

ASTON MARTIN
A PRODUCT OVERVIEW

Part IV



Baby Astons
to
Casino Royale

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With thanks to

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www.astonmartin.com

I have been working in the world of Aston Martin for the past 25 years. I came upon the marque in my general course of business in the motor trade and have become as enthusiastic as my customers about Aston Martin and their products.



My son Matthew and I with my first Aston Martin

There is an aura about Aston Martin, a heritage far beyond simple statistics. Winning at Le Mans, victory in the World Sportscar Championship, the Zagatos and Royal patronage would be enough for any car manufacturer. Aston Martin goes beyond that – every car has its character and every owner, real pride in his or her car.

Any market place has pitfalls for the unwary and opportunities for the unscrupulous. What I have tried to produce is an overview of Aston Martin cars that can act as an introduction to the marque. It is my view, coloured by my experiences and the use of my library of Aston Martin books as a reference. Most of the Aston Martin photos are from my own archive and I have been fortunate enough to enjoy handling each of these glorious cars.

This may represent your first foray into the world of Aston Martin; it may supplement your own knowledge. Whatever your point of reference, I hope this overview adds to your enjoyment.

Philip Jones
Byron International

ASTON MARTIN DB7

Production dates:	October 1994 – April 1999
Top Speed:	157 mph
Acceleration:	0 – 60 mph 5.8 secs 0 – 100 mph 14.4 secs
Chassis numbers:	SCFAA111VK 100001 - 102703
Length	182.3 inches (4631 mm)
Width	71.6 inches (1820 mm)
Height	50 inches (1268 mm)
Ground clearance	
Track	Front 60 inches (1524 mm) Rear 60.2 inches (1530 mm)
Wheelbase	102 inches (2591 mm)
Turning circle	
Dry weight	3,797 pounds (1,725 Kg)
Engine	3.2 straight six supercharged
Capacity	3228 cc
Cylinder bore	91mm (stroke 83 mm)
Compression ratio	8.3:1
Power output	335 bhp @ 5,600 rpm
Fuel Injection:	Zytec electronic multi-point sequential
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Getrag 5 speed gearbox 4 speed GM Automatic option
Clutch	Hydraulically operated
Front suspension	Independent, unequal length wishbones with anti dive geometry Coils springs over telescopic dampers, anti roll bar
Rear suspension	Independent wishbone with drive shaft as upper link Longitudinal control arms, coil springs over telescopic dampers
Steering	Power assisted rack and pinion
Brakes	Teves anti lock control Front 11.2" discs (285mm) Back 11.6" discs (295mm)



1995 Aston Martin DB7
Chassis No: SCFAA1115SK 100165
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Aston Martin had always looked to the support of its shareholders but economic conditions of the early 1980's meant that for a change, Newport Pagnell was propping up its shareholders' businesses. Up to 1987 there had been a number of changes in stockholdings but it was in that year that, Victor Gauntlett had realised that with ever more stringent legislation on automotive production, exhaust emissions and type approval, Aston Martin needed a more stable financial platform and assistance in research and development. Later that year, the announcement was made that Ford had acquired 75% of Aston Martin Lagonda with Gauntlett remaining as Chairman and retaining 12 ½ % equity with the remaining 12 ½ % in the hands of Peter Livanos.

In 1990, Victor Gauntlett had instigated thoughts of a "small" Aston Martin but had departed for pastures new before that idea came to fruition on the company's stand at the 1993 Geneva Motor Show under the direction of Ford's Walter Hayes. In deference to the new Life President it was named the DB7 and was a truly collaborative success.

Walter Hayes had persuaded a reluctant Ford board to invest in the project and he had been able to call on Ford expertise and resource to bolster the Aston Martin engineers. Utilising the old Jaguar XJ220 factory at Bloxham, Aston Martin Oxford Limited, a joint venture with Tom Walkinshaw, became the home of the new car. Tom was also instrumental in the design of the car insofar as a young Scottish designer had left Ford in 1990 and become General Manager and Chief Designer for TWR's design studios. That designer was Ian Callum and he was tasked to design the new small Aston.

The designer claimed that the design processes leading up to the DB7 owed their generation to his childhood when a family friend had a DB4. The brief was that the car had to be clearly a 1990's car whilst paying due homage to the DB heritage. Callum grew to understand that the old DB's looked the way they did because the cabin got narrower as it gets towards the tail. Combining these design cues with a muscularity in the rear wings, shaping of the body corners and giving the car a long raking backlight delivered a car that, whilst a little wider than the DB6, was virtually identical in overall length.

Ian Callum described the old Aston Martin grille as having facial characteristics, "....a contented, elegant, slightly arrogant smile that no other car could ever have. Its pure James Bond... It's Sean Connery, that car!" But Aston Martin heritage isn't Bond, it's racing – what was needed was a very elegant, very simple design.



1996 Aston Martin DB7
Chassis No: SCFAA111XVK101218

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Callum knew there was no place for "hair shirt nostalgia" on the interior. However, Walter Hayes rejected the first efforts as too stark and by blending a combination of traditional veneers and softer colours, the final effect was traditional Aston Martin in the shell of a modern sports car. When you sank into the hand sewn Connolly hide, you had to have an emotional vista – as Ian Callum concluded, "...why should people on the outside have the best view of it.

