

THE DEFINITIVE TIMES



Please drink responsibly and never drink and drive.

TWO ICONS. ONE VISION.

Bowmore & Aston Martin unveil first collaboration.

Collectors and enthusiasts rejoice as 2020 marks a significant moment in time with the launch of Black Bowmore DB5 1964; an expectational single malt whisky. First distilled nearly 60 years ago, this highly sought-after whisky is so rare only 25 handcrafted bottles will be available globally and each designed with a genuine Aston Martin DB5 piston.

For Bowmore, 1964 is arguably one of the most significant points in the distillery's 240-year history. Distillery Manager David Turner explains how "1964 represents a significant date in the modern history of the distillery. As coal fires made way for steam in heating the stills, it was the first distillation from this

new method that went on to create Black Bowmore".

For Aston Martin, this was the era of their most iconic car. Launched in 1963 to considerable acclaim, the Aston Martin DB5 is now widely regarded as 'the most famous car in the world', not least by virtue of its links to the world's most celebrated secret agent in 1964.

The highly anticipated collaborative bottles are a celebration of time, shared values and passions and will be available to those who prize exclusivity. Whisky enthusiasts and automotive fanatics alike are eagerly anticipating what's to come and are excited to join these iconic British brands on their timeless, collaborative journey.



1960-1970



TAKEN TO CASK: MILITARY ENLISTED TO TRANSPORT NEW BOWMORE BOILER TO ISLAY DISTILLERY

In 1964, the army and navy helped deliver crucial equipment to the remote site by sea, despite the low tide.

In response to soaring demand and a change in direction for Bowmore's whisky production, in 1964 the distillery switched from coal fires to a new 18-tonne steam boiler. The result would be Black Bowmore, a sherry cask single malt which now has legendary status among whisky collectors. But first, the new boiler and pot still had to make their way to the Isle of Islay, with help from the combined forces of the Royal Navy and the army. It turned out to be an eventful journey.

On May Bank Holiday that year, a low-loader truck – the Big Beanie – set out from Renfrew, near Glasgow, carrying the state-of-the-art kit made by Babcock & Wilcox. Bowmore Distillery manager and weather expert Jim McColl had strongly recommended that the sailing should take place a week later, predicting the tide would be

too low. However, this did not fit with the army's schedule, so the Big Beanie and a pair of McKelvie lorries headed to the naval base at Rhu to begin the 12-hour journey by boat to Islay. In the days before roll-on, roll-off ferries, such an operation had never been carried out before.

By 9am on Tuesday morning, the landing craft was ready, but the low tide meant the captain could not bring in the craft any closer than a mile from the shore. While the pot still, wrapped in a weather-proof apron, successfully landed, the truck with the boiler did not. After 18 hours of trying, it had to be returned to the boat.

"Nobody thought it was going to work," said Tim Morrison, whose family then owned the distillery. "We reckoned we could be there for another month."

But the team had more success the following

morning, when the tide had risen slightly. The boat could be winched closer to the distillery, the crew tirelessly working in cold seawater for hours at a time. With the help of an army truck and some tinkering of the engine, Big Beanie – and the boiler – finally made it up the ramp to the delight of onlookers, including current distillery manager David Turner, then a young boy.

At last, this crucial equipment made it into Bowmore Distillery, ready for the birth of the iconic spirit of '64.



GOLDFINGER HELPS MAKE DB5 A WORLDWIDE STAR

Classic movie debuted the most famous Bond car of them all.

In 1964, the third James Bond film, *Goldfinger*, was released and took \$125 million at the box office – but it was also a runaway success for the secret agent’s car, the Aston Martin DB5. While author Ian Fleming originally wrote that Bond’s car of choice was a DB Mark III, during the making of *Goldfinger* EON Productions designer Ken Adam and special-effects expert John Stears opted instead to use the brand’s newest model at the time – the Aston Martin DB5.

Two Silver Birch DB5s were used in the filming of both *Goldfinger* and *Thunderball*, which was released the following year. One of these was the ex-prototype DB5, which was a modified Series V DB4 with the now-famous number plate BMT 216A.

Bond’s customised car featured numerous gadgets including two Browning 30-calibre machine guns tucked behind the front indicators; hydraulic extendable bumpers for use as battering rams; a rear-mounted oil pump to create a slippery

surface for pursuers; extendable knives in the left rear hub to slash tyres; and an ejector seat to get rid of undesirable passengers.



Thanks to *Goldfinger*’s popularity, Aston Martin received extensive publicity around the world.

