GTE Pro form continued in the 6 Hours of São Paulo, where Turner and Mücke moved even nearer the top step of the podium with a fighting second place, after their first pole position of the 2012 campaign. Again, it could have been even better. John Gaw

reckoned that pole should have been worth up to ten seconds over the opening laps compared to the fourth-place start at Silverstone, but avoiding an LMP2 car's first-lap spin dropped the Vantage to fourth, setting up another race-long chase. Within 50 laps, pure pace had pulled them back into a fight for the lead, and actually into the lead after the second pit stop. By halfway, they had lost it again in traffic, and in spite of a totally trouble-free 219-lap race, they couldn't quite steal it back – ultimately thwarted by a needed final fuel stop where the GTE winner took one stop less. In Mücke's words: "When the track was warming, the Vantage was by far the fastest GTE car, so knowing it's competitive on a range of circuits, we can go into the remaining rounds confident that we have the reliability and pace to challenge for wins". John Gaw agreed: "Without the first lap incident, it could have been a very different race for us, but we're delighted to continue our WEC campaign with our best result to date".



Leading the way

A member of the Moët Hennessy Louis Vuitton family



High performance Flybridge Motor Yachts and V Class Sports Yachts from 39–130 feet



PRINCESS MOTOR YACHT SALES +44 (0)1489 557755 • sales@princess.co.uk • www.princess.co.uk

London • Southampton • Plymouth • Ireland • Channel Islands • North Germany
Switzerland • Mallorca • Menorca • Ibiza • Spain • Portugal • Turkey



www.princessyachts.com



Two weekends later, on another continent, they matched that result, and showed conclusively that they were getting ever closer to beating it. As the championship moved to the punishing heat of Bahrain and the Sakhir GP circuit for the WEC's first visit to the Middle East, AMR scored their fourth successive podium, and consolidated their ready-to-pounce second place in the title fight. This time, pole went to Mücke, and the V8 Vantage had clearly closed the gap even further in its chase for the first win of its GT return. After qualifying, Mücke knew the potential: "The track is very fast, but it suits the car well". John Gaw was even more encouraged: "We're confident that we have the fastest car in the class this weekend... and the team has done an incredible job in getting the car to where it's at now so quickly". He had another reason to be positive too: "We're yet to see the full effect of the fuel economy changes this weekend, now the organisers have balanced the cars better – but for sure we have a real chance to win the race tomorrow".

In the event, they led comfortably as the six-hour race started in the afternoon and ran to 10pm, with temperatures hitting 43°C early on, then dropping rapidly as darkness fell. But luck deserted them again. Exhaust damage picked up in a minor collision while overtaking brought Turner into the pits early, suffering the effects of fumes in the cockpit, and needing almost a full minute for repairs. Again they fought back, but were held up by a frustratingly timed safety car period. Without the problems, the Vantage might have held on to its lead, but in the circumstances another second place was a brilliant result.

So this is it: six WEC races and five podiums, just two rounds to go (in Japan and China), and a solid platform for AMR to continue the fight for the title. John Gaw relishes the opportunity: "Being this close to a win in our first season back in GT racing is an achievement in itself. Our aim now is to get on that top step of the podium before the year is out".

ABOVE LEFT: The V8 Vantages navigate the twists of the track at the Sao Paulo leg of the WEC.

ABOVE RIGHT: The sun sets on the 6-Hours at Bahrain.

RIGHT: In the pits at Bahrain.

FAR RIGHT: Darren Turner and Stephan Mücke lift yet another trophy.





While AMR reached the end of September with two rounds to go in the WEC, partner team Mathol Racing enjoyed a similarly rosy prospect in the Nürburgring Nordschleife-based VLN Endurance Series, in their case with just one race remaining.

Germany-based Mathol have contested the VLN series with Aston Martin since 2010, and scored back-to-back titles in 2010 and 2011. Aiming for the hat-trick, they have again been the team to beat in the SP10 class with their GT4 version of the V8 Vantage. The first eight races of the season brought them six class wins and two second places – with the possibility that their second place in Round 7 might yet turn into a win as the result is still subject to an appeal with the organisers.

Unfortunately, on the same weekend that AMR were taking another podium in Bahrain, Round 9 saw the first blip in Mathol's charge towards the title, when they were forced to retire with a steering issue. But although that first non-finish of the season dropped Mathol drivers Marcel Belka, Wolfgang Weber and Norbert Bernes off the top of the driver rankings (on a roster that now stretches to almost 900 names this season!) they are still within striking distance heading towards the final round – meaning Mathol still has a real chance of scoring a clean sweep of VLN titles since they joined the AMR ranks.

And while AMR partner teams pile up the points in series around the world, the Italian Villos Racing team have been another Aston Martin headliner in the International GT Open Championship – in this case with the super-versatile V12 Vantage leading the way in the GT3-based Super GT category that debuted at the Nürburgring on 26 May. This year, the series visits Portugal, Germany, Belgium, the UK, France, Hungary, Italy



and Spain, and iconic circuits including the Nürburgring, Spa and Monza, with two races at each round, including the Super GT qualifier. Villos, based in Savigliano, about 50km south of Milan, has had an association with Aston Martin since the team was founded, in 2007.

The race wins started in the first year, and in 2009 Villos took their first team title with six wins. At this year's second round, at the Nürburgring in May, they debuted their new 2012 specification Vantage into Super GT. By the end of September, when they added victory at Monza to the roll of honour, Villos had scored three Pro wins and one Pro-Am win in the first seven races, to lead the championship, with only the Spanish round to come.

So across the board, that's three major 2012 championships and three Aston Martin teams fighting for titles with the chequered flag almost in sight. Another exceptional year.

Style: Tetbury


CROCKETT
& JONES

Northampton • England

Makers of the finest
English shoes since 1879



London: 92 Jermyn Street; 69 Jermyn Street; 20-21 Burlington Arcade; 25 Royal Exchange; 155 Brompton Road
Birmingham: 25 Colmore Row
New York: 7 West 56th Street
Paris: 14 Rue Chauveau-Lagarde; 33 Boulevard Raspail
Bruxelles: 38 Rue de Namur

www.crockettandjones.com



STIRRED, NOT SHAKEN...

