



BOND ORIGINAL 1964 ASTON MARTIN

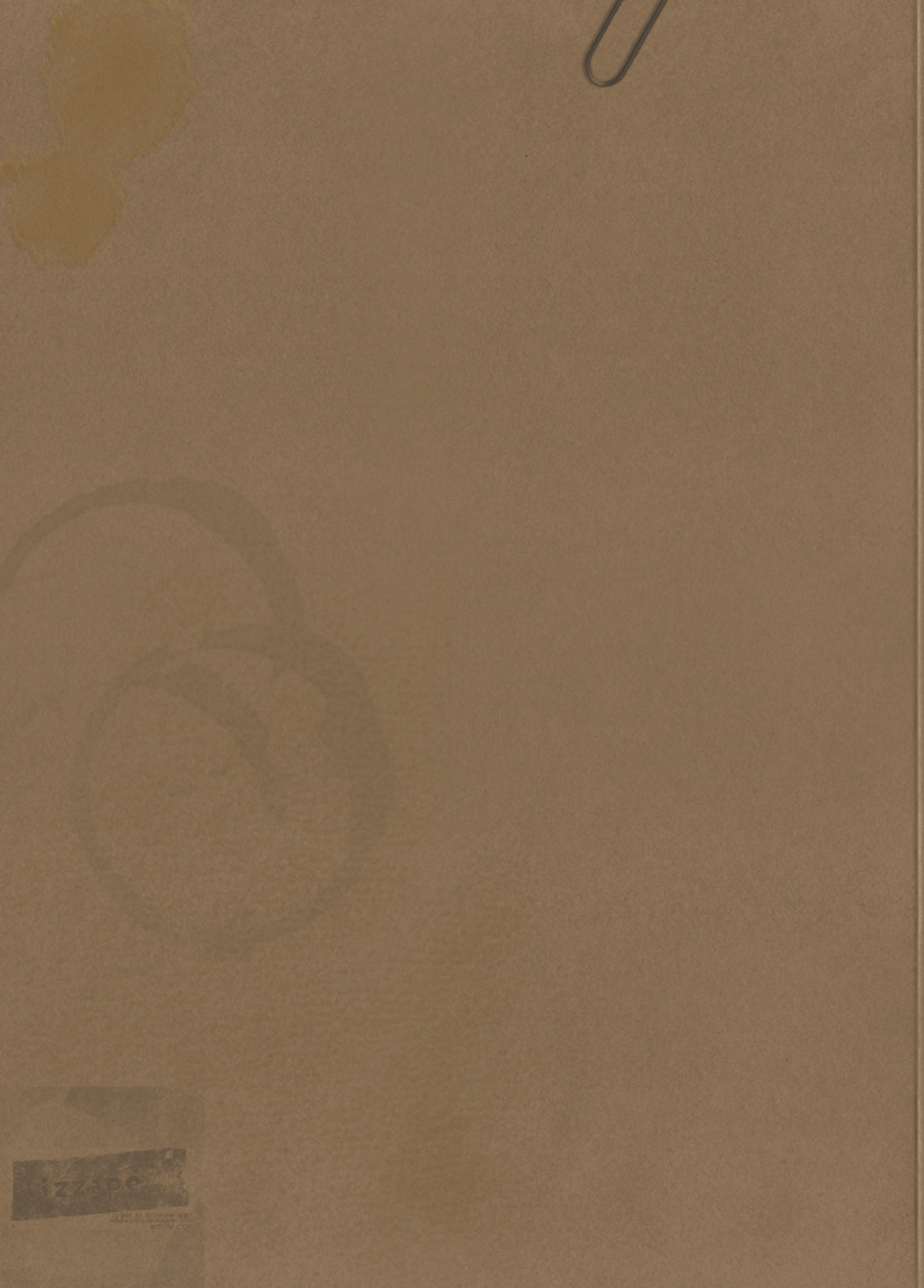
DB5

CONFIDENTIAL



RM AUCTIONS
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FMP7B EXECUTIVE SUMMARY

OVERVIEW

There were two. Now there's only one. This is the one. The real James Bond 007 DB5 Aston Martin, introduced in *Goldfinger* and equipped with lethal gadgets at no extra charge. Also known as "The Most Famous Car in the World," this film icon (FMP 7B) was one of two DB5s which appeared onscreen in *Goldfinger* and *Thunderball*. Intended at first for use in the "fast driving scenes" in *Goldfinger*, it was retrofitted and fully equipped to "007 specification" by Aston Martin for *Thunderball*.

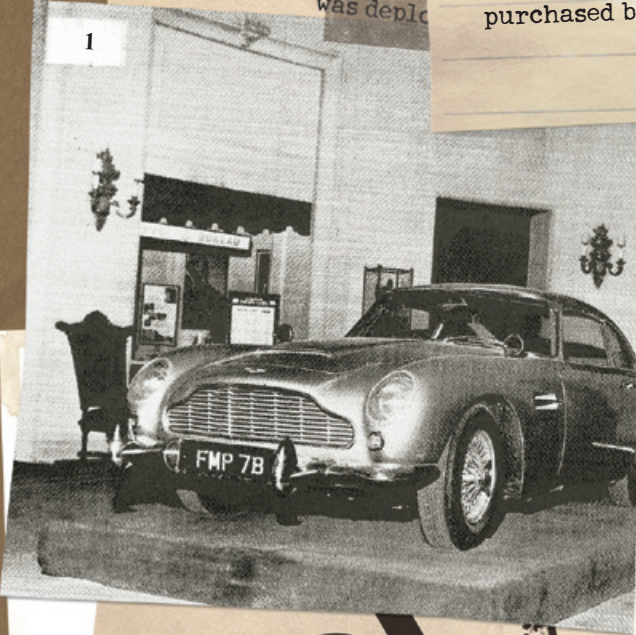


LATE 1960s ON TOUR WORLDWIDE

Throughout the 60s both cars starred in publicity tours around the world, along with two additional cars ordered by the Bond film studio, Eon Productions, which were essentially "replicas" of FMP 7B and never appeared on screen. After its life promoting the Bond films ended, FMP 7B languished in a forgotten corner of the Aston Martin factory until it was purchased by American radio station owner Jerry Lee in 1969.

The [redacted]
was depl[redacted]

1



1969 - 2010 THE BONDATORIUM

Once in the U.S., the 007 DB5 was exhibited on a limited basis through the mid-70s before being permanently retired from the auto show circuit. Mr. Lee, however, kept the car on perpetual display in his home. A purpose-built room was created, with appropriate temperature and humidity control, where the DB5 was surrounded by 007 memorabilia. The battery was always kept on a charger, because one never knew when its gadgets might have to be demonstrated to appreciative guests!

2



4

...available for general audiences), ... today, now is slated for July 14.

'Priceless' James Bond car stolen; Dr. No, Goldfinger not suspected

Boca Raton News

BOCA RATON, Fla. — Under cover of darkness, someone entered a locked hangar in a secured area and made off with a priceless automobile. It was a feat worthy of James Bond.

But Bond hasn't driven this particular Aston Martin since 1965.

