

CLASSIC DRIVER



2004 Aston Martin DB AR1

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|----------------|--|------------|---|
| Lot sold | USD 388 878 - 453 692 GBP 300 000 - 350 000 (listed) | Lenkung | Links |
| Baujahr | 2004 | Zustand | Gebraucht |
| Chassisnummer | 800039 | Standort |  |
| Zahl der Sitze | 2 | Kraftstoff | Benzin |
| Antrieb | Zweirad | Außenfarbe | Sonstige |
| Losnummer | 233 | | |

Beschreibung

2004 Aston Martin DB AR1 Roadster
Coachwork by Carrozzeria Zagato
Registration no. AT53 BOU
Chassis no. 800039

Aston Martin renewed its fruitful relationship with renowned Italian styling house of Zagato, most famously begun with the DB4GT Zagato of the 1960s, after a meeting between Elio Zagato's son Andrea and Aston Martin CEO Dr Ulrich Bez at the Pebble Beach Concours d'Élégance in 2001. The result was a stylish coupé, based on the DB7 V12 Vantage supercar, recalling the sublime looks of the original DB4GT Zagato. So favorable was the DB7 Zagato's reception that it was decided to produce an open car in similar vein: the DB AR1.

Designed with the California weather in mind, and a Roadster in the proper tradition with no hood and space for just two people, the DB AR1 was previewed by a select group of potential customers to gauge reaction. The car was so well received on its debut at the Los Angeles Auto Show in 2002, that all 99 of the proposed limited edition were purchased.

Powering the new open supercar was a developed version of Aston's state-of-the-art, 6.0-liter V12 enjoying a boost in maximum power to 435bhp, some 20 horsepower more than the DB7 Vantage. This power increase together with more torque, a revised final drive ratio and 'active' sports exhaust system produce a noticeable improvement in mid-range performance, where it is most useful in everyday driving. An AP twin-plate racing clutch combined with a revised quick-shift gear lever for the six-speed manual transmission enable the driver to maximise use of the increase in power and torque and enjoy a faster gear-change.

Acceleration can only be described as stunning, 60mph arriving in just 4.9 seconds, while its top

speed of 185mph makes the DB AR1 the world's fastest true roadster. Above all, the DB AR1 was designed to be a true 'driver's car', equally at home on the autobahn or challenging back road. This is a car that beckons you to look for places to go.

Restraining this superlative high performance are equally exalted brakes: Brembo racing-style grooved discs - 335mm at the front, 330mm at the rear - gripped by alloy four-pot callipers assisted by an improved brake booster unit and moderated by Teves ABS. Power is transmitted to the road via a limited-slip differential to special multi-spoke 19" alloy wheels (8"/9.5" F/R) incorporating revised offset to give a wider track, shod with low profile Yokohama tires.

As one would expect of a modern supercar, there was electronic traction control and power-assisted rack and pinion steering, while the well appointed interior boasted electrically controlled sports seats, six-speaker Becker stereo radio cassette system with 6-CD changer, and alarm/immobiliser with remote central locking and boot release.

The 39th of 99 constructed, this beautiful low-mileage AR1 Roadster was first registered in the UK on 1st July 2005 and has had four former keepers. The current vendor acquired the car in 2014, since when it has been kept in storage. Accompanying paperwork includes a Certificate of Origin; VCA (UK Type Approval) certificate; original radio code booklet; old/current V5C Registration Certificates; and a quantity of expired MoTs verifying the recorded mileage of only 2,030. A nice clean car, freshly MoT'd, '39' also comes with its original tool kit, battery conditioner, First Aid kit, and two umbrellas in their original casing, together with a bespoke after-market tonneau that covers the entire cockpit.

Bonhams 1793

Bonhams

AUCTIONEERS SINCE 1793

Titel Herr

Vorname Jamie

Nachname Knight

101 New Bond Street

London

W1S 1SR

Vereinigtes Königreich

Telefonnummer +44-02074477447

Fax +44-2074477401

<http://www.bonhams.com/auctions/25452/>

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