Given 007's long-established preference for travelling in only the very best of British style as epitomised by his ever-enduring love affair with Aston Martin, it makes sense that he would take to sea as he takes to the road: in a truly classic high-performance British model, the Spirit Yacht



First glimpsed in *Casino Royale*, in the iconic footage of Daniel Craig emerging from sea in the Bahamas, the Spirit 54 reappears in her full, billowing glory as Bond and Vesper arrive amongst the glamorous hustle and bustle of Venice's famous lagoon. The action then takes them deeper into the heart of the floating city as the Spirit is seen gliding effortlessly up the Grand Canal. Effort was most certainly required to capture these scenes of the film, however, as the Spirit 54's rig was lowered and raised several times to allow her passage under the many bridges of the Grand Canal. A not inconsiderable operation for a yacht of this size and a Herculean achievement as it made the Spirit the first sailing vessel to pass beyond the Rialto Bridge in 350 years. When it comes to Bond, of course, compromise is simply not an option.

Why a Spirit yacht?

James Bond is indisputably the tastemaker of his generation. He favours classic, elegant beauty and demands outstanding performance embracing the very best of modern technology, executed by means of flawless craftsmanship, in all things.

The creation of a Spirit yacht blends classic design with modern technology – melding the very best of traditional and new – and provides discerning enthusiasts with a yacht in which compromise is neither necessary nor tolerated. Each new Spirit embodies the company's hallmarks of classic aesthetics, modern performance and impeccable quality. Whilst unmistakably a Spirit, each yacht is customised to the owner's particular requirements. Indeed, even before the physical build begins, the design will have emerged as a result of a close collaboration between Spirit's in-house designers and the client. This successful formula has produced some fifty yachts ranging in size from 37' (11.30m) to over 100' (30.50m) with projects up to 140' (42.70m) currently completing the design phase.

These design discussions will embrace all aspects of the final creation: the layout, the accommodation and interior style, the equipment specification and even the soft furnishings. Each Spirit's interior demonstrates the same exquisite attention to detail that is given to the technical and performance considerations. Were you to pose the question of the ideal boat building material to a structural engineer as a purely academic exercise, they may conclude that the perfect material would be some form of mono-directional, multi-filament, cross-linked cellular structure with monolithic linear strength and exceptional memory. In other words, wood.

Casino Royale © 2012 Danjaq, LLC & United Artists Corporation. All Rights Reserved.



There is no finer construction material for a yacht than wood and Spirit Yachts has developed and perfected the strong yet lightweight technique of wood/epoxy technology over some twenty years and over fifty launches. The build method offers a strength-to-weight ratio that rivals even carbon fibre and provides greater tensile strength than any other form of hull construction, even steel. Added to this, only wood is truly environmentally sustainable as well as being the most beautiful and flexible material, taking a huge amount of punishment.

The ultimate

As the driver of an Aston Martin may feel the car almost as an extension of his body, sailing a Spirit offers the same intimate and instinctive experience. Whilst Spirits are enjoyed by their owners as elegant, fast cruisers, many have also achieved spectacular success on the worldwide classic yacht racing circuit. As befits Bond’s love of all things ultimate in style, speed and excitement, the Spirits have a particularly notable racing record. Low and elegant on the water, and with a very advantageous sail area to displacement ratio, they have excelled in competition, plundering the silverware at many glamorous locations, notably Monaco, Cannes, St Tropez, Cowes, Newport RI, Antigua and many more.

Being selected as 007’s yacht of choice is just one of many accolades heaped upon Spirit Yachts in recent years. Others include the Queen’s Award for Enterprise in 2008 (the highest accolade given to a British company), being invited as the only contemporary sailing yacht to take part in the Queen’s Jubilee Pageant, and being voted Best Sailboat at Newport RI. Spirit Yachts were understandably delighted to be chosen by 007 as his yacht of choice and they can only be grateful that his beautiful craft was not blown up by the villains and has survived the experience to sail the world’s oceans for perhaps another hundred years – or more.

www.spirityachts.com

LONDON +44 207 493 0443 BEVERLY HILLS +1 310 289 0008 ENQUIRIES@GJCLEVERLEY.COM TRUNK SHOWS

- NEW YORK
- WASHINGTON D.C.
- BOSTON
- HOUSTON
- LOS ANGELES
- CHICAGO
- ATLANTA
- SAN FRANCISCO
- MIAMI
- DALLAS
- TOKYO
- SINGAPORE
- PARIS
- GENEVA



BESPOKE GALLERY AT LEATHER SOUL
479 RODEO DRIVE
BEVERLY HILLS CALIFORNIA
90210



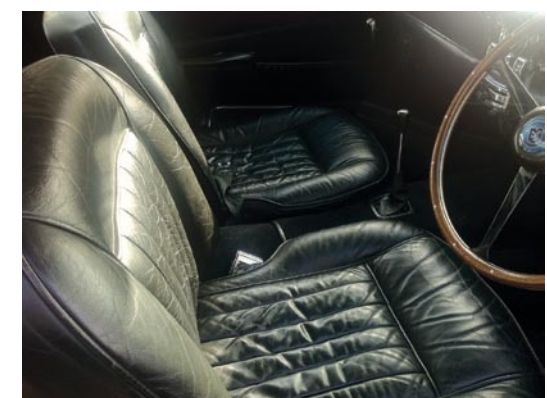
GJCLEVERLEY.COM

GEORGE CLEVERLEY SHOP
13 THE ROYAL ARCADE
OLD BOND STREET LONDON
W1S 4SL



WORKS DB5 DRIVE ANOTHER DAY

James Bond might have a new gadget supplier in the form of a youthful Q played by Ben Whishaw, but it would appear that he only trusts one source when it comes to his beloved Aston Martin DB5s. And that, of course, is Works at Newport Pagnell, says **Simon de Burton**



James Bond might have a new gadget supplier in the form of a youthful Q played by Ben Whishaw, but it would appear that he only trusts one source when it comes to his beloved Aston Martin DB5s. And that, of course, is Aston Martin Works at Newport Pagnell. Shortly before work began on the filming of *Skyfall* late last year, Aston Martin Works received word from Eon Productions that a second DB5 was required in addition to the one that the company already had in place. As luck would have it, a potentially suitable car was sitting in the workshops awaiting a full restoration.

