

1966 Aston Martin DB6

- Lot sold
USD 208 583 - 269 931
GBP 170 000 - 220 000 (listed)
Year of manufacture 1966
- **Chassis number** DB6/2847/R
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 251
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** 400/2849
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Description

1966 Aston Martin DB6 Automatic Sports Saloon
Registration no. KYC 632D
Chassis no. DB6/2847/R
Engine no. 400/2849

Introduced at the 1965 London Motor Show, the DB6 was recognisably related to the Touring-styled DB4 but abandoned the Superleggera body structure of its predecessors in favour of a conventional steel fabrication. At 8' 5¾" the wheelbase was now 3¾" longer than before, resulting in an extensive restyle with more-raked windscreen, raised roofline and reshaped rear quarter windows. The result was significantly increased interior space, making the DB6 a genuine four-seater and greatly extending its appeal. Opening front quarter lights reappeared but the major change was at the rear where a Kamm-style tail with spoiler improved the aerodynamics, greatly enhancing stability at high speeds.

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. Last-of-the-line models are always sought after by discerning collectors, and few are more highly prized than the final flowering of the glorious 'David Brown' six-cylinder series, considered by many to be the last of the 'real' Aston Martins.

This particular DB6 has an interesting history. Soon after its delivery via HR Owen in September 1966, '2847/R' was shipped to Hong Kong where it remained for the next 22 years. In 1988 the Aston was brought

back to the UK and registered on its original plate to an AMOC branch chairman in the West Country and then subsequently to a Devon hotelier. Most of the car's maintenance has been handled by Aston Martin Dorset and Goldsmith & Young plus other specialists, works carried out including a bare metal re-spray and a complete interior re-trim to include Wilton carpets and a new roof lining.

We are advised that the engine has been rebuilt within the last 10,000 miles and that the transmission has been upgraded by the installation of a superior ZF four-speed automatic gearbox in place of the original Borg-Warner. Since 2010, maintenance has been entrusted to John Watson of Chicane Classics, formerly a senior engineer/technician with R S Williams, who has undertaken further refurbishment and mechanical enhancements on behalf of the last two owners.

Finished in Alveston Red metallic with tan leather interior, 'KYC 632D' is described by the vendor as in generally good condition, with very good bodywork and paint. The car is offered with a factory leather wallet; owner's and workshop manuals; a history file of bills, etc; current MoT certificate and a V5C registration document.

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