

CLASSIC DRIVER



1973 Aston Martin V8

Lot sold	USD 0 GBP 0 (listed)	Lenkung	Rechts
Baujahr	1973	Zustand	Gebraucht
Kilometerstand	7 310 mi / 11 765 km	Standort	
Getriebe	Automatik	Außenfarbe	Sonstige
Losnummer	157	Automobiltyp	Sonstige

Beschreibung

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These Aston Martins were intended to house the new Tadek Marek-designed V8, the DBS first appeared with the 4.0 litre six of the concurrently produced DB6. Styled in-house by Bill Towns, the four-seater DBS employed a platform-type chassis with independent suspension all round. Bigger and more luxuriously appointed than the DB6, the heavier DBS disappointed some due to its rather lacklustre performance but there were no complaints when the V8 arrived in 1969! With an estimated 345bhp available from its 5,340cc, fuel-injected, four-cam engine, the DBS V8 could reach 100mph in under 14 seconds, with a top speed of 160mph; this was staggering in those days and one which fully justified the claim that it was the fastest production car in the world. In 1972 the acquisition of Aston Martin by Company Developments brought with it a change of name for the V8-engined cars, out went DBS V8 and in came the AM V8. This new Series Two was distinguishable by its restyled front which now featured two instead of four headlamps and recalled the looks of the earlier DB six-cylinder cars. Electronic ignition and air conditioning were now standard which we are sure was greatly received.

We are delighted to offer for sale this 1973 Aston Martin Series II V8 with mechanical fuel injection.

These were the first Astons built following the sale of Aston Martin by David Brown to Company Developments. This particular car was a barn find, having been off the road for 17 years it was bought by the present owner from Aston Workshop as a project car, showing a mileage reading of 7,310 which is believed to be correct. The chassis number is listed as V8, some confusion arises where the Aston Martin factory decided to use up the stock of David Brown DBS V8 badges, consequently they are often wrongly referred to as a DBS because of the external badging. The car then underwent a three year restoration carried out by Roda Classics in Portugal, which is a non-profit-making garage belonging to Mr. Carlos Antunes (Ex-CEO of Renault Peugeot) who takes on rebuilds/restorations of some the most fastidious of collectors around the world by invitation only. The cars are rebuilt part by part to an exacting standard under his stewardship. The body was taken off and renewed where required, the chassis was fully rebuilt with all corrosion removed, all mechanical parts renewed or rebuilt as required, electrical components renewed and refurbished, this is confirmed by the invoices for the parts supplied. The car was then repainted in Antrim Blue (the original colour was white) and re-trimmed to complete the restoration. The full body off restoration is supported by a build book of images along with invoices for the parts supplied by the Aston Workshop.

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Historics Auctioneers



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