Thanks to *Goldfinger*’s popularity, Aston Martin received extensive publicity around the world, and the surging DB5 sales prompted unprecedented levels of production at Aston Martin’s manufacturing plant, based at the time in Newport Pagnell, Buckinghamshire. At the height of the interest generated by the film, the company had enough demand to sell 55 cars a week – although at maximum weekly capacity it could build 12.

A further two DB5s were built for EON Productions to be used in promoting the film around the world, one of which went on to sell at auction in the US for £5.3 million in 2019. The DB5 driven by James Bond actor Sean Connery was stolen from an aircraft hangar in Boca Raton, Florida, in 1997, never to be seen again.

Just 887 DB5 saloons, 12 shooting brakes and 123 convertibles were built between 1963 and 1965, but its place in cinematic history means it is still reckoned to be “the most famous car in the world”

1960-1970

1970-1980

LIMITED-EDITION BOTTLINGS TOAST BOWMORE BICENTENARY

As part of its 200th birthday celebrations, the distillery released a special collection of whiskies.

For its 200-year anniversary in 1979, Bowmore Distillery celebrated in style with several events plus a series of exclusive bottlings. A number of bicentenary functions took place, including a press visit to Islay in June 1979. As specialist whisky journalists did not yet exist, a selection of British wine writers were invited – as well as the anonymous character known as Peterborough from *The Daily Telegraph*, who managed to convince the hosts that he was a professional imbibor and should therefore be included.

Peterborough was given the chance to sample one of the 24,000 bottles of whisky produced for the celebrations. Designed for the occasion, the

bottles were reproductions of an 18th-century spirit bottle, containing rare malt whiskies from 1950 to 1966 – some of the oldest stocks in the Bowmore Distillery – presented in a wooden box.

Peterborough wrote: “Though it seems a bold step to mark the bicentenary of a distillery by producing 24,000 bottles of whisky, however special, selling at £72 a bottle, Tim Morrison of the Bowmore Distillery on Islay is taking the risk.”

Today, Bowmore Bicentenary bottles – coveted for both their complexity and extreme rarity – are regarded by many as some of the best whisky ever produced.



A legendary bottling of Bowmore bottled in 1979 to celebrate the distillery's bicentenary. Vatted from some phenomenal 1960s sherry casks, this is renowned by aficionados as one of the best Bowmore's ever.



THE 'BRUTE IN A SUIT' ROARS IN

The Aston Martin V8 Vantage became the fastest four-seater car in the world.

In a watershed moment, what was arguably the UK's first true supercar was launched on 18 February 1977. The Aston Martin V8 Vantage became the world's fastest four-seater, with a top speed of 170mph and acceleration from 0-60 mph in 5.2 seconds. Attracting plaudits for both its enhanced performance, striking exterior and luxurious woodgrain and leather interior, this new grand tourer was an instant commercial success.

A number of styling changes made it stand out from the existing Aston Martin V8, including a closed bonnet scoop; blank radiator grille; moulded front air dam and a flip-tail boot spoiler, introduced to reduce lift at the rear end as well as to create a more sporty silhouette.

Careful engine modifications included revised camshafts, larger inlet valves and carburettors, and new inlet manifolds. These meant the car now generated 390 bhp – a huge figure in the 1970s, and enough to make it one-tenth of a second faster than the Ferrari Daytona.

But in truly British understated style, Aston Martin declined to publish this impressive figure, instead simply declaring the power as 'adequate'.

Representing Aston Martin's ambition and engineering excellence, the V8 Vantage was hugely

popular with those able to afford its £20,000 price tag (around £125,000 in today's money). It remained a mainstay of the brand and its flagship model for more than a decade, before it was eventually retired from production in 1990.



A 0-60 mph time of 5.2 seconds and a top speed approaching 170 mph made the V8 Vantage not only the UK's first true supercar but also the fastest 4 seater production car in the world.

1970-1980

1980-1990

THE ROYAL SEAL OF APPROVAL: THE QUEEN VISITED HER FIRST WHISKY DISTILLERY

Her Majesty toured the home of Bowmore single malt and attended the filling of the rare Queen's Cask.

After calling into the Round Church in Bowmore, the Queen walked to the distillery. There, she was received by the chairman of Morrisons Bowmore Distillery Company James Howart. To commemorate the Royal visit, Bowmore filled the unique Queen's Cask as Her Majesty watched on. She was also shown the maltings and the distilling processes by Joseph Hughes, the

distillery manager, and later enjoyed tea with the directors. It was the first time that a reigning monarch had visited Islay since the Middle Ages.