The specially outfitted silver roadster shared screen time with Sean Connery in *Goldfinger* in 1964 and in *Thunderball* the following year. The car has been spending most of its days at special exhibits and nights in a Boca Raton Airport hangar.

That is, until Wednesday. Someone sliced through the molding on the hangar door, cut the metal latch and snipped the alarm wires sometime between 4 p.m. Wednesday and 7 a.m. Thursday. There was no key in

the car, according to police reports, so the burglar either hot-wired the 1963 Aston Martin DB5 or simply pushed it out of the hangar and into the night.

"It's really kind of wild that someone had the nerve to steal it," said Anthony Pugliese, who has owned the car since 1986. "What are they going to do with it?"

If the right-hand steering and European-style license plates don't catch the eye of fellow motorists, the roadster's optional accessories certainly will. Not many cars come equipped with a bullet-proof rear window, passenger-side ejection seat and machine guns.

"It's a one-of-a-kind," Pugliese said, disbelief over the theft still clear in his voice. "It's the most famous car in the world, an icon of the '60s."

Pugliese proudly calls his car "priceless," a value estimate

mirrored in Boca Raton Police Services Department reports of the incident.

He has stored the Aston Martin at the Boca Raton Airport on and off for the past 10 years.

The occupant of another hangar at the airport found someone had attempted to break into that hangar the night before, according to police reports. The neighbor then noticed that Pugliese's hangar door was open and no one was around. The police were notified and an alert was issued.

The Aston Martin hasn't been stolen in the 11 years that he has owned it, Pugliese said. But there was a recent attempt.

On Monday night someone broke into a storage container in Delray Beach, Fla., where the car had been stored several weeks ago during a display promotion, according to police reports. But by then the car was back in Boca.

to-become-familiar U

WHEREABOUTS UNKNOWN

The other car, meanwhile, after having its studio effects removed by Aston Martin and discarded, was sold in the late 60s as a 'used car.' Later equipped with replica gadgets by a subsequent owner, it was famously reported stolen in 1997 from its storage in a Boca Raton airplane hangar. Subject to a thorough international investigation and a reported \$4 million insurance settlement, its whereabouts remain a mystery and it is believed by many to have been destroyed.

THE ONLY ONE

Thus FMP 7B is the only known remaining DB5 of the two original cars. It is presented today just as Mr. Lee, its first and only ex-factory owner, found it - in original condition with only 30,000 miles on the clock and all its gadgets intact, most of which have been tested for functionality. Recently extracted from Mr. Lee's home in the Spring of 2010, FMP 7B was carefully recommissioned to road worthiness by RM Auto Restoration. With its factory Vantage specification engine purring again, the 1964 007 Aston Martin DB5 runs strong and is ready for new adventures.





OCTOBER 2010 - AT YOUR SERVICE - TODAY

Now available for the first time since 1969, and the first time ever to the public, the real James Bond 007 Aston Martin DB5 will headline, in association with Sotheby's, the RM Auctions 'Automobiles of London' annual sale at Battersea Evolution the evening of 27th October, 2010. Until then the car is on its final global tour, where it will be displayed in the UK, Germany, New York, Hong Kong, and other locations until its return to the UK in October.

Its the only one that remains
See it for yourself...until it heads undercover again.

007'S ARSENAL

CENTRE ARMREST CONTROL PANEL

It all starts here. Inside you will find switches for all of your defence mechanisms (oil slick sprayer, smoke screen, nail spreader, rear bullet proof shield, machine guns, revolving number plates and extending rams). Expertly hidden under the padded centre console cover, they can be easily activated on the run.

--- FRONT AND REAR

helpful in
control panel switch.



This activat

Auto Resto



EXTERNAL GADGETS

--- LEFT- AND RIGHT-FRONT WING MACHINE GUNS ---

These electrically retractable gun barrels mimic those that appeared to fire (thanks to movie special effects). Activated by a switch in the centre armrest control panel. Pushing lever moves them into position.

*** Certified operational by RM Auto Restoration.

--- FRONT EXTENSION RAMS ---

Equipped with hydraulic overrides that extend almost 12 inches, the front and rear bumpers of the DB5 could be used as battering rams.

*** Certified operational by RM Auto Restoration.



Nail Spreader
(Calthrop Chamber)

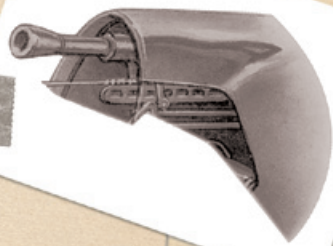
Rear Extending Rams



--- REAR BULLET PROOF SHIELD ---

Raised and lowered by a standard window lift mechanism and activated by a centre armrest control panel switch, this steel plate completely covers the rear window to repel enemy bullets. See it in action in *Goldfinger* and *Thunderball*.

*** Certified operational by RM Auto Restoration.



--- OIL SLICK SPRAYER ---

One of many defense mechanisms on the DB5, this sprayer resides inside the left side rear light cluster. Pushing a button in the centre armrest control panel turned a solenoid valve on, allowing pressured oil to shoot out. Used by Bond in *Goldfinger* to memorably dispatch a truck load of pursuers. Very slick indeed.

*** System is complete but remains untested.

--- NAIL SPREADER (CALTHROP CHAMBER) ---

Inside the right rear light cluster, a hidden pipe could distribute four-pronged spikes (calthrops) onto the roadway behind the DB5 to puncture the tyres of pursuing vehicles. Point well taken. Never demonstrated in any of the Bond films.

*** System is complete with functioning chamber.



--- FRONT AND REAR REVOLVING NUMBER PLATES ---

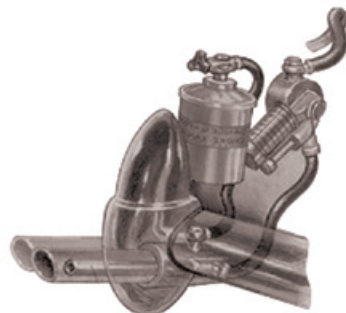
"Valid in all countries," said Q in *Goldfinger*, and potentially very helpful in confusing 007's many pursuers. Activated by a centre armrest control panel switch, the rotation displayed three different license plates (UK, France, and Switzerland). Today, it features original UK registration plate FMP 7B and two variations of JB 007, naturally.

*** Certified operational by RM Auto Restoration.

--- SMOKE SCREEN ---

The most frequently used demonstration gadget at open-air displays and promotional events, the smoke screen was produced by pushing a centre armrest control panel switch. This activated a small electric charge, causing smoke to exit a pipe placed near the DB5 tailpipes.

*** Certified operational by RM Auto Restoration.



STON MAR

Bulletproof Shi

Tyre Slasher

INTERNAL GADGETS

--- RADAR RECEIVER ---

A radar receiver hidden inside the right front wing mirror "transmitted signals" from a homing device to the dashboard receiver, cleverly disguised behind the sliding screen. Used by 007 in *Goldfinger* to track Auric Goldfinger through the Furka Pass in Switzerland. Revolving satellite antennas still move inside the mirror.

*** Operational with functioning lights

--- PASSENGER EJECTION SEAT ---

The most celebrated of all the DB5 modifications, it was used by 007 in *Goldfinger* to send a henchmen through the roof (thanks to the special effects crew). Activated by pressing a button hidden under the top of the gear stick. Not to be used to expel female company.

