


CLASSIC DRIVER



1966 Aston Martin DB6

Lot sold	USD 224 598 - 266 710 GBP 160 000 - 190 000 (listed)	Drive	LHD
Year of manufacture	1966	Condition	Used
Chassis number	DB6/2827/R	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	16	Engine number	400/2825/V

Description

1966 Aston Martin DB6 Vantage Sports Saloon Project
Registration no. (Previous UK registration no.) OYY 6D
Chassis no. DB6/2827/R
Engine no. 400/2825/V

'I have driven most of the Aston Martin models that have been produced, from the racing twin-cam 1½-litre of the 1920s onwards. For years my favourite has been the DB3S sports-racer, but now my allegiance is wavering. There can be little doubt that the DB6 is the best Aston yet and it is a credit to British engineering.' - John Bolster on the DB6 Vantage, Autosport, 21st October 1966.

The culmination of Aston Martin's long-running line of 'DB' six-cylinder sports saloons and thus considered by many to be the last 'real' Aston, the DB6 was introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication while retaining the aluminium outer panels. Increased rear-seat space was the prime DB6 objective so the wheelbase was now 4" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. Opening front quarter lights made a reappearance but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds. These many dimensional changes were integrated most successfully, the DB6's overall length increasing by only 2". Indeed, but for the

distinctive Kamm tail one might easily mistake it for a DB5.

The Tadek Marek-designed six-cylinder engine had been enlarged to 3,995cc for the preceding DB5 and remained unchanged. Power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

John Bolster observed that the Vantage's cruising speed of 120mph 'demands very little throttle and even 140mph is a quiet and effortless rate of travel, during which the driver may remain quite relaxed.' He also found that it was possible to exceed 150mph on a suitably long straight, but only by taking the engine revs into the tachometer's red zone. Bolster concluded that the DB6 'is a very fine high-performance car of the highest quality,' a sentiment with which we can only concur.

A matching-numbers example, chassis number '2827/R' comes with a copy of its original order form showing that it was delivered equipped with alternator electrics and the desirable five-speed gearbox, and was finished in Mink with Dark Blue Connolly leather interior. The Vantage engine, chrome wheels, heated rear screen, 3-ear hubcaps and an electric aerial are the only items of non-standard equipment listed. Retailled via Eton Garages (Slough) Ltd, the DB6 was first owned by John D Wrisdale of E Wrisdale & Sons Ltd, Wrangle, Lincolnshire.

Over the course of the next four years, the DB6 returned to the factory on numerous occasions for routine servicing and other repairs, as recorded on the accompany copies of Service Work sheets, the last entry being dated October 1970 at 51,196 miles. Its subsequent history is not known. Presented in 'barn find' condition and offered for full restoration, this potentially most worthwhile restoration project is sold strictly as viewed. Offered with V5C registration document.

Should the vehicle remain in the EU, local import taxes of 5% will be applied to the hammer price.

Bonhams 1793

Bonhams

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