ASTON MARTIN DB7 VOLANTE

Production dates:	October 1996 – 2003
Top Speed:	152 mph
Acceleration:	0 – 60 mph 6.5 secs 0 – 100 mph 17.6 secs
Chassis numbers:	SCFAA311 – TK 201001
Length	184 inches (4646mm)
Width	72 inches (1830 mm)
Height	49 ½ inches (1260 mm)
Ground clearance	
Track	Front 60 inches (1524 mm) Rear 60.2 inches (1530 mm)
Wheelbase	102 inches (2591 mm)
Turning circle	
Dry weight	4,132 pounds (1,875 Kg)
Engine	3.2 straight six supercharged
Capacity	3228 cc
Cylinder bore	91mm (stroke 83 mm)
Compression ratio	8.3:1
Power output	335 bhp @ 5,600 rpm
Fuel Injection:	Zytec electronic multi-point sequential
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Getrag 5 speed gearbox 4 speed GM Automatic option
Clutch	Hydraulically operated
Front suspension	Independent, unequal length wishbones with anti dive geometry Coils springs over telescopic dampers, anti roll bar
Rear suspension	Independent wishbone with drive shaft as upper link Longitudinal control arms, coil springs over telescopic dampers
Steering	Power assisted rack and pinion
Brakes	Teves anti lock control Front 11.2" discs (285mm) Back 11.6" discs (295mm)



1997 Aston Martin DB7 Volante
Chassis No: SCFAA3117VK 201479

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The Volante soft top version of the DB7 was planned from the beginning and the development of a dedicated convertible design began once the form of the coupe had been established. But the two cars were treated as separate entities with no thought of compromise.

“We actually clay modelled the raised roof” recalled Ian Callum in a recent interview, “and I worked closely with the trimmers at Aston Martin to learn the constraints coming from the hood material and the folding mechanism, and to ensure that the hood had the correct form. The skills of the trimmers ensured that the silhouette of the raised roof reflects the purity and elegance that characterised the rest of the car.”

The end result is that, from the edge of the doors forward, the Volante is virtually identical to the coupe. However the rear panels are redesigned to produce a shape with a longer boot lid and stowage space for the hood, though this was not designed to fold out of sight. What was out of sight was the extra stiffening and the strengthening of the screen surround which delivered some degree of roll over protection.

To satisfy US type approval, a larger rear bumper was fitted pushing the overall length up by 3 inches. The tailored hood was operated by electric controls and the overall weight of the car raised a total of 150 kilograms. So in spite of the otherwise unchanged specification (no rear anti roll bar) slower acceleration and lower top speeds resulted.

The construction of the DB7 was a departure from established Aston Martin practice. Rather than the traditional hand-made aluminium skin attached to a steel platform, the new car had a steel semi-monocoque bodyshell with steel panels together with composite bonnet, sills and boot lid.

The bodies were made in Coventry and then sent to Rolls Royce in Crewe for painting and finally to the new facility at Bloxham where engines, running gear and interior trims were fitted. The installation of a new paint plant at Bloxham in 2000 shortened that production process and put Aston Martin in closer control.

The light alloy, twin camshaft supercharged straight six engine had four valves per cylinder while the Eaton (Roots type) supercharger ran off a multi grooved flat belt. The engine was designed to run on unleaded petrol and to meet the emission standards anywhere in the world.

It developed 335bhp at 5600 rpm and driving through a 5 speed Getrag gearbox gave a top speed of 157 mph to go with a sub six second zero to sixty miles per hour.

The resources that Walter Hayes was able to bring to the development of the DB7 made it probably the best tested and prepared car ever from Aston Martin. Its early announcement and presentation at Geneva in March 1993 allowed the car to be seen in public during its crucial final development phase. It meant that a total of 30 prototypes were driven in every condition from the heat of Arizona to the cold of snow driven Scandinavia.

When originally shown the car was presented with a Targa top – it was more of a removable sunroof panel with its own carrying case with the main roof structure in place when it was removed. However, research, of customers’ opinion, showed that good air conditioning was preferred on a coupe with a genuine soft top requested by the fresh air fanatics.

Inevitably, it was not long before lure of performance and product development saw the first departure from the standard production car. It was conceived as a plan to develop a single make racing series and Prodrive, the race and rally specialists were asked to develop two prototypes.

ASTON MARTIN DB7 VANTAGE

Production dates:	March 1999 August 2003
Top Speed:	185 mph
Acceleration:	0 – 60 mph 5.2 secs 0 – 100 mph 11.9 secs
Chassis numbers:	SCFAB121 – XK 300001-304458
Length	184 inches (4666mm)
Width	72 inches (1830 mm)
Height	48 inches (1238 mm)
Ground clearance	
Track	Front 60 inches (1524 mm) Rear 60.2 inches (1530 mm)
Wheelbase	102 inches (2591 mm)
Turning circle	
Dry weight	3,916 pounds (1,780 Kg)
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	420 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V Transistorised engine management
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Tremex 6 speed gearbox 5 speed ZF Automatic option with traction control
Clutch	Hydraulically operated twin plate
Front suspension	Independent, unequal length wishbones with anti dive geometry Ball jointed kingpins
Rear suspension	Coils springs over telescopic dampers, anti roll bar Independent wishbone with drive shaft as upper link Longitudinal control arms, coil springs over telescopic dampers
Steering	Power assisted rack and pinion
Brakes	Brembo brake system with Teves anti lock control Front 14" discs (355mm) Ventilated, cross drilled steel Back 11.6" discs (295mm) Ventilated



1999 Aston Martin DB7 Vantage Automatic
Chassis No: SCFAB123XYK 300128

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Prodrive took two cars and undertook a weight loss exercise – all electrical controls for windows and seats were lost as was the glass in the side windows – lightweight aluminium window frames held acrylic sheets instead. Aluminium radiators were introduced while TWR further enhanced the engine performance by 50 bhp and a new gearbox and clutch were fitted to absorb the power. Unfortunately there was insufficient interest in a one make series and the completed cars found their way to “gentleman racers”.