*** Pressing a button in the centre armrest control panel activates two solenoids (buried in the headliner) to raise a section of the roof panel for removal. Red button under gear stick is for display only.

--- DOOR-MOUNTED TELEPHONE ---

Always ahead of his time, Q even equipped 007 with the world's first mobile telephone. Never seen in use in either of the films in which the car appeared, it is cleverly mounted in the driver's door panel and would have been answered with, "Bond, James Bond here."



ally very

center armrest



SPECIFICATIONS

1964 ASTON MARTIN DB5 * THE REAL JAMES BOND 007 FILM CAR

Chassis: DB5/1486/R

Original UK Registration: FMP 7B

Engine Number: 400/1469/V

Total Production: 1,021 Units (includes convertibles)

Exterior Colours: Silver Birch

Interior Colours: Dark Grey Leather

Engine: 4.0 Litre DOHC "Vantage" I-6 (3,995cc) with Triple SU HD8 Carbs

282 HP (210kw) at 5,500 rpm*

288 lb.-ft (390 N-m) of torque at 3,850 rpm*

Top Speed: 145 mph (233kmph)*

0-60 mph (97 kmph) acceleration: 7.1 seconds*

Compression Ratio: 9.1*

Transmission: ZF-5 Speed manual with overdrive top gear

Front Suspension: Independent, double wish-bone with coil springs and telescopic shock absorbers

Rear Suspension: Live Hypoid axle mounted on parallel trailing links and located transversely by Watt's linkage. Helical coil springs with

Armstrong double acting lever arm shock absorber.

Steering: Rack-and-pinion

Brakes: Girling Twin Servo assisted disc brakes

Length: 179.8" (4,567mm)

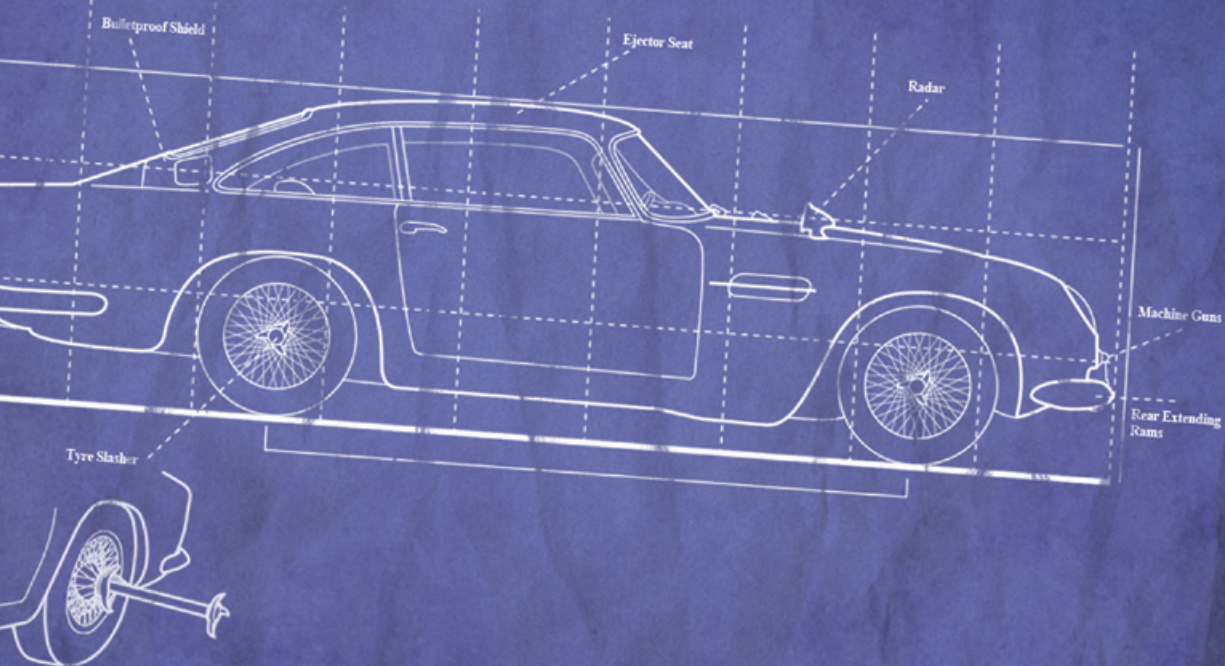
Width: 66.5" (1,689mm)

Wheelbase: 104" (2,642mm)

Height: 52" (1,321mm)

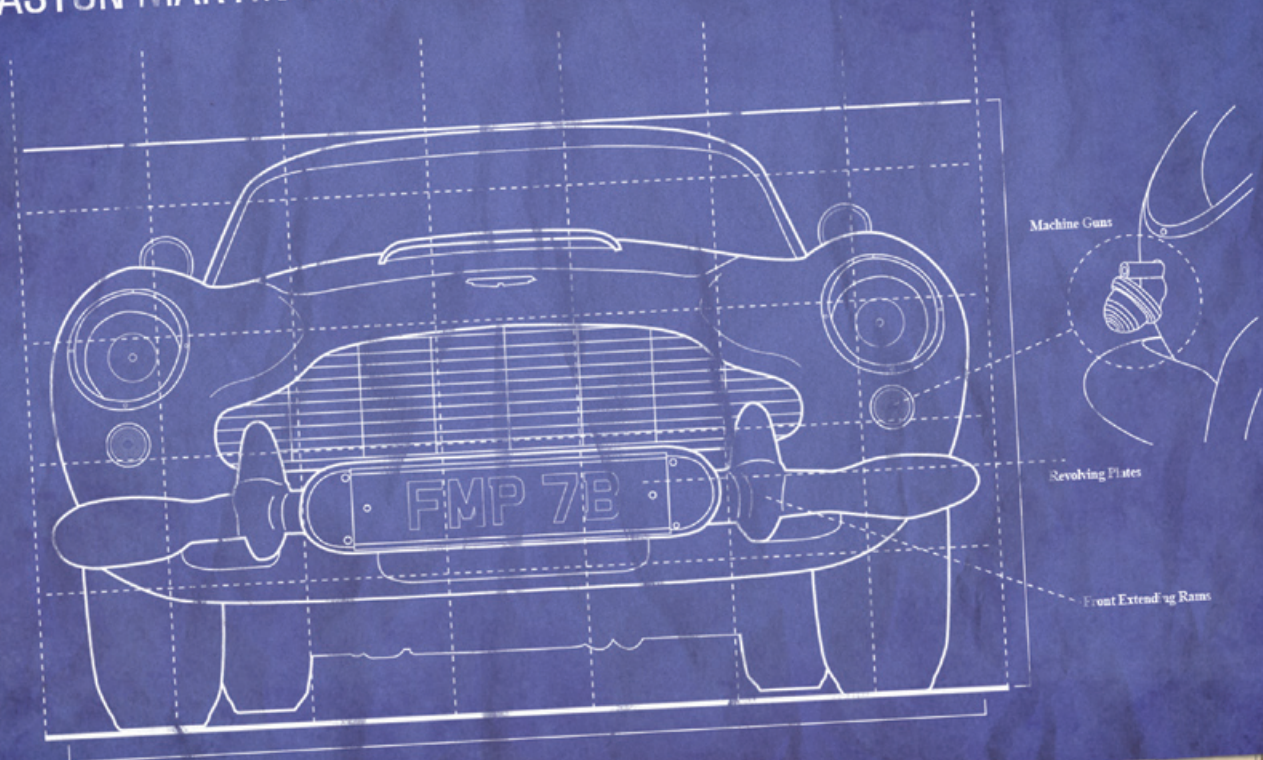
*All figures are for a standard DB5 (without Q-division modifications)