"The car in question belongs to a long-standing client of ours who is always extremely supportive of the marque," explained Kingsley Riding-Felce, Managing Director of Aston Martin Works. "It is a right-hand-drive model, which is what Eon needed, although it was painted green with a light coloured interior. Remarkably, however, the chassis number was found to be 2007. It was clearly meant to be, so the owner very kindly agreed to loan the car and to allow us to perform any work on it that the film required."

PREVIOUS PAGES: The green DB5 as it arrived at Newport Pagnell, the original tan leather interior and the interior re-connolised in black.

FAR RIGHT: The DB5 being made ready in the busy workshop of AM Works.

RIGHT: The boot proudly displaying the GB plate, now so retro in style it had to be made and supplied by a specialist sign company.

BELOW: The DB5 is levered up ready for delivery to the *Skyfall* set.

BOTTOM: The smoothly polished walnut steering wheel with inlaid aluminium rivets and the iconic David Brown mark on the boss.



With only six weeks from the initial request until the DB5 was scheduled to be delivered for filming, the Works team led by Project Manager Michelle Harrison and Heritage Manager Nigel Woodward set about checking the car over from front to back to ensure that it was safe and running smoothly and reliably. It was then MOT tested to make it legal for road use before being returned to the workshops for a rapid and extreme makeover.

It was vital that the two DB5s being used for the film matched perfectly, so the bodywork was painted in exactly the correct shade of Silver Birch and the pale-coloured interior was re-connolised in black. Initially the carpets were painted black too, but that proved unsuccessful, so a new set was fitted, together with a grey headlining.

The right, three-eared wheel spinners were also sourced together with some period Avon Turbospeed tyres; two sets of pressed metal number plates bearing the legendary registration BMT 216A were made up and a pair of wing mirrors were found to match the existing car.

All that remained to be added were override bumpers, white front indicator lenses and the GB plate which has always been so proudly sported by Bond on his DB5 – a fitting which had to be recreated by a specialist sign maker since original versions are no longer available to buy.

Once the ‘clone’ was completed, its owner waved it goodbye as it was driven away on an Aston Martin Works transporter to take its chance on the famously action-packed set of a 007 movie for an entire six months.

Once the ‘clone’ was completed, its owner waved it goodbye as it was driven away on an AM Works transporter to take its chance on the famously action-packed set of a 007 movie for an entire six months





OSATO
INTERNATIONAL

www.fpp-japan.com

FOR HEALTHY AIR TRAVEL
AND STRESS FREE DRIVING



ROSE ORI

Immun'Age

works db5

It is the second time that Daniel Craig has found himself behind the wheel of a Bond DB5, the last time being in 2006's *Casino Royale* when he drove a left-hand-drive version. At time of writing, no one outside of the production team knew for sure what role the car played in *Skyfall* but, following the completion of filming in May of this year, it was returned unscathed and will be making an appearance at the UK premiere of the film in London's Royal Albert Hall on 23rd October. Afterwards, it will go back to Aston Martin Works for the restoration that was due to start last year to begin again in earnest.

The owner has, however, changed his plans for the car considerably since it became elevated to celebrity status. It was originally due to be returned to its original paint and trim specification, but now it will be stripped back to the bare chassis and meticulously rebuilt as an exact copy of the car it portrayed in *Skyfall*, this time with seats which are properly trimmed in black leather and with a plaque on the dashboard explaining its vital role in the 23rd James Bond film.

One of the two original James Bond DB5s, the celebrated 'gadget car' that first appeared in Goldfinger in 1964 and subsequently in Thunderball, was sold for £2.9 million when it crossed the block at RM Auctions in London two years ago. DB5s have since appeared in Goldeneye (1995), Tomorrow Never Dies (1997) and Casino Royale.

BELOW: The DB5 and its clone side by side in the workshop.

BOTTOM: Daniel Craig on the set of *Skyfall* with the Silver Birch DB5. A perfect tonal match for the brooding skies overhead and Craig's similarly dark expression.



Skyfall image courtesy of EON

HERITAGE TRUST NEWS



HERITAGE HQ

The Aston Martin Heritage Trust has been busily preparing for the Aston Martin Centenary Year. As well as updating the displays and planning new exhibitions, they have added new visual and information technologies. Five new purpose built display cabinets have been installed, which can be seen here, allow the artefacts to be creatively displayed. A large touch screen computer has replaced the static text panels, and allows guests to actively participate in their visitor experience and scroll through a visual history of Aston Martin. Many of the displays include new QR codes which, when scanned with a smartphone, will display a webpage with additional information on the object. The display cases will also allow for more variety in future exhibitions and therefore encourage returning visitors. A temporary exhibition is also being organised in memory of Ted Cutting, Roy Salvadori and Carroll Shelby. This will feature an Aston Martin DBR1 as an eye-catching exhibition centrepiece, together with many of Ted’s personal drawing tools, photographs and books.

The AMHT prides itself in safeguarding and promoting the rich heritage of Aston Martin, so we were delighted to welcome the 2012 Aston Martin Lagonda Apprentices and Graduates when they recently visited in August and September. Both groups were given the opportunity to examine the cars on display before a lecture on the history of Aston Martin, the Aston Martin Owners Club and the Aston Martin Heritage Trust. After lunch, the groups were encouraged to explore the museum further and delve into the comprehensive archive covering Aston Martin from its beginnings up to the present day, which offered guests a detailed insight into understanding Aston Martin’s history and its unique place in the automotive arena.

The oldest surviving Aston Martin – the A3, owned by the Trust – is certainly not relaxing in its old age. The car will travel the world during next year, alongside the newest Gaydon production car – the luxurious new Vanquish – as part of the Aston Martin Centenary celebrations. These two cars combine the near origins of Aston Martin and the pinnacle of the current production. This will be unique in automotive history as there are very few marques still in existence today that have been around for almost as long as the automobile itself. The car is pictured here at the AMOC Autumn Concours in front of Boughton House, Northamptonshire. The car is pictured here surrounded by the 2012 AML Graduates.

www.amht.org.uk



OWNERS CLUB NEWS



SUMMER OF 2012

For Aston Martin owners, and enthusiasts, the summer months have been jubilant. The Silverstone Classic kicked off between 22nd-24th July where an Aston Martin Cygnet, Virage, Vantage S, Rapide and V12 Zagato were displayed courtesy of Aston Martin along with many Members’ Aston Martins. August saw automotive enthusiasts converge on California’s Monterey Peninsula to celebrate the ultimate in automotive design and luxury lifestyle at Pebble Beach and the Club Cocktail Party.

