



DIE CAST REPORT

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SPECTRE RESURRECTION

**THE NAME IS BOND,
JAMES BOND.**



Anyone who has seen the film *Spectre* will surely remember the exciting scene of James Bond in an Aston Martin DB10 being chased around the streets of Rome by his nemesis Mr. Hinx in a Jaguar C-X75. For over 50 years James Bond—Agent 007—has driven more Aston Martins than your average stockbroker, but even by the standards of the *Goldfinger* DB5 or the *Casino Royale* DBS, the DB10 is very special. Why? Because while previous cars have been production models modified with such things as revolving number plates and hidden machine guns, this one was totally bespoke for the film.

Spectre director Sam Mendes wanted something exclusive and unique, so he approached Aston with a brief to design the ultimate Bond car. Mendes insisted Bond's car be able to withstand the typical Bond treatment. This entailed making the car sturdy enough to take flight thus requiring extra reinforcement of the suspension. The speed and agility requirements came easy. After all, this is Aston Martin we're talking about. Led by design director Marek Reichman, Aston's special projects team took just five months to create the DB10. As a collector's item rather than a proper road-going vehicle, the car has never been homologated, certified or approved for use on

any public roads, as it was built for specific uses by trained drivers in a controlled environment.

Working in complete secrecy, the dedicated design team used a modified VH platform Aston Martin Vantage car, including the 4.7-liter engine and six-speed transmission, as a base, upon which it created a totally new-style carbon-fiber body shell. It was longer and wider than the Vantage. The carbon-fiber bodywork had a single-piece clamshell bonnet, eschewing the need for any disruptive shut-lines across the front of the car. Its sweeping, air-cheating lines widen to a bulbous flared rear wheel arch, with fat tires and a stubby tail end. Underneath the shark-like nose is the traditional Aston grille, while the metallic silver paintwork is deep and flawless.



Ten cars were built exclusively for the film, with eight being used for filming and the remaining two for promotional purposes. One of those promo cars was recently sold at a Christie's Auction for over \$3.5 million.

The car was officially unveiled by Mendes and *Spectre* producer Barbara Broccoli during the official press launch of the 24th Bond film on the 007 Stage at Pinewood Studios, near London, on December 4, 2014. Of the car, Aston Martin said: "Creating the Aston Martin DB10 has been our most closely guarded secret in years. Celebrating an enduring rela-



The interior of the full-scale DB 10 was painstakingly handmade using fine luxury leathers, carbon fiber and aluminum, and the model does an excellent job of replicating these details.

albeit tiny Aston Martin badges too.

Under the hood is a good replica of the V8 engine, in a simplified format necessary to keep production costs down. The engine bay houses other items such as a radiator, hoses and fuel-injection lines. There's not much to see in the small trunk, but the interior compartment has much more such as bucket seats and full instrumentation, including the obligatory special gadget switches. The padded steering wheel also has a correct "flat" spot at the bottom to clear the driver's legs. Foot pedals and ultra-clear windows are a much-desired touch of detail. The undercarriage is almost fully covered



As the car star of the show, the Aston Martin had to be able to sprint to 60mph from a standstill in less than 5sec, easily crack 100mph and also survive several jumps, à la the Dukes of Hazzard program.

tionship, which started with the iconic DB5, the DB10 gives a glimpse to the future design direction for the next generation of Aston Martin vehicles."

Given the 007 cars have always been replicated by die cast manufacturers it came as no surprise to hear a 1/18 die cast replica of the *Spectre* DB10 was being produced. The real surprise, however, was that it was being manufactured by Hot Wheels Elite (#CMC94) which in late 2015 regressed from the model car scene. Well, it appears the sensational Elite model series has been resurrected, which is great news for collectors. Not only is it made from solid die cast metal, it also features opening parts such as doors, hood and rear deck. The car profile looks good and the wheels are sensational copies of the real alloy "knife-blade" spoke ones, through which can be seen the disc brake rotors.

On this early production model the door shut line gaps appear a little bit excessive, but this may change for the final production run. Captured perfectly are the sharper, stronger creases which lead to a stockier, shorter rear end. The front grille is instantly recognizable as that of an Aston Martin, albeit much lower and wider. An all-new headlight design features in front, while deep air vents in both fenders emphasize the width of the front track. The view from the back gives an idea just how wide this car really is, and it has the appropriate,

as per the full-scale car, with some raised detail items such as the sump, exhaust pipes and differential to be seen. The registration plate DB10 AGB supposedly means the car (DB10) and A Gentleman Bond. The overall look of this replica is stunning, and it will be admired for hours; even more enjoyable when shared with a, "shaken, not stirred" martini.

Aston Martin cars have always oozed "macho" right from their early days. Now would be a good time to order some of these as it will be a popular item in your die cast models sales inventory. **HM**

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