ASTON MARTIN DB5



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original UK

ASTON MARTIN DB5





***All figures are





5 IDENTIFICATIONS



Q 60 6



GOLDFINGER

YOUR MISSION:

To locate:

'THE MOST FAMOUS CAR IN THE WORLD'

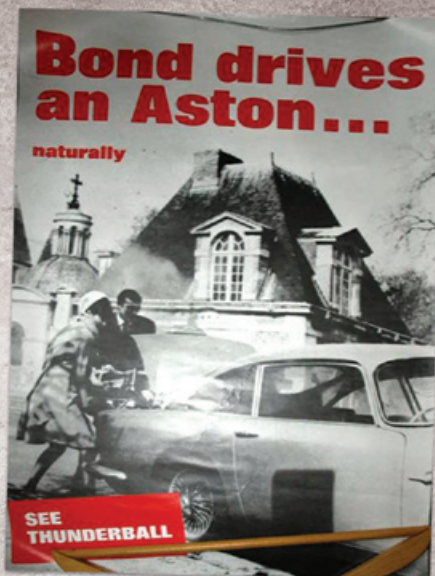
THE REAL JAMES BOND CAR

1964 ASTON MARTIN DB5

Chassis DB5/1486/R

UK Registration: FMP 7B

The ultimate "Q" car, this Aston Martin DB5 was used on screen by Sean Connery, British Secret Agent 007, as personified in the timeless classic James Bond movies *Goldfinger* and *Thunderball*. In his relentless battle against the forces of evil, this automobile was to become his most famous weapon. With its 'rather interesting modifications,' this particular motor car (known by its original UK road registration as FMP 7B) is the only remaining of the two DB5s utilised in these iconic films and is presented here in strikingly original condition, with its famous gadgets intact.



Large scale Aston Martin poster featuring FMP 7B on the set of *Thunderball*, framed and glazed. This item is offered as part of the auction lot.



"I NEVER JOKE ABOUT MY WORK, 007!"

Way up there, in league with "Play it again, Sam" and "Hasta la vista, baby," this is one of the most well-known lines in the history of cinema. Q-Branch was known as the special arsenal developers for the MI6 '00' agents – those with the license to kill. Of course these operatives were offered all the top gear, and one item in particular has captured the imagination of generations of filmgoers around the world: the 007 Aston Martin DB5 automobile, with the installation of high-tech gadgetry, much of which is meant to be quite lethal. Two DB5s were in fact used on-screen for the production of the timeless James Bond classics *Goldfinger* and *Thunderball*.

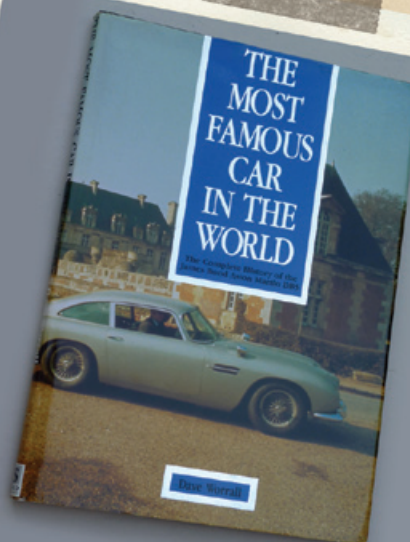
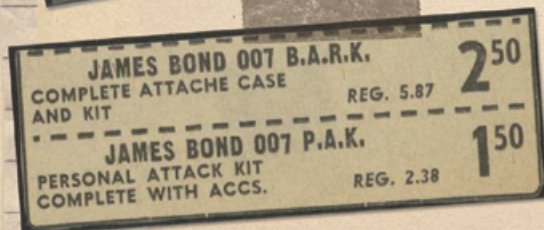
One of those two cars disappeared without a trace, was reported stolen in 1997 and is believed to have been destroyed. RM Auctions is proud to represent the second – and only known remaining – original 007 DB5 movie car at its October, 2010 Automobiles of London auction. This will be the first time the car has ever been offered for sale, and it can indeed stake its claim as The Real James Bond Car.

THE MOST FAMOUS CAR IN THE WORLD

Such is the title of the book (by Dave Worrall, Solo Publishing, 1993) that chronicles the electrifying Aston Martin DB5 which roared into the popular consciousness with the release of the James Bond epic *Goldfinger* in 1964, the third instalment from the 007 series.

The celebrated Silver Birch DB5, and the purposefulness with which it was deployed, represented the perfect embodiment of the virtues of the Bond character first launched with the Ian Fleming novels from 1953: stunning elegance, international intrigue and the fluid command of visceral power.

For Fleming's novel *Goldfinger*, the new Bond car – as chosen from the MI6 motor pool – was the Aston Martin DB MkIII, then the latest Aston model and the foremost evolution of the DB2/4. In the book, the 'optional extras' included bulletproof glass, reinforced steel bumpers and a pistol concealed in a tray beneath the driver's seat. This is what inspired the film's producers in 1964 (Henry Saltzman and Cubby Broccoli, a/k/a Eon Productions) to seek a new DB5, which had recently been displayed to great acclaim at the Earl's Court Motor Show in London.



The Most Famous Car In The World,
by Dave Worrall, Solo Publishing, 1993.

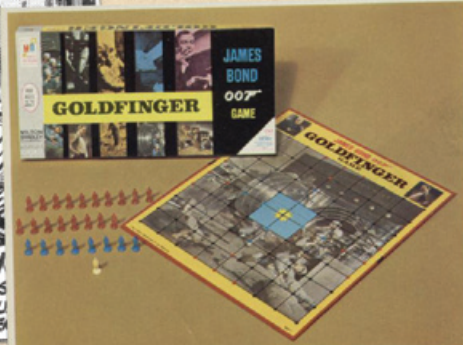
Asked for the donation of such a car, Aston Martin Lagonda owner David Brown at first turned them down, responding that he would be happy to sell them one for the retail price of around £4 500. Incensed, the producers briefly considered the alternatives of upgrading the 'Blower Bentley' that appeared in *From Russia With Love*, a Jensen, and even a Chevrolet. But in the end their minds were set on the DB5, so they made yet another appeal to the Works, this time bringing along their brilliant set designer Ken Adam (reprising his modernist/fantastical approach made famous in *Dr. No*) and special effects guru John Stears to explain their full intentions: to make a star out of the car.

