

1966 Aston Martin DB6

- Lot sold
USD 183 457 - 207 918
GBP 150 000 - 170 000 (listed)
Year of manufacture 1966
- **Chassis number** DB6/2739/R
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 34
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** 400/2721
-

Description

1966 Aston Martin DB6 Sports Saloon
Registration no. JYK 770D
Chassis no. DB6/2739/R
Engine no. 400/2721

'Stage by stage, as the DB has become dominant in the Aston Martin strain, the successive cars have changed their image. Today the aim is to offer the maximum of luxury and refinement as well as the ultimate in road performance. The minor barbarities of so many great sports cars of the past are no longer acceptable at least in the hand built models now leaving Newport Pagnell. Obviously such a car as the DB6 is expensive and exclusive but the value matches the price.' Autocar, 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 had been introduced in 1965, updating the DB5. Although recognisably related to the Touring-styled DB4 of 1958, the DB6 abandoned the Carrozzeria Touring-developed 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, complete with triple Webers. Borg-Warner automatic transmission was offered alongside the standard ZF five-speed gearbox, and for the first time there was optional power-assisted steering.

Its accompanying copy order form records that chassis number '2739/R' was sold new in June 1966 via H R Owen to first owner Molecular Metals Group Ltd of Harrogate, Yorkshire. Delivered finished in Platinum with black Connolly leather trim, the DB6 was equipped with Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps and power operated aerial. The car was registered 'JYK 770D' but nothing is known of its subsequent history. Offered for restoration and sold strictly as viewed, it comes with a V5C registration document.

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