The AMOC Autumn Concours held at Boughton House, Northamptonshire on 2nd September saw a wide variety of classic cars including a beautiful Aston Martin A3 from 1913 and a 1979 V8 Vantage Series 2 on display. In celebration of Her Majesty’s Diamond Jubilee, on 8th September at the Windsor Concours d’Elegance, the AMOC met at the York Club where sixty owners prepared for the timeline Aston Martin convoy down to the Long Walk at the Castle, in year of manufacture order – one representing each year of our monarch’s reign. Starting with the beautiful 2012 V12 Zagato, it proved an impressive sight. The event also included displays of rare horse-drawn carriages, classic royal cars and a display of Aston Martins. Other social and competitive activities included racing at Donington Park, a track day at Goodwood, and the South West Trophy Garden Party in Cornwall. If you missed out this season, visit the website for must-save dates for the diary. Every owner, or owner-to-be is always welcome...

www.amoc.org



CLOCKWISE: Silverstone Classic; Racing at Donington Park; Windsor Concours d’Elegance; Autumn Concours, Boughton House, Kettering.



GREAT CARS DESERVE GREAT GARAGES

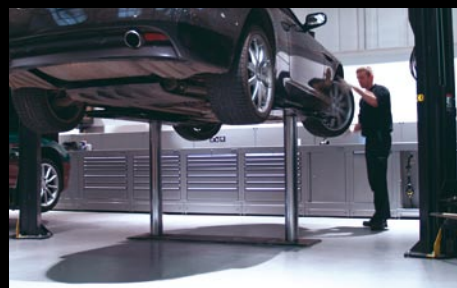
Do you wish you had the perfect garage in which to park your car? As Europe's leading garage interior company, Dura will help you to transform your garage into the ideal solution for your individual requirements.

Whether you want to use your garage as a car workshop, as the perfect home gym or simply to store away your tools or sports and garden equipment, our unique range of garage cabinets, flooring and wall-mounted storage will create the best room to suit your lifestyle.

Our cabinets are used by professional workshops worldwide and we have received the coveted RedDot International Design Award, and the prestigious Queen's Award for Enterprise – so you can be assured of exceptional quality.



Full design and installation service



As used by leading professional workshops

MODULAR CABINETS • WALL-MOUNTED STORAGE • FLOORING & CEILINGS • DESIGN & INSTALLATION

For a FREE colour brochure, call **0845 371 0041** or request via our website at **www.duragarages.com**

DURA®
Fitted Garage & Workshop Systems
Europe's leading garage interiors

MODEL RANGE PURE ASTON MARTIN

VANQUISH_II

DB9_III

RAPIDE_IV

V12 ZAGATO_V

V12 VANTAGE_VI

V8 VANTAGE S_VII

V8 VANTAGE_VIII

CYGNET_IX



ASTON MARTIN

Vanquish

Vanquish is the ultimate expression of what we do. It continues an unparalleled lineage of Aston Martin sporting grand tourers and mixes beautiful design with cutting-edge technology, continent-crossing capability with pure driving excitement and class-leading luxury. Vanquish is the ultimate super grand tourer



TECHNICAL SPECIFICATION

- BODY**

 - Two-door coupe body style with 2+0 or optional 2+2 seating
 - New generation bonded aluminium and carbon-fibre VH structure

ENGINE

 - All-alloy, quad overhead camshaft with independent variable camshaft timing, 48-valve, 5,935 cc V12
 - Front mid-mounted engine, rear wheel drive
 - Max power: 573 PS (565 bhp) at 6,750 rpm
- Max torque: 620 Nm (457 lb ft) at 5,500 rpm
 - Acceleration: 0-100 km/h (62 mph) in 4.1 seconds
 - Max speed: 295 km/h (183 mph)

TRANSMISSION

 - Rear mid-mounted, six-speed 'Touchtronic 2' automatic
 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential

CO₂ EMISSIONS

 - 335 g/km



DB9 [COUPE & VOLANTE]

The Aston Martin DB9 13MY boasts a lithe, fluid and pure form. Whether a Coupe or Volante, the exterior design communicates an assertive yet elegant character and the taut lines and subtle muscular forms point to the underlying power of this renowned sports GT



TECHNICAL SPECIFICATION

- BODY**

 - Two-door coupe body style with 2+2 seating configuration
 - Extruded bonded aluminium VH body structure

ENGINE

 - All-alloy, quad overhead camshaft, 48-valve, 5,935cc, V12
 - Front mid-mounted engine, rear-wheel drive
 - Max power: 510 bhp (517 PS) at 6,500 rpm
 - Max torque: 620 Nm (457 lb ft) at 5,500 rpm
- Acceleration: 0-100 km/h (0-62 mph) in 4.6 seconds
 - Max speed: 295 km/h (183 mph)

TRANSMISSION

 - Rear mid-mounted 'Touchtronic 2' six-speed transmission with electronic shift-by-wire control system
 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential

CO₂ EMISSIONS

 - 333 g/km



Rapide

Rapide is the world’s most elegant four-door sports car. It exists in a class all of its own – a stunning evolution of Aston Martin’s unmistakable design language, accommodating four adults in luxury and comfort with benchmark levels of refinement and driver engagement



TECHNICAL SPECIFICATION

BODY

- Four-door body style with tailgate and 4 individual seats

ENGINE

- All-alloy, quad overhead camshaft, 48-valve 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Max power 350 kW (470 bhp/477 PS) at 6000 rpm
- Max torque 600 Nm (443 lb ft) at 5000 rpm

TRANSMISSION

- Rear mid-mounted ‘Touchtronic 2’ six-speed automatic with electronic shift-by-wire control system
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential

CO₂ EMISSIONS

- 355 g/km

Acceleration 0-100 km/h (62 mph) in 5.2 seconds

- Max speed 295 km/h (183 mph)



