


CLASSIC DRIVER



1973 Aston Martin V8

Lot sold	USD 70 187 - 84 224 GBP 50 000 - 60 000 (listed)	Drive	LHD
Year of manufacture	1973	Condition	Used
Chassis number	V8/10720/RCA	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	246	Engine number	V/540/594

Description

1973 Aston Martin V8 Series 2 Sports Saloon

Registration no. FBO 306L

Chassis no. V8/10720/RCA

Engine no. V/540/594

Although always intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0-litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round: wishbone and coil-spring at the front, De Dion with Watts linkage at the rear. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some by virtue of its slightly reduced performance, but there were no complaints when the V8 arrived in 1969. With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam motor, the DBS V8 could reach 100mph in under 14 seconds, running on to a top speed of 160mph - a staggering performance in those days and one which fully justified the claim that it was the fastest production car in the world. Even in automatic transmission form the V8 could reach 100mph in around 15 seconds and better 145mph flat-out.

In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars: out went DBS V8, in came AM V8. This new Series 2 was readily distinguishable by its restyled front that now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard.

An automatic transmission model, chassis number '10720' was acquired by the immediately preceding owner in April 1998 and since then has benefited from considerable expenditure on its extensive refurbishment, there being detailed bills on file from marque specialists Aston Workshop and Trinity Engineering dating back to 2006 totalling approximately £45,000 (close inspection recommended). Areas addressed include the suspension, steering, wheels, tyres, electrics and, most importantly, the chassis to remove all corrosion that these cars develop within the sills, radius arms and outriggers. The restoration was completed in 2012/2013.

The current vendor purchased the V8 at Bonhams' Aston Martin sale at Newport Pagnell in May 2014 (Lot 250) since when he has replaced the differential oil seal and fitted new brakes. As a fully qualified and time-served brake engineer for Lucas Girling, the original supplier of these components, he was well acquainted with this procedure. All replacement parts are OEM supplied by Aston Martin Stratstone. Finished in silver grey with deep red leather interior, the car is offered with the aforementioned restoration invoices, old-style logbook, current MoT and V5C document.

Bonhams 1793

Bonhams

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