Around 1998 there was collaboration with Alfred Dunhill adding luxury Dunhill items and accessories to the car and resulted in some 79 cars being marketed. Aston Martin Sales in Mayfair also instigated a “special” known as the DB7GTS II with a number of cosmetic feature differences, but there was still a performance focus at Aston Martin that led to Project Vantage.

This was a show car that surfaced at the Detroit Motor Show in 1998 and reflected designer Ian Callum’s desire to put the car, and Aston Martin, back into the muscle car league. Featuring aluminium extrusions bonded together with carbon fibre mouldings to create a chassis platform and wheels pushed as far out of the wheel arches as possible – the car made use of V12 power and added items like a paddle shift gearbox. It was very much a precursor to the 1999 Geneva Motor Show when Aston Martin launched their new car – the DB7 Vantage.

The only shared item with Project Vantage was the V12 engine, but the new model was still a stunning car. The 48 valve, all alloy 60 degree V12 had been developed by Cosworth and forged in their foundry. It incorporated the latest Formula 1 technology and had a Visteon engine management system capable of processing 1.6 million commands per second.

The car, like the original DB7, had been subjected to a rigorous test programme – not for Aston Martin of the ‘90’s was there to be discoveries about high speed engine problems as they had experienced in the 1960’s with the DB4. The DB7 Vantage had a high speed durability test running for 48 hours continuously at 165 mph in hot mid-summer in Southern Europe. The new engine produced a massive 420 bhp and a performance potential of over 180 mph and there had to be other areas of development in the car. The Brembo brakes, run through a Teves four channel anti-lock braking system, had ventilated, cross drilled front discs of 14” diameter.

Special 15 inch alloy wheels were specially developed with 9 inch rims at the rear and 8 inch rims for the front wheels. Added to that were an advanced traction control system and revised suspension. New upper and lower wishbones linked a new vertical link at the front while at the rear, there was an additional transverse link incorporated. The modifications were completed by Bilstein shock absorbers and uprated springs. To accommodate the V12 engine and the associated 6 speed manual, 5 speed automatic or Touchtronic transmission, the underside of the car had to be redesigned. This involved an enlarged transmission tunnel and new front end structure with increased strength and torsional rigidity built into the revised structure.

New cooling requirements meant wider radiator openings and justified the new bright metal grille while new bumpers and integrated sill design blended in the other subtle external differences. Inside the car was standard Aston Martin luxury with Connolly hide, Kenwood car stereo and the introduction of a large red starter button mounted in the centre console.

At missile control, that red starter button would have a large, lockable lever preventing accidental use, such is the power it unleashes. Press the button and almost primeval forces are set free, the initial thunder of the engine settling back into a barely perceptible burble. Engage gear, brace your neck and accelerate – power, beauty and soul.

But buy any DB7 and it will be specified to exactly the demands of its first customer with personalisation of anything from external colour to choice of accessory

ASTON MARTIN DB7 VANTAGE GT and GTA

Production dates:	2002
Top Speed:	185 mph
Acceleration:	0 – 60 mph 4.9 secs
Chassis numbers:	Within the Vantage Series
Length	184 inches (4666mm)
Width	72 inches (1830 mm)
Height	48 inches (1238 mm)
Ground clearance	
Track	Front 60 inches (1524 mm) Rear 60.2 inches (1530 mm)
Wheelbase	102 inches (2591 mm)
Dry weight	3,916 pounds (1,780 Kg)
Engine	6.0 litre V12 – recalibrated for fuel and ignition
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	420 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V Transistorised engine management
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Quickshift gearbox (GT only) reduces shift displacement by 16% - final drive ration 3:77 -> 4:09 5 speed ZF Automatic option with traction control
Clutch	AP twin plate race clutch
Front suspension	Independent, unequal length wishbones with anti dive geometry Ball jointed kingpins revised dampers and stiffer bushes Bump stop lowered
Rear suspension	Coils springs over telescopic dampers, anti roll bar Independent wishbone with drive shaft as upper link Longitudinal control arms, coil springs over telescopic dampers Additional brace fitted
Steering	Power assisted rack and pinion – improved rack location and lateral snubber bushes
Brakes	Racing style Brembo brake system with Teves anti lock control Front 14" discs (355mm) Ventilated, cross drilled steel grooved Back 11.6" discs (295mm) Ventilated & grooved
Exhaust System	Active sports system with by pass valves



2003 Aston Martin DB7 Vantage GTA
Chassis No: SCFAB12323K 304176

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In spite of the outstanding performance of the DB7 Vantage, there remained an ethic of continuous improvement within Aston Martin. Nowhere is that better demonstrated, than in the announcement, at the Birmingham Motor Show of October 2003, of the DB7 Vantage GT and GTA.

A review of the specification sees evidence of small gains in every area of the car's performance – the engine power moved up to 435 bhp and the torque went up by 10 pounds to 410 lb ft. A redesigned and shorter gear lever (on the GT) gave a quicker gear change and together with a lower final drive ratio improved the acceleration to get the 0 – 60 mph under 5 seconds. 265/30 tyres on the rear and 245/35 on the front allowed for the additional performance and the revised exhaust helped the breathing.