V12 Zagato

Aston Martin and Zagato celebrated 50 years of their famous partnership in 2011, with yet another stunning reinterpretation of Aston Martin’s legendary lines – a V12-powered racer whose early prototypes proved their mettle at the Nürburgring in May, now in strictly limited production for a lucky 101 customers



TECHNICAL SPECIFICATION

BODY

- Two-seat, two-door coupe
- Hand-crafted aluminium body panels

ENGINE

- All-alloy, quad overhead camshaft, 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Max power 380 kW (510 bhp/517 PS)
- Max torque 570 Nm at 5750 rpm

TRANSMISSION

- Rear mid-mounted, six-speed manual gearbox
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential

CO₂ EMISSIONS

- 388 g/km

Acceleration 0-100 km/h (62 mph) in 4.2 seconds

- Max speed 305 km/h (190 mph)



V12 Vantage [COUPE & ROADSTER]

The V12 Vantage is the most potent example of the Vantage range, now in closed Coupe and open Roadster form. The breathtaking power of its 6.0-litre V12 engine has been intelligently packaged into a compact form, to fully exploit the model’s ample natural agility



TECHNICAL SPECIFICATION

BODY

- Two-door, two-seat coupe and roadster body

ENGINE

- All-alloy, quad overhead camshaft, 48-valve 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Max power 380 kW (510 bhp/517 PS) at 6500 rpm
- Max torque 570 Nm (420 lb ft) at 5750 rpm

TRANSMISSION

- Rear mid-mounted six-speed manual gearbox
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential

CO₂ EMISSIONS

- 388 g/km

- Acceleration 0-100 km/h (62 mph) in 4.2 seconds
- Max speed 305 km/h (190 mph)



V8 Vantage S [COUPE & ROADSTER]

The V8 Vantage S is characterised by a host of new driver-focused features that are designed to push the honed dynamics of the standard Vantage to a new level, delivering the most intense driver involvement



TECHNICAL SPECIFICATION

BODY

- Two-seat, two-door coupe or soft-cover convertible top body style

ENGINE

- All-alloy, quad overhead camshaft, 32-valve, 4735 cc V8
- Front mid-mounted engine, rear-wheel drive
- Max power 321 kW (430 bhp/436 PS) at 7300 rpm
- Max torque 490 Nm (361 lb ft) at 5000 rpm
- Acceleration 0-100 km/h (62mph) in 4.8 seconds

TRANSMISSION

- Rear mid-mounted Sportshift II seven-speed automated manual transmission
- Rear mid-mounted six-speed manual gearbox
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential

CO₂ EMISSIONS

- 321 g/km – manual
- 295 g/km – Sportshift

- Max speed 305 km/h (190 mph)



V8 Vantage [COUPE & ROADSTER]

The incredible agility and thrilling dynamism of the V8 Vantage have been enhanced to create a harder, sharper and more defined performance, ideal for the discerning sports-car driver



TECHNICAL SPECIFICATION

BODY

- Two-seat, two-door coupe or soft-cover convertible top body style

ENGINE

- All-alloy, quad overhead camshaft, 32-valve, 4735 cc V8
- Front mid-mounted engine, rear-wheel drive
- Max power 313 kW (420 bhp/426 PS) at 7300 rpm
- Max torque 470 Nm (346 lb ft) at 5000 rpm

TRANSMISSION

- Rear mid-mounted, six-speed manual transmission
- Sportshift six-speed automated manual transmission
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential

CO₂ EMISSIONS

- 321 g/km – manual
- 295 g/km – Sportshift

Acceleration 0-100 km/h (62 mph) in 4.9 seconds

Max speed 290 km/h (180 mph)



Cygnets

We are moving in a changing world. It is time for an Aston Martin tailored for the city. Elegant and distinctive, individual and practical, Cygnets is the luxury solution to urban mobility



TECHNICAL SPECIFICATION

BODY

- Two-door body style with full width tailgate and four seats

ENGINE

- 1.33 litre with Variable Valve Timing (VVT)
- 4 in-line cylinders
- 16-valve DOHC (Double Overhead Camshaft) chain drive
- Front-mounted engine and differential
- Front-wheel drive

TRANSMISSION

- 6-speed manual (with Stop & Start technology and gear shift indicator)
- Optional Continuously Variable Transmission (CVT) (with Eco Driving Indicator)

CO₂ EMISSIONS

- 116 g/km (6-speed manual)
- 120 g/km (CVT)

0-100 km/h (62 mph) in 11.6 seconds (CVT)

Max power 72 kW (97 bhp/98 PS)

Max speed 170 km/h (106 mph)



Talk about
“power to weight ratios”..



Hopscotch® Diamond Ring.

Exclusively designed by David M Robinson, one of the UK's leading designer goldsmiths.

£6450.00 Approx 2.21ct total, platinum set. Matching earrings and pendant also available.

DAVID·M·ROBINSON

~ FINE JEWELLERY & WATCHES ~

www.davidmrobinson.co.uk

LONDON LIVERPOOL MANCHESTER CHESTER ALTRINCHAM SOUTHPORT

BOND CARS PURE ASTON MARTIN

DB5_xii

ORIGINAL DB5_xiii

V8 VANTAGE_xiv

VANQUISH_xv

DB5_xvi



ASTON MARTIN

Bond DB5

[GOLDFINGER, THUNDERBALL, TOMORROW NEVER DIES, GOLDENEYE, CASINO ROYALE & SKYFALL]

First seen by audiences in *Goldfinger* and later in *Thunderball*, Bond’s iconic 1964 Aston Martin DB5 featured a bullet-proof windscreen, a rear smoke screen, oil and nail sprayers, front-mounted .303 Browning machine guns, a retractable rear bullet-proof shield, hub mounted scythes, a Homer (an early form of satellite navigation system) and a front passenger ejector seat