Eventually a compromise was struck, with the Works supplying a car 'on loan' to the film team. The chosen one was a somewhat shop-worn example, chassis no. DP216, that started life as a fifth-series DB4 prior to becoming the pre-production DB5 test mule. Originally liveried in red, this car was featured in contemporary advertising and factory brochures heralding the launch of the DB5 (even then sporting the soon-to-become-familiar UK registration BMT 216A).



Sean Connery

JAMES BOND'S FABULOUS
"ASTON MARTIN" DB5...
FROM "GOLDFINGER" & "THUNDERBALL"



NEW

JAMES BOND GOLDFINGER GAME

Ages: 10 to Adult

For 2 Players

007 and Goldfinger are at it again in this fascinating 2 player game. The player who is Goldfinger uses his henchmen and his wits to escape from the Fort Knox game-board. 007 and his support forces must trap Goldfinger on the board to win the game.

CONTAINS: Colorful playing board which is a replica of Fort Knox vaults; 16 plastic James Bond Agents and 8 Goldfinger "henchmen" plus Goldfinger himself. Box size: 19" x 9 1/2".

No. 4635
Retail: \$3.00

Ctn. Quan. 12
Ctn. Wt. 21 lbs.

The only authentic
authorized model kit
that includes all
the JAMES BOND

007

features.

KIT INCLUDES:

- Arsenal Case • Telephone
- Smoke Screen Spray
- Commando Tally Ejector
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- 3-Way Rotating License Plate
- Radar Meters
- Bullet Proof Shield
- Pistol, Grenade, and Knife
- Race Runners
- Front and Rear Machine Guns
- Radar Scope
- Chatter Strippers
- Ejecting Roof Insert
- Spring-Operated Ejection Seat



1/25 SCALE
James Bond's 007 ASTON MARTIN DB-5

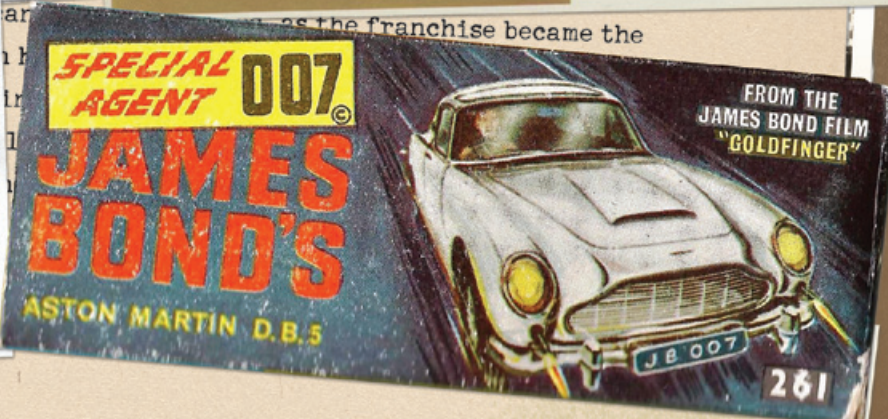
PLUS FEATURES: • Fully detailed engine • metal springs
• chrome trim • one piece body inside and out and rubber tires

Only \$2.00 suggested retail price

BUILD IT NOW!

Available at your local hobby,
toy, or variety store—or write:
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AIRFIX
by Craft Master.



John Stears, whose FX credits include flying cars from *Chitty Chitty Bang Bang* to *Star Wars*, went to work, re-engineering the DB5 to accommodate the plethora of hidden gadgetry for which the 'Bond DB5' has become so well-known. Revolving number plates, Browning machine guns, a smoke screen, an oil slick and nail spreaders, plus the infamous Martin-Baker fighter jet ejector seat, are but some of the special features provided to the superspy by Q-Branch. Notably, Stears received two Oscars for Special Effects, one for his involvement in *Thunderball* and the second for his expertise on the blockbuster original *Stars Wars*.

The result created a worldwide sensation, for the 007 character, for the film series and for Aston Martin. The cultural impact of these early Bond films cannot be overstated, as the franchise became the most successful in history, with the character very effectively revived now, well into the 21st century. Indelibly ingrained into the minds of countless 14-year-old boys, the Bond DB5 image was memorialised on innumerable posters and in successive iterations of Corgi toy versions – their most successful car model ever, which remains in production today. Many of those boys grew up dreaming about owning the real thing...



Bond and friend leave London fast!

Her body was more than just desirable—it had that proud mocking beauty that seemed to say, "Now then, you handsome brute, are you man enough to handle me?", a body that only a man amongst men would ever possess. Passionately. Ruthlessly. He took stock. He wanted to take the memory of this first moment of possession to keep and cherish — a masculine sentiment. The deep-piled hand-laid carpet underfoot; Wilton, naturally, and in that warm, dark shade that reminded him of Barbaresco; but not shop Wilton, surely? Ah, specially woven, of course. He ran his fingers, tenuously, across her seat. They thrilled to the touch of fine leather. Coach hide. Tanned in Lancashire, no doubt.

He was eager, but gentle. She whimpered once, trembled for an instant, then yielded. She was his. The lightest action on the clutch and he shifted to fourth, settled into a casual sixty. Soon, to try her out, to see if she was as good as her promise, it would be into fifth. His hand glanced the fascia, and the safety-glass window beside him disappeared effortlessly, electrically. The hot stink of the A2 hit him. He drank it in joyfully, slowed, bridged into the sprawl of Rochester, did a silent change into third.

He nudged open the gun-metal case, and took out another cigarette. He thought, with pleasure, "This is driving. This is an Aston Martin DB5".

Aston Martin DB5



Aston Martin Lagonda Limited, Newport Pagnell, Buckinghamshire.

ASTON MARTIN AND THE ICONIC DB5

In 1963 Aston Martin was one of the world's smallest and most obscure of automakers, producing only a couple hundred cars a year, with each example built by hand. Aston's exclusive client base included some of the most discerning connoisseurs of grand touring automobiles, many of whom were attracted to the marque by its long history of sports car racing success. Rare when new and with a price roughly double that of the exciting new E-Type Jaguar and commensurate with a Bentley, Aston Martin was hardly a household name. But that was about to change. Soon its new DB5 model came to rival Sean Connery as the star of the hugely successful James Bond film franchise, becoming an object of intense fascination to men of all ages.

Rewind to 1958 when the DB5 series predecessor, the DB4, was unveiled at the Paris Salon, where it already had the makings of a star. A totally new design, its introduction was a significant achievement for a small British manufacturer. The specification included a completely new steel platform chassis with disc brakes all around and a freshly developed alloy twin-cam straight six cylinder engine, all clothed in rakish, fastback aluminium bodywork styled by Touring of Milan utilising their patented Superleggera (super light) construction process. Overall, the new Aston was state-of-the-art for its time, a masterpiece of robust British engineering in combination with exquisite Italian proportions.

In its fifth year of continuous development, the DB4 had become slightly longer and taller, evolving into an exciting long distance grand touring machine. Aston Martin then upped the ante late in 1963 with the introduction of the now legendary DB5 model. Upgrades involved a larger, 4.0 litre engine and triple SU carburettors as standard equipment, resulting in a nearly 20 percent increase in horsepower (factory rated at 282 bhp). The new car boasted many refinements such as twin fuel fillers, electric windows and a more highly tuned exhaust system. Plus, after the first 50 units, the ZF five-speed gearbox became standard, providing the much-needed longer legs for relaxed, high speed motorway driving.