Better suspension, cooling and reduced lift all contributed to additional performance – but Aston Martin didn't stop there – in 2002, Henrik Fisker, the new Director of Design at Aston Martin met with Andrea Zagato, the third generation of his family to be involved in automotive art. The design of the latest Aston Martin to wear the Zagato badge created in metal in just three months. The car shared the chassis, windscreen structure and interior design of the DB7 Vantage Volante.

The roof, with Zagato's signature "double bubble" and the rear wings were of steel while the rest of the body panels were of hand formed aluminium. The chassis platform and wheelbase were shortened by 60mm and the overall length by a total 211mm whilst the front and rear tracks were widened. The front lighting was DB7 but the wide mouthed "egg box" grille and the pronounced rear wing shaping was reminiscent of the original DB4GT Zagato. In overall terms the design saved 60lbs of weight.

The interior was special to Zagato with hand stitched aniline leather, dyed not colour coated, and quilted. The space behind the passenger's and driver's seats were devoted to luggage with retaining straps and nets. Exactly 100 of these cars were built but they were not the only Zagato designed car produced by Aston on the DB7 Vantage Volante. With the DB7 Vantage Zagato, Aston Martin had tested the market with an exclusive showing to prospective customers amongst the tailored suits of Gieves and Hawkes in Savile Row. For the American market – and truthfully the sunshine states – the DBARI was shown to prospective customers in Los Angeles.

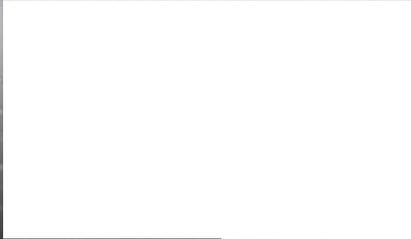
Thursday 2nd January 2003, an Aston Martin press release officially announced a concept Zagato bodied roadster to be built to satisfy a niche in their ever expanding US market place. This unique car was to be manufactured in a similar manner to the DB7 Zagato but as a roofless open two seater-sports tourer. Dr Ulrich Bez emphasised that this car was a first for the company particularly as it was specifically designed for the fair-weather Californian customer who wanted an exclusive Aston Martin.

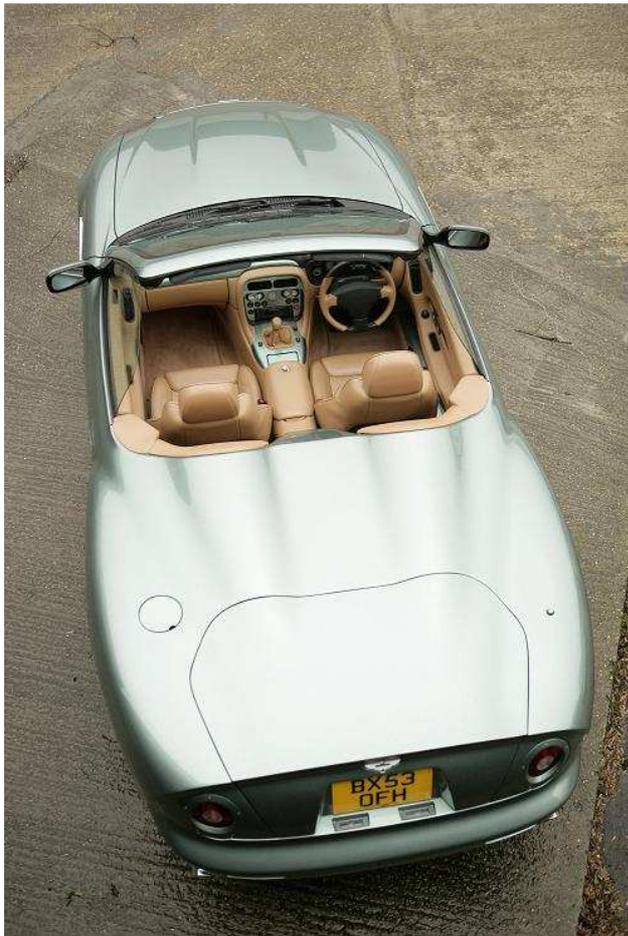
With a large and distinctive radiator grille, special multispoke 19" alloy wheels and accentuated rear wheel arches, it was a hit with prospective buyers. A production run of 100 cars – all but two of them in left hand drive – sold very quickly with the last of the run being retained by the factory.

As with the Zagato Coupe, the DBARI had the Volante base but, unlike the Zagato Coupe, it was not shortened and it had the power train, suspension and brakes from the Vantage GT. The Vanquish active sports exhaust was fitted with its bypass valve giving the DBARI a distinctive exhaust note.

The braking was improved with the fitment of GT Brembo disc brakes and updated Pagid RS 42-1 front pads. This delivered better sustained performance and removed judder and fade under heavy braking.

