



1971 ASTON MARTIN DBSV8

The late-1967 introduction of the DBS opened a new chapter for Aston Martin, maintaining their position at the cutting edge of Grand Touring style and engineering. This timeless styling, with its basic body and chassis design, continued in use relatively unchanged through to the 1988 introduction of the Virage. Destined to replace the DB6, which continued in production through late 1970, the DBS was both longer and wider than its predecessor and was intended to carry an all-new race-bred aluminium, quad-cam V-8 engine. With its chic bodywork, opulent interior and bespoke Aston Martin cachet, the DBS was the perfect on-screen car for Roger Moore, who played an ex-racing driver with Tony Curtis in the TV series *The Persuaders*. In addition, it updated James Bond's famous DB5 in *On Her Majesty's Secret Service* and became Aston Martin's first "supercar."

As documented in a November 2007 *Classic & Sports Car* article, the crisp fastback styling of the DBS was penned by William Towns, an Aston Martin seat engineer who self-published a brochure with his design sketches for a new GT car. Towns' ideas, including a fastback roofline extending to the tail and a "Coke bottle" rear fender line,

caught the eye of company Chairman David Brown, just as Carrozzeria Touring of Milan went out of business. Towns' original sloping frontal treatment was ultimately replaced by a modified four-headlamp version of the traditional Aston Martin nose. The chassis was a widened and stretched variant of the basic DB6 layout, with the live rear axle replaced by a de Dion setup providing improved ride and handling characteristics.



Since the new Tadek Marek-designed V-8 engine was still undergoing development, his legendary dual-overhead cam inline six-cylinder engine initially powered the DBS. Once released on 19 September, 1969, however, the mostly hand-built, 5,340 cc quad-cam V-8 infused the heavier DBSV8 with abundant power and performance that eclipsed even the Vantage-spec "six." While Aston Martin did not officially publish its engine output and performance data, the V-8 was found to produce approximately 350 bhp, providing speeds of 160 mph and acceleration from rest to 60 mph in six seconds. Either a ZF five-speed gearbox or a Chrysler TorqueFlite automatic unit was available with the DBS.

With just 42,000 documented miles from new, this 1971 DBSV8 is very elegantly presented in Aston Martin Midnight Blue with Navy Blue Connolly hides and Wilton carpets. It features a comprehensive body-off-frame restoration, mainly by the highly respected firm Aston Engineering of Derby, UK, which was completed in 2008. The owner estimates that, excluding the value of the car, it would cost £150 000

to replicate a restoration of this quality today. A matching-numbers car, it is equipped with a ZF five-speed gearbox and Bosch fuel injection as per its original specification, plus an upgraded electronic ignition system for improved performance and reliability.

The DBSV8 is also offered with a comprehensive history file, beginning with a copy of the original build sheet and continuing chronologically through its recorded owners, service, maintenance and, finally, the details of its comprehensive restoration. As offered, it perfectly captures the more delicately stylised early look of the original "four-headlamp" DBS that has become highly valued. With its powerful and reliable four-cam V-8 for which the body was first conceived, plus its finely researched history and a no-expense-spared restoration to the very highest of standards, this car truly sets a new benchmark for this model. Owners' handbook, jack and tools are included.

For further information, please consult with an RM Car Specialist.



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Photography: ASA Infinity Studios

CHASSIS NO.
DBSV8/10086/R

ENGINE NO.
V/540/112

SPECIFICATIONS:

Est. 350 bhp, 5,340 cc light-alloy V-8 engine with dual overhead camshafts per cylinder bank and Bosch mechanical fuel injection, ZF five-speed manual gearbox, independent front suspension with upper and lower control arms, coil springs and anti-roll bar, de Dion rear suspension with Watt linkage, trailing arms and coil springs, and dual-circuit, four-wheel ventilated hydraulic disc brakes. Wheelbase: 102.75"

ESTIMATE:

£85 000 – £125 000
€100.000 – €145.000
\$130,000 – \$190,000

DOCUMENTS:



See page 13 for VAT status explanation.



A desirable, early "four-headlamp" example

Matching-numbers powertrain

Meticulous body-off restoration by UK marque specialists

Just 42,000 documented miles from new; extensive history