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EVASIVE MECHANISMS

Smoke generating system linked in with the exhaust.
Revolving number plates giving English, French, and Swiss registration.

UNWANTED PASSENGERS

The car is fitted with an ejector seat. The control to this is in the gearshift handle. The roof breaks free from the car and the passenger is ejected to a height of forty feet. The roof panel is easily replaceable.

HOMING DEVICE

Ground radar system is installed behind the clip-off radio loudspeaker. Although the car you may be chasing is out of sight, the radar (linked in with a map) gives an accurate positioning. A homing device planted in the opposition car emits a single tone signal.

ACCESSORIES

Weapon set containing Luger automatic, with silencer, folding rifle with telescopic sights, a hand grenade and throwing knife.
Radio handset is housed in the panel fitted to the driver's door.



ASTON MARTIN LAGONDA LTD.
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Tel: Newport Pagnell 795.

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TOP SECRET

Specification of the James Bond Aston Martin



DEFENSIVE MECHANISMS

Twin Browning Machine Guns are fitted behind the cars front sidelights. The pressing forward and fires the guns.

At the back of the car, the nearside lamp cluster hinges back and a hydraulic mechanism ejects oil onto the rear.

The offside lamp cluster ejects nails specially designed so that no matter how they fall on the road, spikes always project upwards.

A miniature revolving cutter extends 24" out from the nearside wheel hub, revolving in the to cut through the tyres of opposition cars. Front and rear bumper extend hydraulically about 18" for ramming purposes.

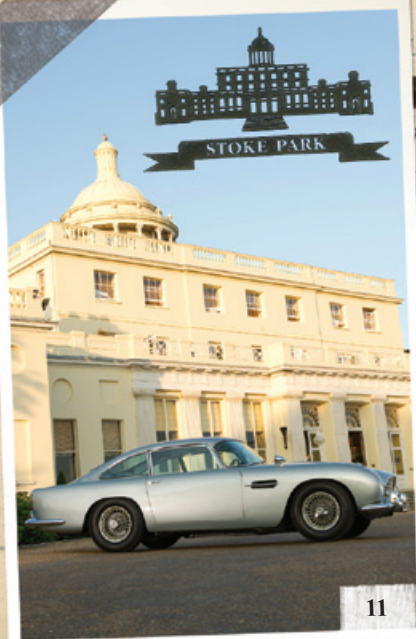
Operated by a hydraulic ram, a bullet-proof steel plate (profiled to the exact contour of the luggage boot) can be raised to cover completely the rear window.



FMP 7B (DB5/1486/R) - THE REAL JAMES BOND CAR

The DB5 on offer here was the 'stand-in' car used in *Goldfinger* and retrospectively became identified as the Road Car, as the first 'Effects Car' proved to be cumbersome to handle, laden with its heavy gadgets. Interestingly, FMP 7B was fitted with the more powerful Vantage engine (400/1469/V, although running on the standard triple SU-carburettor setup, same as the Effects Car). This is logical as the Road Car was to figure prominently in the fast driving sequences. Indeed, FMP 7B was given substantial screen time in *Goldfinger*, notably from the scenes at the Stoke Park Golf Club and, even more recognisably, when Bond is spying on Mr. Goldfinger from the picturesque Furka Pass in Switzerland. (There are some subtle differences between the film cars which enable the viewer to discern which is which, scene by scene - most notably the lack of side marker lights on FMP 7B, just ahead of the front wing side air vents.)

As the Road Car in *Goldfinger*, FMP 7B was also fitted with a special exhaust system which eliminated the rear resonators, giving the car a distinctive 'throaty roar.' This more dramatic sound was dubbed in for all scenes involving movement of the Effects Car as well.



11





After sharing the well-known opening scene of *Thunderball* with FMP 7B, Eon had committed the Effects Car for promotional duty at the flagship Galleries LaFayette department store in Paris, who was launching the world's first '007 Boutique.' Therefore FMP 7B was scheduled to appear in the rest of the film. Accordingly, Aston Martin was asked to fit the full complement of effects to the Road Car as well, which it carries to this day. According to the late, lamented Roger Stowers, the official Archivist of Aston Martin Lagonda, the gadgets in the factory-built car (FMP 7B) were designed for dependability, anticipating an afterlife as a promotional vehicle. He said that the car had to reliably repeat all the special film stunts over and over again. "In the film, the gadgets only had to work once!"

It is also important to note that the Effects Car, after its useful life as a film prop, was completely decommissioned of its gadgets, the items discarded, and the car subsequently sold by the Factory as a standard street automobile. Thus, FMP 7B is not just the only remaining example but also the most original, in that its specification had not changed since its appearance in *Thunderball* and virtually all its distinctive gadgets remain remarkably intact.

A Driver Has the Ladies in Bondage



MIKE ASHLEY
"I'm Bond, come with me"

TOP SECRET

RM Auctions



16

**SEE JAMES BONDS \$50,000
ASTON-MARTIN CAR**



DEMONSTRATED
EVERY HALF-HOUR
AT YOUR PARSIPPANY
STORE FRIDAY
DECEMBER 16th
FROM 1 TO 9 P.M.

ANOTHER ASSIGNMENT

With the release of *Goldfinger*, it soon became apparent that the DB5 had created a sensation, and the movie cars were sent out on promotional duty, with FMP 7B making a display appearance at the New York World's Fair in 1965.

By the time *Thunderball* was released and screening continuously in virtually every town in 1966, Eon Productions commissioned the production of two additional 'replica' Bond DB5s from Aston Martin, to be used for promotion. Now known as the Press Cars, they, along with the factory-owned film cars, were kept very busy with international appearances at theatrical openings and exhibitions. Sears Roebuck took one of the cars on tour in the U.S., housed in its own customised transporter with the rear panel proclaiming, "YOU'RE TRAILING AN ACTUAL JAMES BOND 007 ASTON MARTIN AUTOMOBILE - SEE IT AT SEARS!"

Mike Ashley, factory sales representative for Aston Martin, was given the job of managing and accompanying the promo tours. "After delivering one of the first DB6s to Paul McCartney, I duly sailed to New York on the Queen Elizabeth. We appeared in most US magazines and attended the New York Auto Show as well as the Chicago Auto Show where we were joined by girls from the Playboy Mansion. A visit to Miami was next. While we were on a pallet being taken off (the plane) by a forklift, we turned on the engine for the crowd and triggered the smoke screen. The press thought the car and plane were on fire - and some great photos resulted!

The highlight was a race at Laguna Seca where the DB5 was the pace car. I acquiesced to a mightier driver, namely Jackie Stewart, but had to remind him to beware of the left hand bends because we had the tyre cutter sticking out of the rear wheel. I got a great 8mm movie of him driving while I was in the back seat."

By the end of the promotional tour, ticket sales for *Thunderball* had exceeded those of any other Bond film to date and still remain the high water mark for global ticket sales for the 007 series.

