

# CLASSIC DRIVER

## 1967 Aston Martin DB6

- Lot sold  
USD 122 645 - 147 174  
GBP 100 000 - 120 000 (listed)  
**Year of manufacture** 1967
- **Chassis number** DB6/3098/R
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 57
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** 400/3135
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### Description

1967 Aston Martin DB6 Sports Saloon Project  
Registration no. PLE 551E (see text)  
Chassis no. DB6/3098/R  
Engine no. 400/3135

Considered by many to be the last 'real' Aston Martin, the DB6 was launched in 1965, updating the DB5. Though recognisably related to the Touring-styled DB4, the DB6 abandoned Touring's Superleggera body structure of small-diameter tubing in favour of a conventional steel fabrication, which was clad in aluminium panels as before. Confusingly, 'Superleggera' badges continued to be applied to the DB6 until the stock ran out! 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 tail improved the aerodynamics.

'The tail lip halves the aerodynamic lift around maximum speed and brings in its train greater headroom and more luggage space,' revealed Motor magazine, concluding that the DB6 was one of the finest sports cars it had tested. 'The DB6 with its longer wheelbase and better headroom makes an Aston Martin available to the far wider four-seater market, and the design is in every way superior to the previous model. A purist might have thought that the longer wheelbase would affect the near-perfect balance of the DB5, but if anything the DB6 is better.'

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 from 3.7 to 4.0 litres by enlarging the bore from 92 to 96mm, and this power unit was carried over to the DB6 for 1966. Claimed power output on triple SU carburettors was 282bhp, rising to 325bhp in Vantage specification on triple Webers. Borg-Warner three-speed automatic transmission was offered alongside the standard ZF five-speed manual gearbox, and for the first time power-assisted steering was an option. One of the most capable Grandes Routières of its day, the DB6 could accelerate from 0-60mph in 6.1 seconds, 0-100 in 15.0 and attain a top speed of 148mph.

Its accompanying copy order form records that chassis number '3098/R' was sold new in June 1967 via H R Owen to first owner J E Wilson, Esq of Panfield, Essex. Delivered finished in Mink with Dark Blue Connolly leather trim, the car was equipped with Borg Warner automatic transmission, chrome road wheels, heated rear screen, 3-ear hubcaps and a power aerial. The Aston was registered as 'PLE 551E'. Nothing is known of its subsequent history. Its body showing evidence of extensive fire damage, the car is offered for restoration and sold strictly as viewed. An old-style V5C registration document is supplied (minus the 'Notification of Permanent Export' section).

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

Bonhams 1793

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