

## 1957 ASTON MARTIN DB MARK III COUPÉ

The landmark DB2, considered by many the first “real” post-war Aston Martin, was introduced in May 1950. The ultimate and most highly refined variant, the DB Mark III (the “2/4” designation was eventually dropped) was introduced in March 1957 and produced through July 1959 in both fixed and drophead coupé form.

Engineer Tadek Marek thoroughly revised the six-cylinder engine, with output rising to 162 bhp or 178 bhp with twin exhausts. Front disc brakes supplemented Alfin rear drum brakes, with this upgrade being optional on the first 100 Mark IIIs. Styling and body fittings were updated, most notably with a new DB3S-style grille opening. While the later DB5 is most often associated with James Bond, Ian Fleming’s original novel *Goldfinger* actually had 007 driving a DB Mark III. In fact, the Mark III was the only car in his books equipped with the “Q-Branch” lethal gadgets Bond fans associate with Aston Martins.

During 1958, the new DBB competition-spec engine was announced, with triple Weber carburettors, higher compression and modified camshafts. In conjunction with twin exhausts, the DBB option added just £70 to the cost of the car and provided 195 bhp. However, only about 10 of the 551 Mark IIIs produced had the DBB originally fitted.

This Mark III is highly documented from new. While it was thought that Mark IIIs were not exported to France until May 1957, a copy of the original build sheet confirms that this car was delivered to the main Aston Martin dealer in Paris, Garage Mirabeau, and delivered to its first owner, Mr. M. Firino-Martell of Cognac, on 12 April, 1957. This original left-hand drive example was specified with front disc brakes, twin exhaust and exceptionally rare triple Weber carburettors. Of note, Mr. Firino-Martell was a member of the Martell family of distilling fame in Cognac, France, whose enthusiasm for motorsport was evident in his association with the development of the Magny Cours racing circuit.





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Photography: ASA Infinity Studios

CHASSIS NO.  
**AM300/3/1310**

ENGINE NO.  
**DBA/928 (DBB - SEE TEXT)**

**SPECIFICATIONS:**  
195 bhp, 2,922 cc DBB inline six-cylinder engine with dual overhead camshafts and triple Weber 35DCO twin-choke, side-draft carburetors, David Brown four-speed manual gearbox, front disc brakes, Alfyn rear drums, independent front suspension with trailing link, coil springs and Armstrong lever dampers, live Salisbury rear axle located by trailing links and transverse Panhard rod. Wheelbase: 99"



In 1958, the Mark III received a conversion to the extremely rare DBB competition-spec engine by the Aston Martin Racing Department and French agent, Garage Mirabeau. With the odometer reading 16,423 km, the factory build sheet for the car indicates that on 2 November, 1957, the rear axle and speedometer were changed, as well as the engine, which was removed from the car and handed to the Racing Department with the notation "Instruction for other work to follow." The factory records then show that in August 1958, the original engine was exchanged for the present DBB-spec engine, with the same engine number used.

wool carpeting. Blessed with DBB power, this matching-numbers Mark III is offered complete with detailed history, an eight-page account of its restoration process, and service history from 11 June, 2002 through 8 December, 2009. It remains show ready and perfectly suited to a multitude of classic rallies. In fact, this Mark III is one of the most advanced Astons to be Mille Miglia eligible, as only the first 50 or so examples of the model were completed during the all-important 1957 year.

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

**ESTIMATE:**  
**£115 000 – £145 000**  
**€135.000 – €170.000**  
**\$175,000 – \$220,000**

**DOCUMENTS:**



See page 13 for VAT status explanation.

Superbly restored in 2008 by Aston Martin marque specialists Four Ashes Garage, this Mark III is now presented in the Silver Birch exterior finish later immortalised by James Bond's on-screen DB5, with the interior trimmed in red Connolly hides and Wilton

*Original LHD, with optional front discs, twin exhausts and triple Webers*  
*Engine factory upgraded to rare DBB competition-spec in 1958*  
*Matching-numbers engine, supported by factory documents*