Of the two Press Cars produced for Eon Productions (neither of which appeared on screen), one was sold by RM Auctions at our Arizona sale in January, 2006 for nearly \$2.1M. The other resides in the Dutch National Motor Museum.



FINAL MISSION

The fifth 007 film, the often under-rated *On Her Majesty's Secret Service*, featured a new Bond actor (George Lazenby) and a new Aston Martin, the DBS. More highly refined as a luxury tourer than its predecessors, its ordinary exhaust note was deemed unsuitably subtle to excite movie audiences.

To address this aural deficiency, Mike Ashley was asked to take FMP 7B, with its specially tuned exhaust system, around Silverstone to record drive-bys for later dubbing in place of the natural sound of the DBS, thereby making a third (albeit cameo) appearance in a Bond film.

MR. LEE GETS WHAT HE WANTS

Today, FMP 7B remains in the possession of its first and only ex-factory owner, Jerry Lee of Philadelphia. Mr. Lee has enjoyed the car for over 40 years, treated it appropriately as a work of fine art, and stored it faithfully in a special, climate-controlled 'James Bond' room of his home.

An unabashed enthusiast of new technologies and the latest gadgetry, Mr. Lee was of course captivated by the Bond films. Upon hearing of the sale in 1969 of one of the replica Press Cars, he contacted Aston Martin Lagonda to inquire as to the whereabouts of the real car. Informed that it too had retired from the promo circuit, indeed it was still owned the AML Works. However, it was emphatically not for sale. Not one to take no for an answer, Mr. Lee contacted Rex Woodgate, the general manager of the U.S.-based Aston Martin distributor in nearby King of Prussia, Pennsylvania, with a proposal too good to refuse. In exchange for Woodgate's assistance to procure the car, he would allow AML North America to use the car for promotional purposes. Still the 'halo' car for the Aston Martin marque even after the introduction of successive models, Woodgate knew that such access would be useful for his purposes, so he prevailed upon the Factory to sell Mr. Lee the car.

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Mr. Lee travelled to London personally to collect FMP 7B, which required AML to perform a full valet service as it was covered with grime from sitting in the back corner of the factory. One last promotional event was planned in London prior to shipment to the U.S., an appearance at the Playboy Club in Curzon Street, surrounded by Playboy Bunnies and the blinding light of popping flashbulbs, followed by a party in the penthouse suite, renamed the '007 Room' just for the occasion.

Upon arrival in the U.S. via Pan Am cargo plane, a planned media reception was disrupted when the car was impounded by U.S. Customs authorities over concern that the machine guns were operable and that the car contained other dangerous devices. The ensuing scene was so chaotic that, by the time of the car's release, Customs had neglected to assess any taxes and duties! Finally, however, with Rex Woodgate at the wheel, the DB5 came roaring out of the hangar with the smoke screen in full flower, after which the other gadgets were demonstrated to the gathered press. Record breaking crowds at exhibitions were to follow on numerous occasions throughout the seventies, until a minor incident of vandalism occurred in Memphis, Tennessee in 1977. This prompted Mr. Lee to prohibit any further public exhibition. The car was subsequently shown publicly exactly twice over the ensuing 30+ years: once at the New York Motor Show in 1981 (making its second appearance there) and secondly at the Meadow Brook Concours d'Elegance circa 1992. Otherwise, and until 2010, the car has remained completely out of public view and is therefore the least exposed of the original or replica film cars.



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FMP 7B TODAY

The Bond DB5 was found just where legend had it, safe and secure in the special, purpose-built room in Jerry Lee's home. Clean but not polished, its auxiliary battery was connected to a charger so that the gadgetry could be demonstrated as all the electro-mechanical systems remained in working order. The odometer shows around 30,000 miles, mostly, one presumes, from its tour usage. It was repainted at some stage (astute observers will notice a crease in the offside wing from the scenes at the Furka Pass in *Goldfinger*, reportedly the result of a shipping incident and since repaired), while the dark grey interior (never black, as many assume) remains in generally good condition, displaying a remarkably authentic and appealing original patina to match the mileage.

Since the car had not been started – let alone driven – in decades, a careful recommissioning programme was performed by top technicians at the award-winning RM Auto Restoration shop, led by its manager Don McLellan. Mechanically, this included a head-off engine service, clutch work, a fully rebuilt braking system and finally new exhaust piping to the original configuration designed for its exciting exhaust note. The systems running the modified devices have been repaired and serviced as well, for more reliable and robust demonstration.

The mechanism for the oil slick sprayer appears intact but was not tested due to the ensuing mess that would inevitably be created. (This particular adventure will be left to its new owner to experience!) The nail spreader is functional, and the 'Homer' tracking device makes all the appropriate whirring and blinking affectations, both from the side view mirror and centre console display. However, as with the Effects Car, it is supplied with its tire shredder as a static, accessory device.

Alas, the actual ejector seat was a studio effect only, never actually fitted to either of the cars; however, a replacement, Aston Martin-supplied gear lever knob with a flip-top and spring-loaded red button underneath is fitted, just to make passengers a bit nervous. The 007 DB5 also includes items never utilised in the films such as a prop telephone hidden in the driver's door panel. (Imagine - making telephone calls from your car!)

So today, we are happy to report, the car is once again in roadworthy condition with its vital systems returned to working order but still unrestored. Driving the James Bond Aston Martin is exhilarating, like nothing else. It is ethereal in every respect; it can be likened to the experience of meeting your boyhood fantasy girlfriend 20 years later and realizing she is even more beautiful now than she was then.

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CERTIFIED COPY OF A FACTORY RECORD

BMIHT certifies that the details given below are a true copy of an entry in the original factory records for the vehicle with the chassis number quoted.

This Certificate does not constitute verification of the present condition of a specific vehicle. These are the details of the car as it left the assembly line. Cars were sometimes modified by the manufacturer after production and prior to shipment.

Certificate Number: 2010/19025

- | | |
|---|--|
| 1. Make & Model | ASTON MARTIN DB5 SALOON |
| 2. Car/Chassis Number | DB5/1486/R |
| 3. Engine Number | 400/1469 |
| 4. Body Number | Not Recorded |
| 5. Specification | RHD, Home Market |
| 6. Colour | a) exterior |
| | b) trim |
| | c) hood (top) |
| 7. Date of Build | Not Applicable |
| 8. Date of Despatch | 6 March 1964 |
| 9. Destination (Dealer) | 6 March 1964 |
| 10. Other Numbers (where recorded) | Aston Martin Lagonda Limited |
| 11. Details of Factory Fitted Equipment | - |
| 12. Other Information | - |
| 13. Issued to | The build record states that this is one of two DB5s used in the James Bond film 'Goldfinger'. This vehicle was used as the road car in the film. The recorded registration mark: FMP 7B was issued in Middlesex |
| 14. Date of Issue | Jerry Lee |
| 15. Signature of Archivist | 26 January 2010 |



Whilst every care has been taken to ensure the correctness of the information supplied neither BMIHT nor any of its associated Trusts or Companies will be held liable for any errors or omissions or the consequences thereof. BMIHT accepts no liability if incorrect numbers have been quoted by the enquirer.
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PROCEEDS FROM THE SALE

After more than 40 years as the original, first ex-factory owner of this important icon, Mr. Lee is selling the car to further the charitable work of The Jerry Lee Foundation, a multi-national initiative dedicated to solving social problems associated with poverty, with an emphasis on crime prevention. The Foundation supports programmes at the University of Pennsylvania and Cambridge University (UK), in Australia, Norway and Washington, DC, and has established the Stockholm Prize in Criminology for which Mr. Lee received a Swedish knighthood in 2008.