TECHNICAL SPECIFICATION

- | | |
|---|--|
| BODY <ul style="list-style-type: none">• 2+0 coupe PRICE NEW <ul style="list-style-type: none">• £4,175 ENGINE: <ul style="list-style-type: none">• DOHC Straight six, 3995 cc, 282 bhp @ 5500 rpm• 280 lb ft @ 4500 rpm• Max Speed 142 mph• 0-60 mph 7.1 seconds• Front mounted engine and transmission, rear wheel drive | TRANSMISSION <ul style="list-style-type: none">• 5-speed ZF box or optional Borg-Warner 3-speed automatic SUSPENSION <ul style="list-style-type: none">• Front: telescopic shock absorbers• Rear: double acting lever arm shock absorbers BRAKES <ul style="list-style-type: none">• Girling twin servo assisted brakes with front and rear solid discs WEIGHT <ul style="list-style-type: none">• 1468kg |
|---|--|



Bond DBS

[ON HER MAJESTY’S SECRET SERVICE]

Starring in 1969’s *On Her Majesty’s Secret Service*, George Lazenby drove the Aston Martin DBS V8 several times during the movie, including during the poignant final scene where Bond’s new bride, played by Diana Rigg, is tragically killed. Although no gadgets are demonstrated, the glove compartment contained a dismantled telescopic-sight rifle



TECHNICAL SPECIFICATION

- | | |
|---|--|
| BODY <ul style="list-style-type: none">• 2+2 coupe PRICE NEW: <ul style="list-style-type: none">• £4,473 ENGINE: <ul style="list-style-type: none">• DOHC Straight six, 3995 cc, 280 bhp @ 4500 rpm• Max Speed 140 mph• 0-60 mph 7.1 seconds• Front mounted engine and transmission, rear wheel drive | TRANSMISSION: <ul style="list-style-type: none">• ZF five-speed manual gearbox or Borg-Warner automatic transmission WEIGHT: <ul style="list-style-type: none">• 1588 kg |
|---|--|



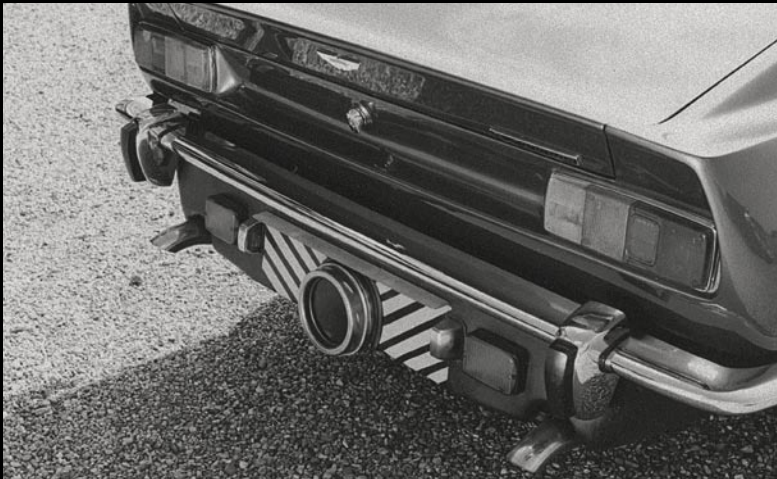
Bond V8 Vantage [THE LIVING DAYLIGHTS]

The V8 Vantage appeared in both Coupe and Volante form in *The Living Daylights* of 1987. It was the Coupe however that displayed a whole host of trick gadgetry. Bond, played by Timothy Dalton, aptly demonstrates the car’s extending lateral skis, spiked snow & ice tyres, guided missiles, wheel-mounted lasers, signal-intercepting smart radio, heads-up targeting display and self-destruct capability



TECHNICAL SPECIFICATION

- | | |
|--|---|
| BODY <ul style="list-style-type: none">• 2+2 coupe and Volante convertible ENGINE <ul style="list-style-type: none">• DOHC V8, 5340 cc, 380 bhp @ 6000 rpm• Max Speed 170 mph (Coupe), 160 mph (Volante)• 0-60 mph 5.3 seconds• Front mounted engine and transmission, rear wheel drive | TRANSMISSION <ul style="list-style-type: none">• ZF five-speed manual gearbox or 3-speed automatic transmission SUSPENSION <ul style="list-style-type: none">• Front and rear: telescopic shock absorbers BRAKES <ul style="list-style-type: none">• Girling brakes with front and rear ventilated discs WEIGHT <ul style="list-style-type: none">• 1990 kg |
|--|---|



Bond Vanquish [DIE ANOTHER DAY]

The Aston Martin Vanquish that appeared in *Die Another Day* of 2002 famously starred alongside Pierce Brosnan and Halle Berry. In addition to the signature ejector seat, the Vanquish boasted clever adaptive camouflage capability, spiked snow & ice tyres, grille-mounted heat-seeking missiles, machine guns and target-seeking, bonnet-mounted shotguns



TECHNICAL SPECIFICATION

- | | |
|---|--|
| BODY <ul style="list-style-type: none">• 2+0 coupe ENGINE <ul style="list-style-type: none">• V12, 5,935 cc• Max Power 460 bhp @ 6500 rpm• Max Torque 400 lb ft @ 5000 rpm• Max Speed 190 mph• 0-60 mph 5 seconds• Front mounted engine and transmission, rear wheel drive | TRANSMISSION <ul style="list-style-type: none">• 6-speed manual gearbox with Auto Shift Manual/Select Shift Manual (ASM/SSM) electro-hydraulic control system BRAKES: <ul style="list-style-type: none">• Front and rear ventilated discs WEIGHT: <ul style="list-style-type: none">• 1835 kg |
|---|--|



Bond DBS [CASINO ROYALE & QUANTUM OF SOLACE]

Other than a secret compartment to house Bond’s Walther P99 pistol, the only concealed gadget seen on Daniel Craig’s Aston Martin DBS in *Casino Royale* and *Quantum of Solace* is an emergency medical kit. The kit includes a direct communication link to MI6 HQ in London, various poison antidotes and an on-board defibrillator



TECHNICAL SPECIFICATION

- BODY**

 - 2+0 coupe

ENGINE

 - Al-alloy, quad overhead camshaft, 48-valve, 5935 cc V12
 - Front mid-mounted engine, rear wheel drive
 - Max power 380 kW (510 bhp/517 PS) at 6500 rpm
 - Max torque 570 Nm (420 lb ft) at 5750 rpm
- Acceleration 0-100 km/h (62 mph) in 4.3 seconds
 - Max speed (manual) 305 km/h (190 mph)
 - Max speed ('Touchtronic 2') 295 km/h (183 mph)

TRANSMISSION

 - Rear mid-mounted, six-speed manual gearbox
 - Rear mid-mounted 'Touchtronic 2' six-speed automatic with electronic shift-by-wire control system



YOU ARE NOW PRECISELY
ONE MILLION MILES AWAY
FROM ROUTINE.



