


CLASSIC DRIVER



1970 Aston Martin DB6

Lot sold	USD 195 153 - 260 204 GBP 150 000 - 200 000 (listed)	Drive	LHD
Year of manufacture	1970	Condition	Used
Chassis number	DB6MK2/4290/R	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	212	Engine number	400/4686

Description

1970 Aston Martin DB6 Mk2 Sports Saloon

Registration no. WJU 3J

Chassis no. DB6MK2/4290/R

Engine no. 400/4686

In 1958 Aston Martin introduced its DB4 model, the first of a line which culminated in the DB6 built between 1965 and 1969. A key factor in the success of the DB6's DB4 progenitor was general manager John Wyer's decision that the new car be styled in Italy, rather than by the works, and the commission was superbly executed by Touring of Milan. The platform chassis was the work of Aston Martin's chief engineer Harold Beach, while the new twin overhead camshaft engine had been conceived by his colleague, Tadek Marek, and race tested in the DBR2 before its production debut in the DB4. With the arrival of the DB5 in 1963, engine capacity was upped, by enlarging the bore from 92 to 96mm, from 3.7 to 4.0 litres and this power unit was carried over to the DB6 for 1966. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option.

The DB6 differed from its predecessors in having a longer wheelbase which, at 8' 5¾", was ¾" longer than that of the DB5. This meant more room for rear passengers, making the DB6 more of a family man's car, and helped it sell better than the earlier models in the series. The bodywork was

distinctive, with a slightly higher roofline than the DB4 and DB5, and featured an aerodynamically efficient abbreviated 'Kamm' tail.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DB5 wheels, the DB6 Mark 2 came with power-assisted steering as standard and could be ordered with AE Brico electronic fuel injection. When DB6 production ceased in 1970, a total of 1,575 saloons had been made, plus 178 of the long-wheelbase Volante convertibles.

First registered on 15th September 1970 this highly original DB6 Mk2 was first registered to Messrs Cook & Hurst Ltd of Wigston Magna, passing to the next registered owner, Pusey Street Garage of Oxford, a few years later. The Aston then had two further (private) owners before being acquired by the current vendors' family in April 1976. It has been a much loved companion ever since.

The DB6's late owner was a qualified motor engineer and a perfectionist, whose profession and temperament are reflected in the condition of this car, which he completely renovated during the 1980s to his own exactingly high standards. Indeed, the vendor has many fond memories of travelling with her father to and from Aston Martin at Newport Pagnell to purchase parts for the car. In recent years, due to its owner's ill health, 'WJU 3J' has remained in storage but has been cherished nonetheless.

An automatic transmission model finished in Fiesta Red with black leather interior, the car comes with its original old-style logbook, sundry restoration invoices, V5 registration document and a quantity of expired MoTs for the period 1977-1996 verifying the recorded mileage of 90,227. It is with great sadness that the vendors say goodbye to their beloved Aston Martin, which they hope will bring as much pleasure to its new owner as it did to him over the years. It is only fitting too, that it finds a new custodian via Aston's Martin's home at Newport Pagnell, a place its late owner held in high regard.

Bonhams 1793

Bonhams

AUCTIONEERS SINCE 1793

Title Mr

First name Jamie

Last name Knight

101 New Bond Street

London

W1S 1SR

United Kingdom

Phone +44-2074685807

Fax +44-2074477401

<http://www.bonhams.com>

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