EXTRA EQUIPMENT

Various items of memorabilia have been declassified and will be included with the sale of FMP 7B. These include the following:

- * Photograph of Sean Connery standing with FMP 7B from the Switzerland location shooting in *Goldfinger*. Autographed by Sean Connery; framed and glazed
- * 8 x 10-inch studio publicity photograph with Sean Connery and FMP 7B from The Stoke Park Golf Club (also from *Goldfinger*)
- * 'Bond Drives an Aston,' poster featuring FMP 7B at Chateau d'Anet during the shooting of the opening scene of *Thunderball*; framed and glazed
- * A limited edition lithographic poster of the Bond DB5 entitled 'The Most Famous Car in the World,' by Steven Massey, numbered 68/850; framed and glazed

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MISSION SUCCESS

An Aston Martin DB5 is a rare and sought-after car in its own right. There were only 786 DB5 coupes built for an exacting and exclusive audience of performance GT aficionados. It was therefore the natural choice for James Bond's car, itself displaying the virtues of power with elegance.

The offer of FMP 7B presents a unique opportunity to acquire what is unquestionably one of the most desirable products of our popular culture, one whose image is indelibly stamped on our psyches and with an allure that continues to this day. Its history and provenance is documented as well as any automobile on the planet, and the sale includes supporting documentation, copies of the original Bill of Sale from Aston Martin Lagonda and a boatload of memorable images. There may in fact be no object of greater fascination produced in the 'Media Age.' The astute buyer of FMP 7B will not only attain The Most Famous Car In The World but also a unique piece of history that cannot be duplicated.



COLLATERAL DAMAGE

WRITTEN BY

Don Rose

with special thanks to
Dave Worrall and Mike Ashley

MANY THANKS ALSO TO:

Jerry Lee

Nicholas Mee & Co.

Doug Redenius
Ian Fleming Foundation

Kingsley Riding-Felce

Ajay Chowdhury
Kiss Kiss Bang Bang

Peter and Mary Reeve
InCarnation

Graham Rye
007 Magazine

Martin Button and Jenny Rixford
Cosdel International

Stuart Channon

David Barzilay

David Smith

Peter Foubister
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Chester King
and the Stoke Park Club

Richard S. Williams

DESIGNED BY

Patrick Olds

with special thanks to Latcha & Associates

ORIGINAL CONCEPT BY

Bruce Crocker, *Crocker Inc.*

PRODUCED BY

Stephen Goodal

AND TO THOSE WHO MADE
THE MOST FAMOUS CAR IN THE WORLD:

Ian Fleming * Sir David Brown * Sean Connery
Albert Broccoli and Harry Saltzman
John Stears * Sir Ken Adam

RECONNAISSANCE: AUTOMOBILES OF LONDON

LOCATION

-- Battersea Evolution --
Chelsea Bridge Entrance, Battersea Park
London, SW11 4NJ, UK

DATES & TIMES

-- Tuesday, 26th October --
Preview 10:00 am - 5:00 pm
007 Drinks Reception 7:00 pm - 10:00 pm
By invitation only. Consignors & Registered Bidders are welcome.

-- Wednesday, 27th October --
Preview 10:00 am - 4:00 pm
Auction Start 4:00 pm

BUYER INFORMATION

Registration to bid at the Automobiles of London auction, where FMP 7B will be offered, is £90. This fee includes an official auction catalogue as well as admission for two to the previews, 007-themed reception and auction. To register to bid in advance, please contact Catherine Bunch at +44 (0) 20 7851 7070 or cbunch@rmauctions.com.

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FOR YOUR EYES ONLY: PHOTORAPHS IN THIS FILE

- 1 FMP 7B on display at the Royal Automobile Club Rotunda, Pall Mall, London, 1969. *Image courtesy of Dave Worrall.*
- 2 *Image courtesy Jerry Lee.*
- 3 Road-tested on 21 May, 2010 by RM Auto Restoration. *Photography by Darin Schnabel.*
- 4 *Photography by Darin Schnabel.*
- 5 Recreation image. *Courtesy of Octane Magazine.*
- 6 Studio 8 X 10-inch publicity photograph depicting Sean Connery with FMP 7B on the set of *Goldfinger* from the Stoke Park Club. This item is available as part of the auction lot.
- 7 Iconic image of Sean Connery with FMP 7B in Switzerland on the set of *Goldfinger*. This framed and glazed photograph, containing an autograph from Sean Connery, is available as part of the auction lot.
- 8 *Image courtesy of Graham Rye, 007 Magazine.*
- 9 *Recreation image, courtesy of Octane Magazine.*
- 10 Famous golf encounter between 007 and Mr. Goldfinger at the Stoke Park Club. *Image courtesy of the Stoke Park Club.*
- 11 *Photography by Simon Clay.*
- 12 *Photography by Simon Clay.*
- 13 Sean Connery slips into FMP 7B, also from the Chateau d'Anet. *Image courtesy of Jerome Nicod / www.cinemaretro.com archive.*
- 14 A rare photograph of both 007 DB5s, this from the opening scene of *Thunderball* at the Chateau d'Anet. FMP 7B is on the left, with BMT 216A on the right. This scene was filmed prior to the release of *Goldfinger*, after which FMP 7B was fitted with its 007 gadgets. *Image courtesy of Jerome Nicod / www.cinemaretro.com archive.*
- 15 *Image courtesy of Graham Rye, 007 Magazine.*
- 16 FMP 7B on display at the 1965 New York World's Fair in the AMF Monorail Pavilion. *Image courtesy of Dave Worrall.*
- 17 Mike Ashley at the Fountainebleu Hotel Miami Beach (the site of the *Goldfinger* card game), flanked by Ben Novack, owner of the hotel (on left) and Jilly Rizzo, Frank Sinatra's assistant (on right). *Image courtesy of Mike Ashley archive.*
- 18 Mike Ashley at the Chicago Auto Show, with a visitor from the Playboy Mansion at his side. *Image courtesy of Mike Ashley archive.*
- 19 AML North America general manager Rex Woodgate demonstrates the Bond car gadgetry to U.S. media upon delivery of FMP 7B to Jerry Lee (1969). *Image courtesy of Jerry Lee.*
- 20 LAST CALL IN LONDON: Jerry Lee staged a photo shoot, followed by a midnight soiree at London's Playboy Club on Curzon Street (1969). *Image courtesy of Jerry Lee.*
- 21 London, 1969. *Image courtesy of Jerry Lee.*
- 22 FMP 7B is shown to the public for the first time in the 21st century at the June 2010 Midsummer Classic event at the Stoke Park Club, complete with Oddjob lookalike Laval Siou. *Photography by Michael Bailie.*
- 23 *Illustration by Walt Howarth.*

***All modern studio photography by shooterz.biz.*



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