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Sale 17255 - Aston Martin and related Automobilia, 9 May 2009
Aston Martin Lagonda Limited, Works Service, Newport Pagnell

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Lot No: 304

1963 Aston Martin DB4 Series V Vantage Sports Saloon

Registration no. 22 FLK
 Chassis no. DB4/1143/R
 Engine no. 370/1125/SS

Sold for £84,000 inclusive of Buyer's Premium

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Email: [Tim Schofield - CARS](mailto:Tim.Schofield@cars.bonhams.com)
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Footnote:

Manufactured between October 1958 and June 1963, the DB4 developed through no fewer than five series. The first had already undergone a number of improvements, including the fitting of heavy-duty bumpers after the first 50 cars, before the 2nd series arrived in January 1960. A front-hinged bonnet, bigger brake calipers and an enlarged sump were the major changes made on the Series II, while the 3rd series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. The 4th series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (5th) series manufactured between September 1962 and June 1963 was built on a 3½" longer wheelbase (allowing for increased leg room and a larger boot) and gained 15" wheels, an electric radiator fan and the DB4GT-type instrument panel. As always, a 'Special Series' Vantage engine was available as an option, this unit, equipped with larger valves, raised compression ratio and triple SU carburettors producing no less than 266bhp at 5,700rpm, an increase of 26bhp over standard. Almost all DB4 Vantages were built with the faired-in headlights of the DB4GT.

Presented in 'barn find' condition, this DB4 Series V Vantage was last on the road in the mid-1970s. Its accompanying old-style buff logbook reveals that the car was first registered on 4th April 1963 and that its first private owner was one Basil Vivian Mardle, of Caddington, Bedfordshire. The copy order form on file records the original colour scheme as black with Pearl Red interior trim, while service work listed includes the fitting of a heated rear window and five chromium-plated wheels in July 1963.

'22 FLK' has had only three private owners from new, and prior to the vendor's acquisition was in long-term ownership from 1973/74 into the 1990s. There is an AML invoice on file dated August 1970 together with expired MoT certificates dated 1970 at 65,394 miles and 1975 at 5,884 miles, indicating that the car had covered 40,490 miles in those five years. Other accompanying documentation includes an old tax disc (1973), photocopy old-style V5 (1990) and assorted DVLA correspondence. Also included is a detailed inspection report prepared by marque specialists, Four Ashes Garage in September 2004 estimating that the cost of a rebuild to good (although not concours) standard would be approximately £54,500. We understand that the engine was running at this time. Offered for restoration and sold strictly as viewed, the car comes with the aforementioned documentation and an instruction manual. Chromed flashes to the body sides and the addition of a tow-bar are the only notified deviations from factory specification.



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