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Sale 15340 - Aston Martin and Lagonda Motor Cars and related Automobilia, 12 May 2007

Aston Martin Lagonda Limited, Works Service, Newport Pagnell

Lot No: 210

1960 Aston Martin DB4 Series 2 Saloon

Registration no. 960 AGF

Chassis no. DB4/533/R

Engine no. 370/640

Sold for £54,300 inclusive of Buyer's Premium

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Contact the Specialist to discuss selling in a future sale
Email: [Marcus Ross](mailto:Marcus.Ross@bonhams.com)
Tel: 020 7468 5801

Footnote:

'DB4/533/R' was built at Newport Pagnell on 5th December 1960, painted in dark blue with fawn hide, the build sheet recording that it was fitted with heated rear window, Motorola radio and twin SU HD8 carburettors. The factory's register records that it was sold direct to Mr Newton Butler of the Butler Manufacturing Company of Oak Brook, Illinois on 9th December 1960 and registered in the UK under the Home Delivery Export Scheme with the number '960 AGF'. A copy of this accompanies the car.

A letter from the late Roger Stowers, archivist at Aston Martin, comments that it was most unusual for a car to be sold directly to a customer with no dealer involvement, and speculates that Mr Butler may have been a friend or US business partner of Sir David Brown. Indeed, the Butler Manufacturing Company still exists and in 1960 was, like the David Brown Corporation, a diversified engineering business with international operations; Newton Butler, like Sir David Brown himself, was a son of the founder. However, a copy of the original logbook records that the car was first registered in December 1960 to Aston Martin Lagonda, Feltham, Middlesex. Neither its official export nor change of ownership are recorded, but the 1963 AMOC Register notes 'DB4/533/R' as, 'in USA'. Aston Martin must have bought the car back from Newton Butler because on 1st January 1962 '960 AGF' was sold by AML to Mr J G Seddon-Brown of Brookhouse, Lancashire who owned it for the next eight years.

Accompanying the car is a very detailed and closely typed record of service and body work carried out at Works Service and elsewhere for the period 1962-1975 covering the mileage up to 82,180 miles. This seems to have been prepared by Aston Martin dealer Robin Hamilton, possibly when the car was sold by him to its next owner Jeff Pflieger in 1975.

From 1970 to 1989 the car was owned by a succession of local customers of Robin Hamilton, and latterly Aston Engineering, successively: Jeff Pflieger, John Gibson of Stoke-on-Trent (1980-1989) and lastly from February 1989 Gary Ellam of nearby Market Drayton. By 1994 the car had changed hands again and under the new ownership of Alex Watson was the subject of very extensive chassis and sill repairs managed by Aston specialists Goodwood Green (now Aston London) and subcontracted to Aston Engineering and marque specialist Bodylines. A photographic record of the work at the premises of Bodylines and Aston Engineering accompanies the car together with correspondence and invoices from Goodwood Green, Bodylines. and Aston Engineering. The records and photographs show extensive work renewing steel in the chassis, outriggers, radius arm mounting points, pedal box, boot floor and sills.

Subsequent service records and invoices from specialists Goldsmith & Young and Goodwood Green accompany the car for the period 1994 to 2005. '960 AGF' was taxed and MoT'd until June 2005, when it suffered minor accident damage to the front panel and wing, and acquired by the vendor in December of that same year as a restoration project. However, other Aston Martin priorities mean that this car is now offered for sale. As a result of the earlier chassis work the car appears to be in good underlying structural condition, although cosmetically the condition is poor. However, it has been kept in dehumidified professional storage since acquisition and the engine has been started regularly. We are advised that detailed service history and MoTs from 1978 to 2005 appear to support the odometer reading of 108,171. Offered with Swansea V5.



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