Where will your imagination take you? To the end of the boardroom table? Or to the place of your dreams? Of course, how you get there is important. Perhaps you should consider one of the world’s finest yachts with proven performance and unsurpassed build quality, designed to take you as far away from the routine as possible.

To discover a world of difference, from 46 to 125 feet, please call +44 (0)1473 695 005 or email us at yachts@oystermarine.com

SAIL | BROKERAGE | CHARTER | REFIT
www.oystermarine.com

OYSTER



ASTON MARTIN



COVER: Daniel Craig photographed by Julian Broad for Intersection magazine

ISSUE 19
CONTRIBUTORS

LUCIA VAN DER POST

Examining the inexorable rise of the ‘alpha woman’ is the undisputed grande dame of luxury, Lucia van der Post. Best known for her work at the Financial Times where she launched the FT’s ‘How To Spend It’ magazine, and is still an Associate Editor, Lucia is a freelance writer and editor, writing for a variety of other publications around the world, specialising in interior design, luxury goods and travel.

MARK C.O’FLAHERTY

Exploring the careful and clever expansion of luxury men’s fashion labels is Mark, a nomadic design and travel writer and a frequent contributor to the ‘Financial Times’, ‘The Sunday Times’, ‘Elle’, ‘Blueprint’ and a wide variety of international journals. Mark studied film in London and had a highly successful career as a music photographer in the 1990s before branching into fashion-show production at London Fashion Week.

RICHARD MEADEN

Freelance writer and keen racer, Richard Meaden is a regular contributor to magazines such as evo and Octane and has tested some of the world’s fastest and most desirable cars. For this issue he has taken Aston Martin’s latest addition to the stable, the Vanquish, for a spin. For the last six years he has driven for the Aston Martin team in the Nurburgring ‘N24’ endurance race and in this issue celebrates AMR’s return to the GT ranks in the new FIA World Endurance Championship.

JOE WINDSOR-WILLIAMS

The man behind this issue’s dark and elusive night shoot showcases the powerful appeal of the Aston Martin Vanquish. Over his 18-year career, Joe’s style has developed from fashion to specialize in automotive photography, working on advertising campaigns and editorial, as well as projects for Aston Martin, Bang & Olufsen, Sunseeker and Jaeger-LeCoultre.

Aston Martin Magazine is published on behalf of Aston Martin Lagonda Limited by Affinity Publishing. For all publishing and advertising enquiries please contact:

AFFINITY PUBLISHING

21 Grosvenor Street
London W1K 4QJ
United Kingdom

T: +44 (0)20 7399 9580
F: +44 (0)20 7399 9589
E: info@affinitypublishing.co.uk
www.affinitypublishing.co.uk

ASTON MARTIN
EDITORIAL TEAM

JAMES BROWN
Editor

JANETTE GREEN
Director of Brand
Communications

JOHN MUIRHEAD
Brand Communications Manager

RAPHAËLE LOHÉAC-DERBOULLE
Brand Communications Executive

SOPHIE WALKER
Project Manager,
Affinity Publishing

ASTON MARTIN
HEAD OFFICES

ASTON MARTIN LAGONDA
Banbury Road
Gaydon
Warwick CV35 0DB
United Kingdom

T: +44 (0)1926 644644
F: +44 (0)1926 644333

ASTON MARTIN WORKS SERVICE
Tickford Street
Newport Pagnell
Buckinghamshire MK16 9AN
United Kingdom

T: +44 (0)1908 619264
F: +44 (0)1908 216439
E: service2@astonmartin.com

READER ENQUIRIES

E: ampr@astonmartin.com

PRINTED BY BUXTON PRESS

Aston Martin (ISSN 2045-3787) is published quarterly Spring (March), Summer (May), Autumn (August) and Winter (November) by Affinity Publishing UK, 21 Grosvenor Street, London, W1K 4QJ, UK and distributed in the USA by Mail Right Int., 1637 Stelton Road B4, Piscataway, NJ 08854. Periodicals Postage Paid at Piscataway, NJ and additional mailing offices. POSTMASTER: Send address changes to Aston Martin c/o Mail Right International Inc. 1637 Stelton Road B4, Piscataway NJ 08854.

ASTON MARTIN
REGIONAL OFFICES

ASTON MARTIN LAGONDA
THE AMERICAS
9920 Irvine Center Drive
Irvine
CA 92618
USA
T: +1 949 3793100

ASTON MARTIN LAGONDA
OF EUROPE GmbH
Unterschweinstiege 2-14
60549 Frankfurt
Germany
T: +49 (0)69 770752001

ASTON MARTIN LAGONDA
MIDDLE EAST
PO Box 79680
Dubai
United Arab Emirates
T: +44 (0)1926 644644

ASTON MARTIN LAGONDA
ASIA PACIFIC
Ark Mori Building 12F
1-2-32 Akasaka, Minato-Ku
Tokyo
Japan 107-6012
T: +81 (0)3 43609244

ADVERTISING
ENQUIRIES

Call the advertising sales team on +44 (0)20 7399 9580 or email Mavesh Chaudry on mavesh.chaudry@affinitypublishing.co.uk

SPECIAL CREDIT GOES TO:

Julian Broad (front cover and Daniel Craig feature photography pp39-42) for Intersection magazine, René Staud (DB9 photography pp100-111)

Special thanks to Eon Productions for all Bond image permissions

CONTRIBUTORS

Philippe Amis-Santerre, Jonathan Bell, Sir Christopher Frayling, Amanda Fuller, Paul Knott, Brian Laban, Richard Lofthouse, Samuel Luckhurst, Dave Mackay, Richard Meaden, Mark C.O’Flaherty, Martyn Palmer, Andy Round, Amelia Walker, Sophie Walker, Lucia van der Post