Queen's Cask 1980 Bowmore Single Malt Scotch Whisky would later be bottled to celebrate the Queen's Golden Jubilee in 2002. Some 629 bottles were delivered to the cellars at Royal Palaces for their private collections, while a small number were retained in the Bowmore Distillery archive. It remains one of the most collectable

whiskies in the world.

The Palace has since donated a number of these exceptionally rare bottles to be auctioned for charities including The MS Society and Beatson Cancer Charity, raising as much as £60,000 each for good causes.





Kenneth Whipple, executive vice president of Ford Motor Company and president of Ford's Financial Services Group, retired.

ASTON MARTIN JOINS THE FORD FAMILY

Takeover expanded Aston Martin's production capabilities, while allowing the brand to maintain its own identity.

Ford Motor Company reached an agreement to buy Aston Martin Lagonda in 1987, acquiring 75% of the company's shares and making the business financially secure once again. At the time of the takeover, Aston Martin employed 400 people and production in its headquarters in Newport Pagnell, Buckinghamshire, was a modest five cars a week. As part of the deal, Aston Martin was able to maintain its unique identity and retain its management while being given access to Ford's technical and research resources.

"Ford's involvement will allow Aston Martin to expand its production capabilities and fully pursue future product programs," said Ford of Europe's chairman, Kenneth Whipple, at the time. "For Ford, it is an opportunity to enter the high-image specialty market where Aston Martin has earned an outstanding reputation."

Following the news of the sale, several national newspapers in the UK speculated that

the deal could lead to Aston Martin re-entering the world of motorsport. In fact, Aston Martin Racing was not established until 2004, formed as a partnership with engineering group Prodrive. It has since gone on to achieve several Le Mans class-wins and victories at the highest level of sportscar racing around the world.

After taking full control of the company, Ford – then the largest carmaker in the world – later added Aston Martin to its Premier Automotive Group alongside the likes of Lincoln, Jaguar and Volvo.

A key part of the Ford plans for Aston Martin centred on the DB7, an all-new model for the 1990s. This car would be more economical to build, making it far more competitive and appealing in the growing sports car sector. Setting new standards of power, refinement and reliability, it became at the time the highest-produced Aston Martin to date.

Other key models that emerged from the Ford takeover included the V12 Vanquish, which

was first launched in 2001. This car heralded the new era for Aston Martin, using hi-tech materials in its construction and giving the brand a model to compete head-to-head with its high luxury sector competitors.

Ford went on to sell Aston Martin to a consortium of investors in 2007 for a figure in the region of \$1 billion. Today, Aston Martin is a publicly quoted company, having floated on the London Stock Exchange in October 2018.



A key part of the Ford plans for Aston Martin centred on the DB7, an all-new model for the 1990's.

1980-1990





Image captured by: Jack Harding.

1990-2000

SPIRIT AWAY: THIEVES STOLE £5,000 BOTTLE OF BOWMORE SCOTCH

A liquor store in Alberta, Canada, was held to ransom following the theft of a very rare Bowmore single malt.

One of the world's most expensive bottles of Scotch whisky was stolen from the shelves of the Chateau Louis liquor store in Edmonton, Alberta, Canada, on New Year's Day 1999. The extremely rare 40 Year Old Bowmore 1955, worth around £5,000 at the time, was one of just 306 bottles in circulation.

Speaking to American National Public Radio about the burglary, store owner Don Koziak said: "It is a very exclusive item and it is not something that they can make any more of." He estimated the whisky would cost around \$350 (then £283) a dram, although *The New York Times* a few months later reported that a shot of Bowmore 40 fetched \$980 (then £794) at the Hole In One bar in Manhattan.

Two days after the burglary, Koziak received an anonymous phone call claiming that the whisky had been stolen for a collector in town who paid somebody to steal it. The thieves later offered the bottle back to the store for a £1,000 ransom. Koziak refused to pay, saying the bottle was insured.

Bowmore Distillery then made a counter offer: a trip to Scotland, all expenses paid, for anybody that offered information leading to an arrest and the return of the bottle intact.

The store owner was delighted. "It's important to [Bowmore] that Scotch being made by good, honest, hard-working people is enjoyed by good, honest, hard-working people, and not by somebody who got the bottle by illegal means," Koziak told CBC News.

Derek Gilchrist, marketing manager of Morrison Bowmore Distillers, said: "We hope that by providing a unique reward it will assist in the search and recovery of the bottle.

