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## 1964 Aston Martin DB5

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Lot sold	<b>USD 1 003 020 - 1 141 367</b> GBP 725 000 - 825 000 (listed)	Drive	RHD
Year of manufacture	1964	Condition	Used
Mileage	6 mi / 10 km	Location	
Gearbox	Manual	Fuel type	Petrol
Chassis number	DB5/1561/R	Exterior colour	Other
Number of seats	2	Car type	Other
Drivetrain	2wd	Engine number	400/1565
Lot number	432	Exterior brand colour	Silver Birch

### Description

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One of the most iconic and coveted of all British sports cars. A matching-numbers, UK-supplied, manual gearbox car in exquisite condition. Meticulously and methodically restored over a number of years by marque specialists Post Vintage Engineers, with JMB Services rebuilding the engine to unleaded 4.2-litre specification, producing a very healthy 316.3 lb.ft torque; upgraded with a Harvey Bailey shock absorber/suspension kit. Finished today in iconic Silver Birch coachwork and fully re-trimmed in Burgundy (3171) Connolly hide with Red Wilton carpet. The overall presentation of the car is as near as one could find to a new DB5, having covered less than ten miles since restoration, it really is fit for any Concours event. Accompanied by extensive documentation, it must be one of the very best DB5 examples available anywhere today in the market. On offer from a private collection of fastidiously maintained and correctly stored classics. An exceptional example from Aston's finest hour and not to be missed. Not merely the best-known model produced by Aston Martin, the DB5 saloon (as the factory called it for tax purposes) is generally regarded as one of the most famous cars ever built by any marque. Introduced at the 1963 Earls Court Motor Show, the DB5 was an obvious extension of the DB4, featuring similar Touring-designed coachwork and an enlarged 4-litre update of Tadek Marek's race-engineered aluminium engine. With 170 improvements over the preceding model, the DB5 was undoubtedly a superior driver's car, and the company landed one of history's most famous

marketing coups when the DB5 was chosen as superspy James Bonds transport for the 1965 film Goldfinger. With a modest production of 1,021 examples built through 1965, the DB5 has evolved into the marques most timeless classic, appealing to dedicated enthusiasts and casual observers alike. The car presented here is a UK-supplied, right-hand drive, matching-numbers 1964 Aston Martin DB5 and is in simply exquisite condition, and one of the best examples of its type we have ever offered for sale. The car was delivered new on the 03/06/1964 through agent Charles Sidney Ltd. to the first owner Messrs. H.B. Westle Ltd. of Leeds finished in Platinum with Blue Connolly hide and registered 999 JUM. According to the buff logbook on file, subsequent owners included Mr Richard Spurge of Bedford in 1972, Mr Graham Heath also of Bedford in 1973, a certain Mr Mark Hales of Bedford in 1974 and later Mr Raymond Boyles. Little is known of the car after this, but we understand it was later sold to Germany and passed through the hands of Aston Martin stalwart Desmond Small before being acquired by Mr Nigel Parry of York in 2002. Over the next ten years or so, Mr Parry took it upon himself to oversee the thorough resurrection of this prestigious car, commissioning respected marque specialists Post Vintage Engineers to carry out a complete body-off restoration, with images on file showing the extent of corrosion when the car was initially dismantled. Extensive body and chassis restoration were completed, which included the fabrication of front and rear body skins, new door skins, removal and replacement of inner and outer sills, replacement trailing arm mounts and jacking points, chassis outriggers etc. All of this work is supported by invoices and photographs. The suspension and braking system were completely rebuilt and upgraded with a Harvey Bailey shock absorber/suspension kit and the car fully re-trimmed in Burgundy (3171) Connolly hide with Red Wilton carpet, all finished to a very high standard. At the crescendo of the project, in 2012, Mr Parry further instructed engine specialists JMB Services to rebuild the engine to unleaded 4.2-litre specification, costing almost 20,000, but producing a very healthy 316.3 lb/ft torque at 4165rpm and making the car very pleasant to drive. Understanding the inherent quality of what had been done to the car, our vendor bought it in late 2016 and had some additional minor work carried out by CCS Restorations of Bath, a full service, a recoating of the manifolds, plus a highly professional respray by renowned experts Charlies Classic & Custom Bodyshop in Somerset in Silver Birch. With an odometer that reads just 5 miles since the restoration and having been stored and maintained to exacting standards since completion, the overall presentation of this car is remarkable. We are not legally able to use the term "as good as new" but if we could, we would. Properly restored to Concours standards with extensive documentation, this stunning DB5 must be one of the very best examples available anywhere.

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