

# CLASSIC DRIVER

## [Newport Pagnell's Greatest Hits: 1960s Astons for sale](#)

### **Lead**

Aston Martin celebrates its centenary this year but, of all the eras, the DBs of the Sixties are the most widely celebrated classic Astons. We take a look at some examples currently on sale in the Marketplace.

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### **Aston Martin DB4: The first 'DB' of Newport Pagnell**





When the DB4 made its debut at the 1958 London Motor Show, it stunned the world – not only for its ‘quintessentially British’ looks (despite being styled by Italian coachbuilder Touring), but also for the revolutionary *Superleggera* lightweight construction process it employed under licence from its stylists.

Initially equipped with an aluminium 3.7-litre inline-six, the DB4 had everything required of a 1960s sports car. Later variants (including a convertible) saw the oft-bemoaned overheating problems cured, while most early cars will have been retrospectively modified to address the problem.

[DB4s can be found in the Classic Driver Marketplace >>](#)

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### **Aston Martin DB5: The most famous car in the world**







The DB4 had been continually evolving, but 1963 saw the official introduction of the replacement DB5 model. Looking almost identical, the notable changes were the adoption of a 4.0-litre version of the inline-six, coupled to a new five-speed gearbox.

Of course, the DB5 gained lasting worldwide fame courtesy of its inclusion in the Bond films. As a result, the car commands a price premium well above that of other Astons of the same generation.

[DB5s can be found in the Classic Driver Marketplace >>](#)

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## **Aston Martin DB6: The quest for comfort**



Again visually similar to its predecessor (bar the more aerodynamically efficient Kamm tail), the DB6 this time made advances in the direction of greater comfort – further enhancing its credibility as a GT.

A wheelbase extension and roofline lift turned the car into a genuine four-seater, while air-conditioning and power steering were offered as options for the first time. An automatic transmission could be specified at no extra cost.

[DB6s can be found in the Classic Driver Marketplace >>](#)



## Aston Martin DB6 Shooting Brake: From Radford to FLM Panelcraft



On several occasions, David Brown instructed his employees to build unique cars to his specific personal requirements. One of these was a DB5 estate; the resulting 'Shooting Brake' garnered so much attention that he struck a deal with Harold Radford to supply a limited run to meet customer demand.

When production of the donor model ceased, Radford began using the DB6 as a base. FLM Panelcraft also completed a pair (albeit without retaining the Kamm tail) – one of which was ordered new by Innes Ireland, and is now up for sale in the UK.

[View this DB6 Shooting Brake in the Classic Driver Marketplace >>](#)

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### **Aston Martin DBS: End of the Touring era**







Touring was enlisted to design the DB6's replacement, but the proposal was deemed unsatisfactory and the styling moved in-house. The Italian coachbuilder went into receivership soon afterwards. William Towns was charged with developing an alternative, using a squarer, perhaps American-inspired form for the DBS.

Meanwhile, development of Aston's new V8 – previewed by the Lola Le Mans cars – was not ready as was hoped, so the DB6's six-cylinder was retained until the arrival of the road-ready V8 in 1969.

[DBSs can be found in the Classic Driver Marketplace >>](#)

*Photos: Classic Driver Dealers*

## **Gallery**















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