"Something as special as the Bowmore 40 years old needs to be protected and enjoyed by people with a real love for the very best of malt whisky."

However, the thieves were careless: they left behind the certificate of authenticity which identified the bottle as number 249. Without this, the bottle would have lost much of its value. Today, bottles of this remarkable whisky – with the certificate of authenticity – change hands for around £25,000.





DB7 – THE CAR THAT CHANGED THE GAME FOR ASTON MARTIN

The new, smaller, “entry level” model helped the company boost production.

One of the first fruits of Ford Motor Company’s investment in Aston Martin, the prototype for the DB7, was revealed at the Geneva Motorshow in 1993. Conceived to increase production for the company, this new, smaller model was developed after a suggestion made by then chairman and chief executive Victor Gauntlett. While the DB7 could be built alongside the big V8 Aston Martins, it was less expensive and could be sold in all markets – ensuring the brand’s success.

The new venture capitalised on Ford’s funding, which included access to some of the best vehicle engineering facilities in the world. Code-named NPX, the unique design of the DB7 was expertly styled by Ian Callum and engineered in conjunction with Tom Walkinshaw’s TWR group. Production began in 1994 at a new factory in Bloxham near Banbury, Oxfordshire.

Aston Martin had every intention of creating a convertible version, but it wasn’t until nearly

three years later that the Volante made its debut at the 1996 Los Angeles and Detroit Motor shows. The two models sold alongside each other until being replaced by the totally revised (and more powerful) DB7 V12 Vantage and Vantage Volante in 1999.



The new, smaller, “entry level” model helped the company boost production.

Building on the success of the in-line six cylinder DB7, these new V12 Vantage models featured an all-new 420bhp, 6.0-litre V12 engine, with a choice of six-speed manual or five-speed automatic gearbox. A “Touchtronic” automatic option soon became available too.

With its more aggressive styling and luxurious interior leather trim created at a special trim shop in Newton Pagnell, Buckinghamshire, the DB7 V12 Vantage had worldwide appeal, setting new standards of power, refinement and reliability for handmade luxury sports cars.

1990-2000

2000-2010



JACKIE STEWART AND SEAN CONNERY DROPPED IN TO BOWMORE

The famous friends viewed Stewart's private cask, which was maturing in the No1 Vaults.

In 2003, three-time Formula One world champion Jackie Stewart – aka the “Flying Scot” – visited the Bowmore No1 Vaults on Islay with his old friend, the actor Sean Connery.

They had been sailing nearby on the luxury cruise ship The Hebridean Princess with Princess Anne when they decided to stop off at the Bowmore Distillery near Loch Indaal for a tour. Stewart – who is also a close friend of the Morrison family, the former Bowmore owners – was keen to show Connery his private cask of Bowmore 1965 which was stored in the vaults.

The cask was particularly significant to the pair as they had both been at important stages in their respective careers when it was filled in 1965. Stewart had just won his first major race, the 1965 Italian Grand Prix, and Connery had been in his heyday as James Bond.

Bowmore 1965 was matured in the vaults for 52 years to create a rare and refined whisky with the perfect blend of complexity and elegance, and eventually released in 2018. Only 232 bottles were produced.



ASTON MARTIN OPENED ITS FIRST PURPOSE-BUILT HQ

The state-of-the-art, 55-acre site in Gaydon, Warwickshire, provided a tailor-made space for the luxury British brand.

Aston Martin's first purpose-built site in its then 90-year history opened in Gaydon, Warwickshire, in 2003. Designed to be the embodiment of the iconic brand and its cars, the state-of-the-art global headquarters became the home of Aston Martin and its business functions as well as the factory crafting its award-winning cars.

The building, set in a gently undulating landscape emulating an English country estate that spans 55 acres, has a stone reception elevation and sweeping curves with a deliberate absence of superfluous decoration.

The two-storey office features two entrances – one for staff and visitors, the other for customers – while the adjoining Gaydon Design Studio provides space for the world-leading design team. This enables Aston Martin to tightly integrate its renowned design capability with its engineering and production processes.

Also on site, the production facility provides

the ideal infrastructure for innovation, creativity and advanced engineering, combining cutting-edge technology with hand-craftsmanship and



The state-of-the-art, 55-acre site in Gaydon, Warwickshire, provided a tailor-made space for the luxury British brand.

traditional techniques. Here, work starts on a new Aston Martin sports car approximately every 26 minutes, with the average build time for each car being around 200 hours.

