

# CLASSIC DRIVER

## 1973 Aston Martin V8

- Lot sold  
USD 0  
GBP 0 (listed)  
**Baujahr** 1973
- **Kilometerstand** 74 080 mi / 119 221 km
- **Getriebe** Automatik
- **Losnummer** 171
- **Lenkung** Rechts
- **Zustand** Gebraucht
- **Standort** 
- **Außenfarbe** Sonstige
- **Automobiltyp** Sonstige
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### Beschreibung

"The six-cylinder styled DBS had been around for a couple of years awaiting a V8 engine that had been especially designed for it. In early 1970, the DBS V8 was finally ready to become one of the fastest cars available at the time. The 5.3 litre engine was able to develop 320 bhp which gave it the ability to reach 160 mph. From April 1972, the DBS V8 received a restyle and a new name. The 'DB' was dropped as David Brown had sold the company and the car became known simply as the 'Aston Martin V8'. With the demise of the DB6 Mk. II Volante in 1970, Aston Martin were not able to offer a convertible motorcar until 1977 with the introduction of the V8 Volante. This presented a niche in the market; there are always wealthy customers with a desire for something unique and unusual. Paul Banham and his company, Banham Conversions (Banmoco) became well known for his cabriolet conversions on Aston Martin, Rolls-Royce, Ferrari, Daimler and Jaguar cars. The company was perhaps most noted for their stylish conversion on the Jaguar XJ-S. Sadly the company went out of business in 2004.

This Aston Martin V8 Convertible was purchased by the vendor in September 2002 with 67,286 miles on the odometer. The car had some service history with various invoices and had several owners, with the previous owner having bought the car just a year earlier. The car had apparently been in storage for six years prior to his purchase. The car was originally built in March 1973 as a coupé in Cornish Gold and was converted by Paul Banham in 1980 and repainted in the current colour Storm Red. In 2005, it underwent a full chassis and mechanical restoration with Aston Martin specialist Trinity Engineering, which was completed in May 2006. This included engine overhaul, new automatic transmission, complete suspension

rebuild with new bushes, brake overhaul, electrical overhaul and complete chassis overhaul with many new sections including sills. The interior was also re-conolised. In short, everything was done to bring the car to mechanical and structural excellence, all at a cost of over £35,000.

Over the next few years, further work was carried out by Trinity Engineering including, in 2007, a new alternator, speedo drive, viscous fan, stainless exhaust silencers, driving lamps and interior cubby box fitted. In 2008, the fuel pumps were rebuilt.

The following year, all the interior vinyl trim was replaced with black leather and new carpets fitted. In 2011, the roof frame was overhauled and repaired; it also had structural repairs to a post and windscreen pillars and a new windscreen and seal fitted. The car was little used from 2012 onwards and from 2015 it was kept in a dry garage. In March 2018, the car had a complete major overhaul with Trinity again to bring the car back to mechanical excellence; this included work on the engine, transmission, electrical system, suspension, brakes, chassis repairs, wheels refurbished and new turbo speed tyres fitted; all at a cost of over £27,000.

The car's bodywork has always been excellent and this Aston Martin has been maintained as necessary by Trinity Engineering and a local classic car bodyshop near to the home of the vendor. This V8 Convertible is supplied with a V5C registration document and an MoT test certificate which expires in April 2019."

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