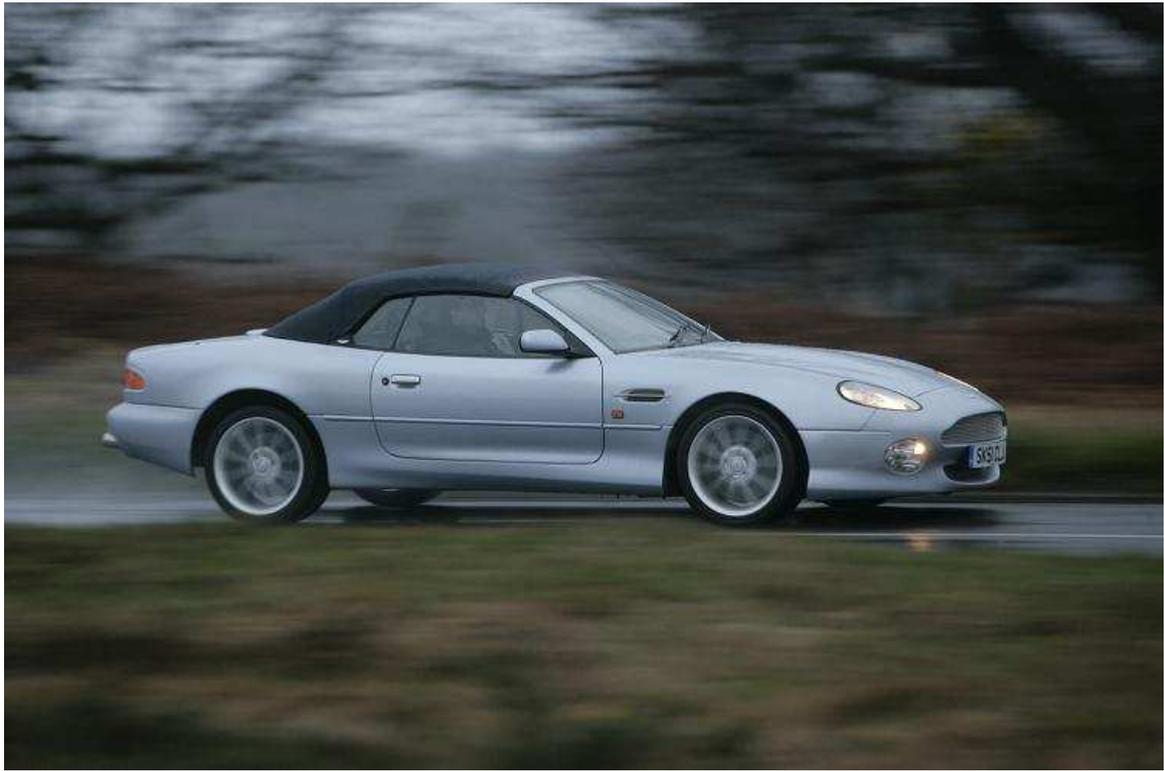
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(and 2 courtesy of Aston Martin Lagonda)





Maybe an Aston
Martin DBAR1
does need a roof!!





ASTON MARTIN DB7 VANTAGE ZAGATO

Production dates:	2003
Top Speed:	180 mph
Acceleration:	0 – 60 mph 5.0 secs
Chassis numbers:	SCFAE123-3K700001 - 700100
Length	176 inches (4481mm)
Width	72 inches (1830 mm)
Height	48 inches (1238 mm)
Ground clearance	
Track	Front 65 inches (1536 mm) Rear 66 inches (1540 mm)
Wheelbase	99.7 inches (2531 mm)
Turning circle	
Dry weight	3,836 pounds (1,740 Kg)
Engine	6.0 litre V12 – recalibrated for fuel and ignition
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	420 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V Transistorised engine management
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Six speed manual final drive ratio 3:77 Limited Slip Differential Touchtronic 5 speed Automatic fitted only to 710016
Clutch	AP twin plate 228mm race clutch
Front suspension	Independent, double wishbones with anti dive geometry Coil springs, monotube dampers and anti roll bar
Rear suspension	Independent double wishbone with longitudinal control arms, coil springs over monotube dampers anti roll bar
Steering	Power assisted rack and pinion, column tilt and reach adjuster
Brakes	Racing style Brembo brake system with Teves anti lock control Front 14" discs (355mm) Ventilated, cross drilled steel grooved Back 330mm Ventilated & grooved with 4 piston callipers Drum handbrake
Exhaust System	Active sports system with by pass valves
Wheels and Tyres	Lightweight 18" aluminium alloy with 8 " front rims and 9" rear 245/40 tyres front 265/35 tyres rear.



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**2004 Aston Martin DB7
Zagato
Chassis No:
SCFAE12343K70052
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ASTON MARTIN DBARI

Production dates:	2003
Top Speed:	185 mph
Acceleration:	0 – 60 mph 4.9 secs
Chassis numbers:	SCFAD423-3K 800001 - 800099
Length	184 inches (4666mm)
Width	72 inches (1830 mm)
Height	48 inches (1238 mm)
Ground clearance	
Track	Front 60 inches (1524 mm) Rear 60.2 inches (1530 mm)
Wheelbase	102 inches (2591 mm)
Turning circle	
Dry weight	
Engine	6.0 litre V12 – recalibrated for fuel and ignition
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	420 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V Transistorised engine management
Chassis	All steel semi-monocoque with steel panels Composite bonnet, front wings, sill and boot lid
Transmission	Quickshift gearbox (GT only) reduces shift displacement by 16% - final drive ration 3:77 -> 4:09 5 speed ZF Automatic option with traction control
Clutch	AP twin plate race clutch
Front suspension	Independent, unequal length wishbones with anti dive geometry Ball jointed kingpins revised dampers and stiffer bushes Bump stop lowered
Rear suspension	Coils springs over telescopic dampers, anti roll bar Independent wishbone with drive shaft as upper link Longitudinal control arms, coil springs over telescopic dampers Additional brace fitted
Steering	Power assisted rack and pinion – improved rack location and lateral snubber bushes
Brakes	Racing style Brembo brake system with Teves anti lock control Front 14" discs (355mm) Ventilated, cross drilled steel grooved Back 11.6" discs (295mm) Ventilated & grooved
Exhaust System	Active sports system with by pass valves