DIAMONDS ARE
FOREVERMORE

Photographer: Tim Bret Day
Stylist: Marcella Martinelli
Photographer’s Assistants: Huw Garrett, Gary Sobczyk
Hair and Make-Up: Jo Bull at HMS
Stylist’s Assistant: Gemma Talbot
Models: Joost at Premier and Bella and RDM

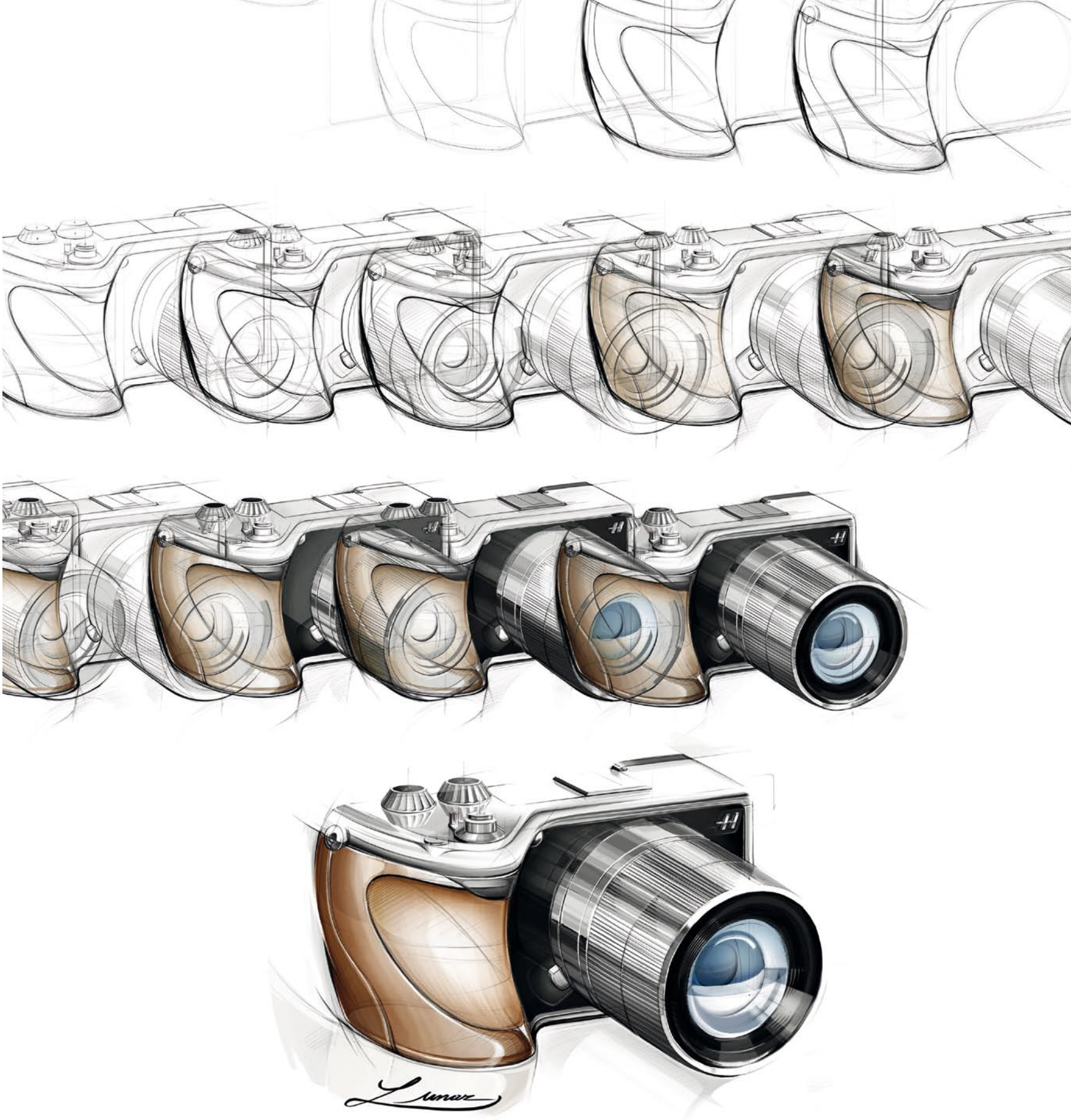
URBAN VANQUISH

Photographer: Joe Windsor-Williams

Assistant: Martin Ward
Model: Dallas Kidman

QUANTUM OF SOLACE

DB9 BOND UK TOUR
Leigh Dabbage
Adam Sorenson



©COPYRIGHT 2012 ASTON MARTIN LAGONDA LIMITED. All material strictly copyright and all rights reserved. Reproduction in whole or in part without prior permission of Affinity Publishing and/or Aston Martin Lagonda Limited is strictly forbidden. All content believed to be correct at time of going to print. The views expressed are not necessarily those of Affinity Publishing or Aston Martin Lagonda Limited. Aston Martin Lagonda Limited does not officially endorse any advertising material or editorials for third party products included within this publication.

DATA PROTECTION STATEMENT Aston Martin Lagonda Limited (Aston Martin) respects the privacy of every individual who receives the Aston Martin Magazine. Any information collected about you will be used to fulfil the delivery of the magazine, for readership profiling purposes and for further marketing of Aston Martin products and events. We do this by making appropriate use of the information. This information will not be disclosed to anyone outside of Aston Martin, its affiliated or associated companies, its agencies, dealers, partners or licensees. It will be treated in accordance with the relevant legal provisions concerning data protection and may initially be stored and processed inside or outside the European Union anywhere in the world. You have the right as an individual to find out what information we hold about you and make corrections if necessary; you also have the right to ask us not to use the information. We will make all practical efforts to respect your wishes.



TWO HEARTS. REAL PRECISION.



DUOMÈTRE À QUANTIÈME LUNAIRE. Jaeger-LeCoultre Calibre 381.
The Dual-Wing concept is a genuine horological revolution featuring two distinct mechanisms synchronised by a single regulating organ. The patented jumping stop-seconds function enables time-setting to the nearest 1/6th of a second.

YOU DESERVE A REAL WATCH.


JAEGER-LECOULTRE

Jaeger-LeCoultre in partnership with UNESCO to raise awareness and protect marine World Heritage. A real commitment to a precious cause.
www.jaeger-lecoultre.com

