

Sale 18211 - Aston Martin and Related Automobilia, 22 May 2010

Newport Pagnell

General Sale Information

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Lot Lot



Lot No: 306

One owner since 1963

1962 Aston Martin DB4 Series IV Vantage Saloon

Registration no. 3 SMF

Chassis no. DB4/986/R

Engine no. 370/1039/SS

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

Footnote:

'Performance, controllability and comfort have been combined in the Aston Martin DB4 to make it a highly desirable car: one in which long journeys can be completed very quickly indeed with the minimum of risk or discomfort and the maximum of pleasure.' - The Motor.

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 second 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 third series featured separate rear lights, two bonnet stays and a host of improvements to the interior fittings. The fourth series was readily distinguishable by its new grille, with seven vertical bars, shallower bonnet intake and recessed rear lights, while the final (fifth) series manufactured between September 1962 and June 1963 was built on a 3.5" 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 produced 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.

An ex-factory demonstrator, this 'barn find' DB4 was built for press tycoon Max Aitken (1st Baron Beaverbrook) and was purchased in December 1963 by the current vendor. The Aston was a regular sight at Pinewood Studios where its owner worked as a special effects designer, and served as a 'test mule' during preparatory work for the first James Bond movie, 'Goldfinger', being measured for the various gadgets - ejector seat, machine guns, etc - that would feature on the silver DB5 driven by Bond (Sean Connery) in the film. Somewhat annoyed by the delayed delivery of DB5s from the factory, Bond franchise producer Cubby Broccoli once turned to the DB4's owner and said, 'Why don't we just use your car and spray it silver?'

The Aston was spared that fate but worse was in store, as it was 'rear-ended' by a getaway car fleeing a jewel robbery in London. '3 SMF' was repaired but for some reason came back without a boot lock, a deficiency exploited by thieves who made off with the battery, tools and spare wheel while the car was parked. This incident happened in the summer of 1974, at which time the Aston was consigned to the garage where it has remained ever since.

Interesting modifications made to '3 SMF' include a special factory-fitted clutch with lighter 'push', an Icelert (fitted by the factory prior to a trip to Moscow in the 1960s), an engine vacuum gauge and a thermostatically activated overheating alert. Sold strictly as viewed, this potentially most rewarding DB4 restoration project is offered with copy old-style logbook and Swansea V5.



Flash version



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