2003 Aston Martin DB AR1
Chassis No: SCFAB26313K800025
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ASTON MARTIN V12 VANQUISH

Production dates:	Summer 2001
Top Speed:	306 kph (190 mph)
Acceleration:	0 – 60 mph 4.7 secs
Chassis numbers:	SCFAC133341B 500001 -
Length	184 inches (4665mm)
Width	75.71 inches (1923 mm)
Height	51.89 inches (1318 mm)
Ground clearance	
Track	Front
	Rear
Wheelbase	106 inches (2690 mm)
Turning circle	
Dry weight	
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.5:1
Power output	460 bhp @ 6,500 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon twin PTEC engine management
Chassis	Advanced aluminium/carbon composite construction
Transmission	Six speed manual gearbox with ASM/SSM electro-hydraulic Control system. SCP/CAN interface to engine management Limited slip differential 3.69:1
Clutch	
Front suspension	Independent aluminium double wishbones,coil springs, monotube damper and anti roll bar
Rear suspension	Independent aluminium double wishbones,coil springs, monotube damper and anti roll bar
Steering	Power assisted rack and pinion
Brakes	Teves anti lock control Front 355mm Ventilated, cross drilled steel grooved 4 piston caliper Back 330mm Ventilated & grooved 4 piston calliper, separate handbrake calliper Electronic brake/engine intervention traction control system
Exhaust System	Active sports system with by pass valves



2002 Aston Martin Vanquish
Chassis No: SCFAC133X2B500201
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Ian Callum continued his design themes on to the hugely anticipated Vanquish – such was the anticipation, that at the eventual launch of the car at Geneva in 2001, there was already a quote of a 12 month waiting list.

Inevitably, the body design retained a strong “family “ likeness to the DB7, looking like a bigger, more muscular version of the Vantage – under the skin, it was a very different car. For a start, it was being built at the newly refurbished factory at Newport Pagnell but most importantly, it had an advanced aluminium/carbon composite chassis – making a strong, safe and rigid design, especially suited for low volume production.

The main substructure of the car including the floor and the front and rear bulkheads had been developed in conjunction with Lotus Engineering. It was formed of extruded aluminium sections bonded and riveted around a carbon fibre central transmission tunnel. The inner body side sections formed a single composite piece with carbon fibre windscreen pillars that were bonded to the main substructure to form a single entity – a high strength safety cell.

Ahead of this passenger cell, a steel, aluminium and carbon fibre subframe carried the front suspension and the engine/transmission. The distinctive Aston Martin mesh air intake was in fact a stressed member providing additional protection and accommodating radiators for the engine, transmission and air conditioning. A simple flat surface was developed for the underbody, enabling air to be channelled into a venture section at the rear to aid aerodynamics.

Similarly, together with extruded aluminium side impact beams in the doors, the composite floor, parcel shelf and side rails of the luggage area provided additional deformable crash protection.

For Aston Martin, the biggest change was the structure of the outer skin – in the past, panels had been hand moulded by craftsmen out of individual sheets. The Vanquish body was made from “super-plastic-formed and pressed aluminium – essentially shaped over a mould. It didn’t mean the end of craftsmen – their skills were still needed for fixing the body to the central structure and the fit and finish of every car.

A new 6 litre 450 bhp engine filled the under bonnet with sophisticated fuel and ignition management through the Visteon twin PTEC engine management system. Transmission was through a six speed gearbox. There was a paddle control system for the driver to drive manually but there was also an automatic mode.....and a winter mode, and a sports mode.....the car was built to be the last word in luxury motoring.

The performance of the car was targeted at 190 mph and a 0 – 60 well under 5 seconds, the suspension was all new with front and rear forged aluminium wishbones, coil springs, telescopic dampers and aluminium uprights with anti roll bars.

The waisted aluminium body sides and prominent rear wings covered massive 10J x 19” wheels with Yokohama tyres that were needed to cope with the additional power that was delivered through a limited slip differential with electronic traction control. The car could be specified in 2 seater or 2 + 2. leather from Connolly, carpets by Wilton and a dazzling array of extras and sensors that controlled everything from lights to tyre pressures and wipers.

The final mark of approval for the car was a return of Aston Martin to a starring role in the new James Bond film, Die Another Day. Rockets firing from the grille, machine guns out of the bonnet as well as other devices, put Aston Martin and especially the Vanquish on very public display.

