

CHET FLOYD'S BERTELLI AWARD – A Correction and an Addendum

I recently wrote a short commentary on Chet Floyd's having been awarded the Bertelli Trophy; ultimately my comment was expanded a bit and printed in *The Vantage Point*. Later and quite by accident I discovered not only a serious error in my piece but also a serious omission. First, a word of background information.

Sometime back I signed up for membership in a club called the Aston Martin Feltham Club (<http://www.amfclub.com>) the stated purpose of which is to exchange information and discuss issues related to Feltham Astons and earlier models. As a new member, I posted a list of bits and pieces I had laying about and someone from Holland bought one of them. I gave it no further thought until the 2015 Pebble Beach *Concours d'Elegance* Tour of Elegance. At the early morning start of the Tour I came across a very nice and very early DB2 Drop Head Coupé. Naturally, I struck up a conversation with the owner and we soon discovered that he was the Dutchman who had bought my part through the Feltham club. His name is Tan Blankvoort and he was so appreciative that he gave me copy of a book he had caused to be put together about his car. It was entitled *The Royal Aston Martin, Time and Life of LML/50/26* by Boudewijn Berkhof. I thanked him and briefly thumbed through the book which chronicled the long and tedious life of the car and its many "restorations" before his final and from my perspective the only absolutely correct one.

Some months later and after having written the Chet Floyd Bertelli Award comment, I happened to pick up the book Mr. Blankvoort had given me in search of a hint as to some detail I was puzzling over on my DB2-4. And, lo and behold, at page 37 I encountered several pages of photographs of it while it was owned by none other than our man Chet! So, first error: when I suggested Chet might be delusional when he was smiling over the hood of a dilapidated DB2-4, it was actually a DB2 and not only that, it was the famous Prince Bertil car, Prince Bertil (not to be confused with Bertelli) being a Swedish Prince and its first owner.

This brings us to the serious omission which was not to reveal the car's history which, of course, I didn't know at the time. Now, however, thanks to Mr. Berkhof's book, its history is well documented and quite involved. Suffice it to say that after Chet's ownership it went to a new owner in Florida, then to New Hampshire before its ultimate arrival in Holland in 2005 when a nine year restoration was commenced. Probably the most involved aspect of the restoration was the return of the bonnet to its original 3 piece front grille and side grille configuration. Also, Mr. Blankvoort meticulously researched and mandated that the car be finished in its original Jubilee Blue color and Connolly VM.847 leather. The Build Sheet does not specify the hood (convertible top) color but I think the dark blue canvas works fine. The one thing Mr. Blankvoort did not do was refit the silly hubcaps that were briefly the fashion in those days, a somewhat lame effort to hide the wire wheels which were considered to be old-fashioned.

So, there's my correction and addendum. I'll bring the book to future local AMOC get-togethers so that interested persons can peruse it for obscure facts. E.g., does anyone besides Chet and Joan know they once lived in "Munrovia"? That's what the Build Sheet says under Additional Owners.

Finally, an addendum to the addendum. I circulated an early draft of this piece to some of the principals involved or with recollections of the car and thereby generated a flurry of comments further documenting the car's history. Perhaps a serious article about LML/50/26 is in order.



PURCHASER'S NAME —	PRINCE BERTIL OF SWEDEN, VILLA SOLBACKEN, STOCKHOLM, SWEDEN.	CAR NO. LML/50/26
GUARANTEE ISSUED —	10.11.50.	GUARANTEE EXPIRES — 9.11.50.
DELIVERED —		SHIPPED —
AGENT —		YEAR OF MANUFACTURE — 1950

PARTICULARS		PARTICULARS OF NON-STANDARD EQUIPMENT
TYPE	DB MARK II	
ENGINE NO.	LB6V/50/221 (VALENTAGE)	
CHASSIS NO.	LML/50/26	
CARBURETTOR	SU. TWIN H.V.6	
DYNAMO	LUCAS TYPE L-0 MODEL RA5	
STARTER	LUCAS TYPE L-7 MODEL M45G	
GEARBOX	DBRC/50/46	
SPEEDO GEARS	STANDARD 2-1 RATIO	
REAR AXLE RATIO	3.77-1	
SHOCK ABSORBERS	ARMSTRONG HYDRAULIC DAS.10	
FOG LAMPS		
CIGAR LIGHTER	SMITHS BIJOU.	
SPEEDOMETER	SMITHS KILO X.5095/42	
PLUGS	KLG. P.10. L.80	
TYRES	DUNLOP ROAD SPEED.600 x 16	
HEADLAMPS	LUCAS PF.770	
BODY TYPE	COUPE	
BODY MANUFACTURERS	ASTON MARTIN	
BODY NO.	78003	
BODY COLOUR	JUBILEE BLUE MANFRS. NO GLASSO	
TRIMMING	BEIGE. VM.847 " 48/25	
HOOD & COVER		
SLIDING ROOF		
WIRELESS		
HEATER	SMITHS RECIRCULATING CHS.620/11	

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ADDITIONAL OWNERS

Chester W. Floyd,
833 West Foothill Boulevard
Munrovia, California. 91016

2001
Tom Blankvoort

DATE	SERVICE WORK
14.9.51.	92026. New fan belt fitted; Engine adjusted; New gearbox fitted; Brakes cleaned up; Brakes bled and adjusted; New temperature gauge fitted; Car checked throughout for rattles; New rev cable fitted; New dynamo fitted; Headlamps focussed; Front wings resprayed and welded; Hood recovered; Rear number plate surround repaired; Lock on spare wheel boot repaired; Sun visors adjusted; Door window attended to. mileage 11865K.

