



14 QUEENS GATE PLACE MEWS, LONDON, SW7 5BQ
 PHONE +44 (0)20 7584 3503 E-MAIL CARS@FISKENS.COM



2006 ASTON MARTIN DBR9/5

- DBR9/5 is the only works DBR9 sold from new by the factory to North America
- Entered in the 2008 ALMS Championship by owner Michael Fux and privateer racing team Bell Motorsports achieving 4 podiums
- 3rd in Class in its debut race at Sebring, supported by Prodrive and Team Modena, and eventually achieving 2nd place in the GT1 class
- Driven by Dario Franchitti at the Endurance Racing Legends 2021 Le Mans 24 Hours support race - 1st in Class Race 2
- 2023 Peter Auto Endurance Racing Legends GT1B winner

After nearly 5 decades in the sporting doldrums, Aston Martin arrived back on the international Endurance Racing scene with the all-conquering DBR9. Prodrive's experience and huge success both in rallying with the Subaru Imprezas and at Le Mans with the Ferrari 550 Maranello proved to be strong enough credentials for Aston Martin to entrust founder David Richard with the build of their new competition project. In 2003, Prodrive began work on the GT1 specification version of the newly released DB9 road car, which was to be ready for the 2005 season. Success was immediate with a win at the DBR9's competitive debut at Sebring in 2005 followed by first place in the Le Mans Series GT1 championship, and the GT1 class win at Le Mans in 2007.

In keeping with Aston Martin numbering tradition, works cars were given single or two-digit numbers and privateer cars triple-digit numbers. Chassis #5 is the only works car to be sold straight away to a privateer and the only DBR9 sold to the North American continent from new. Delivered to American entrepreneur and car collector Michael Fux in 2006, DBR9/5 appeared at various events as a static display in the US such as the Cavallino Classic in 2007, and was not competitively used until it was entered in the 2008 American Le Mans Series. The car was to be run by American privateer Bell Motorsports and driven by American drivers Terry Borcheler and Chapman Ducote, making car #008 somewhat of an "All American" effort that year!

Competition would come mainly from the well-oiled factory Corvette Racing Team and their proven C6Rs. For the first round of the season at the gruelling Sebring 12 Hours, Bell were assisted by Prodrive and Team Modena, hence the flashy bright red wheels fitted for that race. Aston Martin works driver Antonio Garcia was also added to the lineup and helped pilot DBR9/05 to 3rd place in her first race.

For the first two rounds of the season the car retained its factory British Racing Green livery, however the car returned for Round 4 of the season at Lime Rock in Bell Motorsport's patriotic team colours of silver with blue and red stripes. Borcheller and Ducote achieved further podiums, with a 2nd in class at Road America and 3rd in class at Mosport and at Detroit.

DBR9/5 was then retired from racing and put into storage before returning to competition in various historic races since 2021, under the care of historic racing preparers Motohistorics. The car's first historic racing event was the Endurance Racing Legends support race at the 2021 24 Hours of Le Mans, where Indy car legend Dario Franchitti was entrusted at the wheel. The Scotsman achieved first in class and 7th overall in a 50+ car grid on what was in fact his first time racing on the famed 13.6km track!

The car was then sold on to its current owner in 2022, who further campaigned it in the Peter Auto Endurance Racing Legends series. Reliably taking part in all rounds of the 2023 season, including Le Mans Classic, DBR9/5 was crowned GT1B Championship winner, with wins at Mugello and podium finishes at the Spa and Paul Ricard rounds.

Fresh from a return to her Sebring race livery, DBR9/5's works provenance and recent extensive overhaul and maintenance by Motohistorics for historic racing makes it a highly attractive car for anyone looking for a competitive entry in the Endurance Racing Legends GT1 grid and Le Mans Classic!

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