

CLASSIC DRIVER

Editor's Choice: Aston Martin DB5 Lightweight Race Car



If you are somewhat short of the multi-million pounds required to field a decent TT entry at the Revival, there are other things you can do behind the wheel of a racing Aston Martin. This DB5, campaigned for over three decades, is a well-prepared car, race-ready for its new owner.

And the future custodian of EMB 3B need not necessarily have had extensive competition experience; as a hillclimb or sprint machine, the nigh-on 400bhp Aston would make a perfect entry at one of Britain's many picturesque speed venues.

The technical set-up of the car is classic 'racing DB to lightweight spec'. A 55 DCOE Weber-equipped, now 4.5-litre racing engine with steel crank, special pistons, rods and camshafts, sits in a lightened bodyshell complete with multi-point roll-cage. The Rose-jointed suspension is coil springs over adjustable dampers with a fully adjustable front anti-roll bar.

Stopping power – quite useful, in my opinion – comes courtesy of 6-piston, racing front callipers, while a 4-speed 'dog box' from Jack Knight and triple-plate AP racing clutch handle the engine's prodigious output.

From behind the wheel, the view ahead of narrow windscreen and classic, DB-series bonnet power-bulge is enough to set most pulses racing. Engine running... gear-lever gently vibrating as you slip it into first... then dropping the clutch while carefully pouring on the throttle. The rear of the car twists to the left, so you neatly apply a little opposite-lock to balance the slide, the first corner coming ever-closer...

Go on, treat yourself for Christmas.

For a direct link to the advert, [click here](#). Or you can see the dealer's full inventory in the [Classic Driver Marketplace](#).

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