



DB6Mk2/4107/R parked in Balfour Place, Mayfair, with the model Carol Villiers. Carol Villiers is also to be found on page 181 of the 1984 Register and being driven spiritually on page 87 of *Aston Martin – The Post War Road Cars* by Henry Rasmussen, first published in 1988

Uncovering a Gem

text by Philip Jones;
photo courtesy of AMHT

At Byron International, we not only sell but on occasion we are commissioned to find cars for a prospective buyer. Recently, an overseas investor asked us to find several different Aston Martins and amongst the wish list was a DB6 Mk II Saloon.

In the Spring of 2020, I became aware that chassis 4107 had not found a new home in an auction sale so was clearly for sale. She seemed an ideal candidate having been with the same family for over 40 years, so I arranged to visit.

One of the very first things I noticed was the flare to the wheel arches, which appeared slightly larger than usual. Other than MOT certificates going back over many years, there was little else in the way of supporting documentation, apart from the presence of two build sheets, one for chassis 4039 and the other for 4107, a clue to there being something different about the car.

An independent engineer's inspection was carried out on behalf of our client that confirmed the mechanical integrity of the car and during the inspection, I requested that the chassis number stamped on the brass chassis plate in the front chassis crossmember be exposed, the number revealed was DB6/4039/R and yet the number stamped in the engine bay matched that found in the V5C Registration Certificate – DB6MK2FI/4107/R.

These physical identification marks matched the two build sheets and indicated a history worth investigating and with agreement reached for our client to purchase the car, we set about not only thoroughly investigating the history of the car but also getting solid documentary evidence to support all the anecdotal information.

Inevitably, the starting point for any investigation is the AMOC and in the 1984

Club Register at the top of page 173, the section for DB6, it states 'Chassis numbers: DB6/2351/R – DB6/3599/LC and DB6/4001/R – DB6/4081, (except 4039 and 4061)'.

We found that in early 1969, chassis 4039 and 4061 were re-manufactured by Aston Martin and each became a pre-production prototype and demonstrator for the new DB6 Mk II.

- DB6/4061/R became DB6MK2FI/4106/R, registered LBH 99H and finished in Platinum (white).
- DB6/4039/R became DB6MK2FI/4107/R, registered LBH 100H and finished in Dubonnet Rosso with a black leather interior.

Both were allocated to Aston Martin Lagonda Ltd. Appropriated and registered sequentially, they were destined for high profile roles as Works Demonstration cars to highlight the new Brico Fuel Injection.



We are grateful to Donna Thompson, Curator/Archivist at the Aston Martin Heritage Trust (AMHT), who found several press photos.

Both cars are also featured in the original Aston Martin DB6 Mk II brochure, produced for launch of this new model on 21 August 1969. DB6Mk2/4107/R can be readily identified because of that slightly larger flare to the wheel arches that caught my eye on the initial viewing. As a prototype, the car had adapted bodywork and LBH 100H was applied to the car after the brochure photoshoot.

If any further proof were needed that 4107 is the brochure car, Club Registrar Tim Cottingham found that the next DB6 Mk II finished in Dubonnet did not arrive until late September 1969 and chassis 4119 was produced with natural leather and an automatic gearbox! In fact, the next car to match the specification of Dubonnet Rosso with black leather and a manual gearbox, 4182, was not finished until April 1970 so neither of these cars could have been in the launch brochure.

The photographic history of the car even continues through to the *AM* magazine of Autumn 1969. With thanks to Neil Murray, a past Registrar, I learnt that a previous editor of the magazine, Brenda A. Ceurvel, had established a page to interest the ladies – titled simply 'brenda's page'. That issue prominently featured another of the promotional shots with Carol Villiers.

Chris Bolton, AMHT Registrar, was also able to helpfully point me in the direction of Steve Dyer at Brian Classics, who advertised 4107 for sale at £2295 in *Thoroughbred & Classic Cars* magazine in February 1975.

So, Byron International was able to build a comprehensive portfolio of

documented history for DB6MK2/4107/R, which included details and photographs of previous extensive restoration work thanks to Alec Slade of marque specialist Excalibur Engineering (now AES Aston Martin) that offers our overseas collector validation that he has acquired a real gem and a portfolio that will add real value to his investment.

Those of us who have a passion for the Aston Martin marque are very fortunate to have very enthusiastic, dedicated and enormously conscientious officers in the AMOC and AMHT, and I would particularly like to thank Registrars Tim Cottingham and Chris Bolton, together with Curator/Archivist Donna Thompson, for assisting me in this investigation. ☺



brenda's page

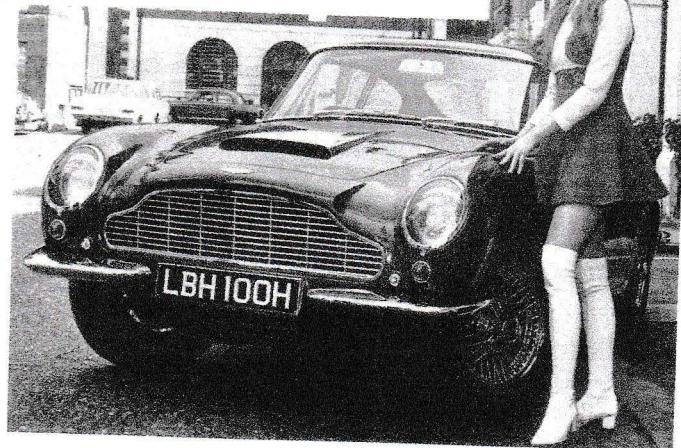
This isn't merely snobbery although I will admit that snobbery certainly plays a part in it. It's also a matter of value for money. We have all had the somewhat disconcerting experience of buying a dress from an expensive London store bearing their label, or the label of a reputable manufacturer, only to spot a superficially similar dress in a lesser establishment not much later at half the price. However, before dissolving into tears it is important to decide whether one really has made a bad buy or a good one. A good label guarantees one a certain standard of cut and finish. Unless you have money to burn there is no point in buying a Paris original to do the shopping in, and few of us can give up Marks and Sparks' panties for elegant bits of French nonsense. Shoes are a case in point. A pair of Charles Jourdan shoes for all their exorbitant price make a girl feel twice as elegant even if she is wearing the suit she bought five years ago. No one will see the makers' label unless you go to the



"The Editor's idea of an essential extra"

are you a sucker for the right label?

I MUST admit to being a bit of a sucker for the right name on the label. Sometimes this gets out of hand; I bought a pattern and a length of material at Harrods some years ago and was delighted that they also gave me a label to sew in the finished dress saying, "Material by Harrods." (It still took me five years to make it up!)



Photos from the Carol Villiers photoshoot were featured in 'brenda's page' in the Autumn 1969 issue of this magazine

DB6/4106/R on the Aston Martin Lagonda stand in the Motor Show held at Earl's Court, London, 15-25 October 1969