Travelling from around the world, customers can visit Gaydon to get an up-close look at their own Aston Martin being assembled. Factory tours, arranged through local dealerships, are even offered to Aston Martin owners and are highly sought after

“ Here, work starts on a new Aston Martin sports car approximately every 26 minutes. ”

2000-2010

2010-2020



EXTRA MATURED: BOWMORE RELEASED OLDEST EVER WHISKY

The exceptionally rare 54 Year Old Bowmore 1957 is also the oldest Islay single malt.

Bowmore 1957 54 Year Old had been maturing in fine oak casks for more than half a century before it was finally bottled in 2011. Released in 2012, it remains the oldest whisky ever produced by the distillery, as well as being the oldest single malt Scotch ever to emerge from the isle of Islay. What's more, only 12 bottles exist, making this extraordinary whisky exceptionally rare and sought after.

A collection of 1957 casks had previously been bottled in 1995, but one cask was deemed more exceptional than the rest and held back for further maturation.

"Upon checking the whisky in early 2011, we knew it had reached perfection at 54 years of age," said Bowmore's master blender Andrew Rankin. "Bowmore 1957 withstood the test of time astoundingly well and is nothing short of brilliance in a glass."

The result is a warm gold dram with flavours of blueberries, cassis, figs, sea salt and eucalyptus

followed by notes of dark chocolate and grapefruit, with a long finish of cassis, bergamot and star anise.

A bottle Bowmore 1957 54 Year Old was later sold by auction by Bonhams to an anonymous American in 2015, reaching £121,309. The proceeds benefitted five Scottish charities – Alzheimer Scotland; The Beatson (West of Scotland Cancer Centre); CHAS (children's hospice services); Erskine (medical care for Armed Forces); and Marie Curie (cancer care and research).

In 2019, Sotheby's went on to set a record for the highest value ever achieved for an Islay whisky by selling bottle No1 of the Bowmore 1957 collection for £363,000.



With only 12 bottles in existence, not only is this the oldest whisky Bowmore has ever released, it is also the oldest Islay single malt scotch whisky ever released.

CELEBRATING 100 YEARS AND THE DAWN OF THE DB11

The 2010s saw Aston Martin's centenary, plus the brand introduced its most powerful DB range to date.

The 2010s were an eventful decade for Aston Martin, featuring both its year-long centenary celebrations in 2013, and the launch of the new DB11 range which, in 2016, took its grand touring heritage to unprecedented heights.

Aston Martin's centenary year got off to a flying start with the unveiling of the bespoke Centenary Edition Vanquish in January 2013. It showcased a painstakingly created specification that was available worldwide on just 100 examples of each of the marque's model lines at the time: the Vanquish, the V8 Vantage, the DB9, and the Rapide. Special features included a graduated paint finish and sterling silver Aston Martin wing badges at the front and rear.

Later that year, in July, tens of thousands of Aston Martin owners, enthusiasts and exhibitors travelled to Kensington Gardens in London for the UK centenary celebrations. There, they witnessed the largest gathering of these iconic sports cars in history – a unique display that included a 100-

year timeline of highly significant Aston Martin models. The event also featured a commemoration of the brand's 50-year love affair with James Bond, plus a display of its proud motorsport heritage.

Later in the decade, a new chapter was added to the history of Aston Martin with the 2016 introduction of a new generation of cars: the



A unique display that included a 100-year timeline of highly significant Aston Martin models.

DB11.

The beautifully proportioned DB11 is available as a Coupe with a twin-turbo-charged V12 or 4.0-litre twin-turbocharged V8 engine. Producing 630bhp and 503bhp respectively, both combine exceptional performance and improved efficiency.

Meanwhile, the flagship of the range is the DB11 AMR, boasting greater power, increased performance and enhanced driving dynamics. With a top speed of 208mph, it is one of the swiftest GT cars in the world, and the fastest model in Aston Martin's current series production range. The DB11 Volante, offering an equally stunning, open-topped GT experience, completes this family of modern masterpieces powered by exceptional heritage.



2010-2020



ASTON MARTIN

BEAUTIFUL IS RELENTLESS



DBX

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Official WLTP fuel consumption figures in litres/100km (mpg) for the 2020 Aston Martin DBX: Low 23.2 (12.2); Medium 13.6 (20.8); High 12 (23.5); Extra High 13.4 (21.1); Combined 14.3 (19.8). CO₂ emissions 323g/ km. The mpg/fuel economy figures quoted are sourced from official regulated test results obtained through laboratory testing. They are for comparability purposes only and may not reflect your real driving experience, which may vary depending on factors including road conditions, weather, vehicle load and driving style.