ASTON MARTIN V12 VANQUISH 'S'

Production dates:	Summer 2004
Top Speed:	331 kph (200 mph +)
Acceleration:	0 – 60 mph 4.7 secs
Chassis numbers:	In range of V12 Vanquish
Length	184 inches (4665mm)
Width	75.71 inches (1923 mm)
Height	51.89 inches (1318 mm)
Ground clearance	
Track	Front
	Rear
Wheelbase	106 inches (2690 mm)
Turning circle	
Dry weight	
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm) – new hot forged connecting rods
Compression ratio	10.5:1
Power output	520 bhp @ 7,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon twin PTEC engine management remapped
Chassis	Advanced aluminium/carbon composite construction
Transmission	Six speed manual gearbox with ASM/SSM electro-hydraulic Control system. SCP/CAN interface to engine management Limited slip differential 3.69:1
Clutch	
Front suspension	Independent aluminium double wishbones,coil springs, monotube damper and anti roll bar
Rear suspension	Independent aluminium double wishbones,coil springs, monotube damper and anti roll bar
Steering	Power assisted rack and pinion
Brakes	Teves anti lock control Front 378mm Ventilated, cross drilled steel grooved 6 piston caliper Back 330mm Ventilated & grooved (2mm thicker than standard Vanquish)4 piston calliper, separate handbrake calliper Electronic brake/engine intervention traction control system High performance brake pads
Exhaust System	Active sports system with by pass valves



Aston Martin V12 Vanquish 2 + 2 Configuration

Chassis No: SCFAC13333B500557

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The Aston Martin V12 Vanquish had established a clear position as flagship for the range. It had replaced the old V8's and worked successfully with its "little brother" the DB7.

However, at the Frankfurt Show in 2004, the DB7 was replaced with the all new Aston Martin DB9 and journalists and customers alike were saying, "Why buy the Vanquish when the DB9 has it all?" Aston Martin's riposte came a couple of weeks later in Paris where they showed what they called "The fastest production car ever produced by Aston Martin" – the Vanquish S.

The simple "S" on the boot lid was obvious, as was the high mounted stop lamp – less obvious was the subtle redesign that helped airflow and contributed to a reduction in the drag co-efficient to a Cd of 0.32. Other styling and aerodynamic changes saw a more rounded, open appearance of the grille for better cooling and a front splitter to improve stability.

Under the bonnet, new cylinder heads with fully machined inlet ports and combustion chambers improved the airflow in the engine while revised engine mapping and new fuel injectors helped increase the power output. The power increased to 520 bhp at 7,000 rpm and new, hot forged connecting rods helped cope with the increased pressures in the engine.

To handle this extra performance, Aston Martin made a few other changes. The Sports Dynamics package that had been offered as an option on other models, became a standard feature of the Vanquish 'S'. It gave improvements in the suspension and steering with stiffer springs and shorter steering arms. The brakes were also upgraded significantly.

The diameter of the front pads was increased by 21% from 355mm to 378 mm which not only increased the swept area but also allowed a 33% increase in thermal capacity meaning more heat dissipation and less fade. Six piston callipers improved the operation of these larger brakes and the use of floating discs gave a consistency of feel to the driver. The rear discs were the same diameter as the standard Vanquish at 330mm but they were 2mm thicker which delivered a 21% increase in thermal capacity. The final tweak to the brakes was a new pedal assembly to reduce travel and improve feel.

Internally, Bridge of Weir leather replaced the Connolly hide in a cabin that mixed traditional Aston Martin finish with contemporary metal interior fittings and finishes.

Having made the statement that this was the fastest production Aston Martin ever, the company took a very responsible attitude to customers who purchased the Vanquish S. They were all eligible for a Performance Driving Course at Millbrook in the UK, Lommel in Belgium or Romeo in Michigan.

With the Vanquish S no longer able to be sold in the US market, production of the Vanquish was no longer viable and in February 2007, Aston Martin announced the last 40 cars would be Vanquish S Ultimate Edition models. Only available in 2 + 2 format, these cars were finished in a unique colour – Ultimate Black – and had semi-aniline leather seating with coarse stitching and a leather headlining. In addition there were chrome interior highlights and each car came with personalised sill plaques noting the owner's name and the limited edition number of the car.

Although the Vanquish had been designed with the structural rigidity for easy conversion to a Volante, Aston Martin did not produce one. However, with the backing of Aston Martin, Zagato produced a Vanquish Roadster and displayed it on the stand at the 2004 Geneva Motor Show. Unlike past offerings, Zagato did not create an entirely new look for the car with changes restricted to the clever hood design and a rounding of the rear lights. In spite of customer interest, the display model was the only one made.

ASTON MARTIN DB9

Production dates:	2004
Top Speed:	306 kph (190 mph)
Acceleration:	0 – 60 mph 4.7 secs
Chassis numbers:	SCFA01A4G A00001 -
Length	184 ½ inches (4697mm)
Width	73 inches (1875 mm)
Height	51 inches (1318 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	107 inches (2740 mm)
Turning circle	
Dry weight	3762 lbs (1710 Kg) Manual 3872 lbs (1760 Kg) Automatic
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	450 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V engine management system
Chassis	Advanced aluminium/carbon composite construction
Transmission	Graziano six speed manual transaxle Touchtronic 2 shift-by-wire Graziano automatic Limited slip differential
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones with anti dive geometry, coil springs over telescopic dampers, anti roll bar. Ball jointed king pins
Rear suspension	Independent double wishbones, longitudinal control arms, coil Springs over telescopic dampers controlled by an anti roll bar
Steering	ZF rack and pinion, Servotronic speed sensitive power assistance – column tilt and reach adjustment
Brakes	Conti Teves stability control system with ABS, EBD (brake Distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 355mm Ventilated, grooved 4 piston Brembo monobloc calipers Back: 330mm Ventilated 4 piston calliper, separate handbrake calliper



2005 Aston Martin DB9 Coupe
Chassis No: SCFAC01A75GA02124
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Launched at the Frankfurt Motor Show in September 2003, the DB9 was a huge step forward for Aston Martin. Yes, it replaced the DB 7 but it was more than a successor, it was a move to a new technological car manufacturing base. Ian Callum had moved to Jaguar and, in contrast with past practice, 120 product designers using computer aided design and engineering (CAD/CAE) put a huge raft of technological advances into the new car.

