


CLASSIC DRIVER



2004 Aston Martin DB7 Zagato

Lot sold	USD 347 874 - 389 619 GBP 250 000 - 280 000 (listed)	Drive	RHD
Year of manufacture	2004	Condition	Used
Country VAT	GB	Location	
Mileage	4 734 mi / 7 619 km	Fuel type	Petrol
Gearbox	Other	Exterior colour	Other
Chassis number	SCFAE12343K70002	Car type	Other
Number of seats	2	Engine number	AM3/00424
Number of doors	2		
Drivetrain	2wd		
Lot number	110		

Description

- 1 former keeper and 4,700 miles from new (11 service stamps)
- Chassis No. 21 of just 99 made using a shortened / lightened DB7 Vantage platform (6 litre V12, 6-speed manual)
- 1 of only 3 RHD examples to be finished in Tungsten Silver with Royal Blue upholstery

Father of the 993-series Porsche 911 and one of the architects behind the earlier Carrera RS 2.7 and Turbo (930) variants, Dr Ulrich Bez had barely been CEO of Aston Martin for twelve months when he found himself judging at the 2001 Pebble Beach Concours d'Elegance alongside Andrea Zagato whose grandfather had founded the famous Italian carrozzeria. Perhaps predictably conversation

turned to the possibility of a third collaboration between the two companies following in the wheeltracks of the DB4GT Zagato and V8 Zagato models. Unveiled in August 2002, first at Gieves and Hawkes of Saville Row and then Pebble Beach, the resultant DB7 Zagato was only type approved for the UK, European and Asian markets but proved a near instant sell out. Aston Martin capped production at 99 cars (60 RHD / 39 LHD) but received orders for over 300 despite a 60% price premium over the 'regular' DB7 Vantage. Compared to the latter, the newcomer boasted a shorter wheelbase, lower kerb weight and uprated brakes / suspension.

Styled by Zagato's Nori Harada with input from Aston Martin's Henrik Fisker, the two-seater sported an aggressively enlarged radiator grille, trademark 'double bubble' roof, undulating rear windscreen and heavily sculpted sides. A testament to the Italian firm's mastery of aluminium, steel, composites and compound curves, the resultant shape still bewitches today. Freer breathing than a standard Vantage thanks to its revised exhaust system, the DB7 Zagato's 5935cc V12 engine was allied to six-speed manual transmission as standard. With some 435bhp and 410lbft of torque on tap, the limited edition supercar was reputedly capable of 0-60mph in 5.0 seconds and 184mph. Trimmed in Aniline hide, the sports seats bore the same 'Z' for Zagato motif that sat below each front wing vent. Beautiful, fast and rare, the Aston Martin DB7 Zagato was always destined to be a classic.

Reputedly 1 of just 3 right-hand drive examples to be finished in Tungsten Silver with Royal Blue leather upholstery, chassis 021 was supplied new to its only previous keeper, John H. Barder Esq. on 1st January 2004. Maintained by Works Service (81 miles), HWM Walton on Thames (1,452 miles), Murray Motor Company (2,431, 2,778, 3,045, 3,388 miles) and HWM Walton on Thames again (3,574 miles) prior to entering the current (second) ownership via prestige dealer Bramley on 20th January 2011, 'RX53 LEF' has since continued its 'main dealer only' service record with visits to Stratstone Aston Martin Hagley (3,896, 4,419, 4,710 miles) and most recently Aston Martin Birmingham (4,734 miles on 16th June 2016). Starting readily upon inspection and looking highly presentable as might be expected of a motorcar that has covered less than 5,000 miles from new, this undeniably handsome DB7 Zagato is offered for sale with its original, numbered owner's handbook (complete with quick start guides and stamped service record), factory car cover and top up battery conditioner.

H&H Classics



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