


CLASSIC DRIVER



1971 Aston Martin DB6

Lot sold	USD 261 516 - 287 668 GBP 200 000 - 220 000 (listed)	Drive	LHD
Year of manufacture	1971	Condition	Used
Chassis number	DB6/4294/R	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	241	Engine number	400/4696

Description

One owner from new

1971 Aston Martin DB6 Mk2 Sports Saloon

Registration no. To be advised

Chassis no. DB6/4294/R

Engine no. 400/4696

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 principally from its immediate predecessor by having a longer wheelbase. This meant more room for rear passengers, making the DB6 more of a family man's car and helping 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. Introduced at the same time as the saloon, the DB6 Volante convertible marked the first occasion that this evocative name had been applied to a soft-top Aston Martin.

In the summer of 1969 the Mark 2 DB6 was announced in saloon and convertible versions. Distinguishable by its flared wheelarches and DBS 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.

This particular DB6 was purchased new for the vendor's wife, being considered a more practical replacement for her Vintage-era Vauxhall 30/98, the registration number of which ('DJB 1') was transferred to it. Wilmslow Garages in Wilmslow, Cheshire were the nearest agents, and the Aston was purchased from them in March 1971. The owners were told that it was the last unregistered, white, manual transmission DB6 Mk2 in the factory. A factory approved Webasto sunroof was fitted to the owners' order.

Used sparingly, as evidenced by the expired MoT certificates on file, the car has covered only 70,728 miles from new, mainly on longer business journeys and touring holidays. In the late 1960s the vendors had the chance to buy their family business and the car was transferred to it as an asset (see original logbook on file). It was insured and driven by the vendor (and very occasionally by his wife). During this period the company purchased one of the first Aston Martin V8 Vantages for the vendor's use and so the DB6 was 'retired'.

The owner, a member of both the VSCC and BDC, has kept the car well stored. The garage is equipped with a four-post ramp and the owner has used the services of a highly respected ex-Rolls-Royce (Crewe) engineer for routine maintenance and other work on the Aston. The car has been SORN'd in recent times but was MoT'd recently in order to remove the cherished registration 'DJB 1'. It comes complete with tools, jack and the aforementioned original logbook, and is expected to possess a V5C registration document by time of sale. A change of brake servo from Girling to Lockheed is the only notified deviation from factory specification. Boasting 43 years of 'same family' ownership, '4294' represents a rare opportunity to acquire an unmolested, low-mileage and well cared-for DB6 possessing continuous history from new.

Bonhams 1793



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