The factory at Bloxham had closed and the DB9 was the first product from the company's new purpose built facility at Gaydon. It was the first car built on Aston Martin's VH (vertical/horizontal) platform with its tub constructed from stamped aluminium sheets, cast aluminium joints and aluminium extrusions bonded together with advanced adhesives and self-piercing rivets.

On to this light, immensely strong structure, the aluminium roof, bonnet and rear wings were bonded together with the composite front wings. The resulting bodyshell was twice as rigid as the DB7 but 25% lighter. The adhesive application at Gaydon involved another first for Aston Martin – a robot they call James Bonder. In spite of this innovation, handcraftsmanship was still dominant and every car took around 200 hours to build.

The strength and rigidity of the new car was tested at Volvo's Safety Centre in Sweden. This was part of an extensive development and testing programme for the car where 93 prototypes were proven in the deserts of the USA, Arctic conditions and at test tracks at Lommel in Belgium and Nardo in Italy.

The new car was stretched by 2 inches in length and 4 ½ inches in wheelbase compared with the DB7 and a stunning design feature were the so called "swan wing" doors. This was a feature that allowed the doors to open and swing up at a 12 degree angle allowing easier access but, more importantly, stopping damage to the doors from high kerbs.

The engine was the third generation of the V12 unit first seen on Project Vantage but it was quite different to the unit seen on the DB7 Vantage. With revised intake and exhaust system, new manifolds, crankshafts and cams all managed by an upgraded engine management system. Most controversially, and as a major departure from past Aston Martin practice, the engine production was moved to Germany. Officially opened on 28th October 2004, the Aston Martin Engine Plant (AMEP) was located within Ford's Niehl engine plant near Cologne. It was a 12,500 square metre facility dedicated to Aston Martin with all engine testing completed during assembly and V8 and V12 units being built concurrently. One tradition that was maintained from Newport Pagnell was that each engine was built by one technician.

In the car, the engine linked with the rear-mounted ZF 6 speed drive-by-wire automatic transmission by a cast aluminium torque tube and carbon fibre propshaft, which endowed the DB 9 with an almost perfect 50:50 weight distribution. That had helped John Miles, the chassis designer, to fine-tune the chassis. Forged aluminium wishbones with aluminium dampers and anti roll bars front and rear together with other performance enhancements like the ventilated and grooved disc brakes with electronic brake assist, electronic braking distribution, traction control and dynamic stability control.

Inside the cabin, seats by Recaro were clothed in Bridge of Weir leather while wood, including walnut, mahogany and bamboo were used only in the centre console and, optionally on the door cappings and were designed to look structural rather than just a veneer. Driver control included a Formula 1 type "paddle" gear shift while the "organic electroluminescent display" was said to be easier to read than traditional LCD screens while the dials included an anti-clockwise swinging tachometer. A Linn audio system specially designed for the DB 9 was standard fitment but an option list allowed customers to personalise their purchase.

Every feature of the car was uniquely Aston Martin.

ASTON MARTIN DB9 VOLANTE

Production dates:	2004
Top Speed:	306 kph (190 mph)
Acceleration:	0 – 60 mph 5.0 secs
Chassis numbers:	SCFAC02A75G4 B02349 -
Length	185 inches (4710mm)
Width	74 inches (1875 mm)
Height	53 inches (1318 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	108 inches (2740 mm)
Turning circle	
Dry weight	3770 lbs (1710 Kg) Manual 3968 lbs (1800 Kg) Automatic
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.3:1
Power output	450 bhp @ 6,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon EEC V engine management system
Chassis	Advanced aluminium/carbon composite construction
Transmission	Graziano six speed manual transaxle Touchtronic 2 shift-by-wire Graziano automatic Limited slip differential
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones with anti dive geometry, coil springs over telescopic dampers, anti roll bar. Ball jointed king pins
Rear suspension	Independent double wishbones, longitudinal control arms, coil Springs over telescopic dampers controlled by an anti roll bar
Steering	ZF rack and pinion, Servotronic speed sensitive power assistance – column tilt and reach adjustment
Brakes	Conti Teves stability control system with ABS, EBD (brake Distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 355mm Ventilated, grooved 4 piston Brembo monobloc calipers Back: 330mm Ventilated 4 piston calliper, separate handbrake calliper

Although launched at Detroit in 2004, the Aston Martin DB9 Volante was shown well ahead of schedule and it wasn't until the first half of 2005 that the first cars were delivered to the public.

Featuring taut aluminium and composite panels, the DB9 Volante was designed by Henrik Fisker. As a departure from Aston Martin tradition, it had no soft tonneau cover, instead the folded roof fitted neatly into the body under a hard, flush fitting panel. One push of the button and the hood raised or lowered in just 17 seconds.

The design and operation of the roof was possible because the fabric was light, durable material, which allowed for effective stowage meaning no loss of practicality in the car. The rear seats remained unobstructed and the boot space was the same as for the coupe.

The DB9 Volante was conceived at the very start of the model's production and the structural rigidity of the design made it an ideal and practical convertible. Safety was addressed as well because the car had tilt sensors that detected potential rollover accidents deploying twin hoops from the seat headrests to protect the occupants.

Performance motoring remained at the centre of Aston Martin's philosophy and in July 2006, it announced an optional Sports Pack for the DB9. The package featured new, lighter 5 spoke alloy wheels and a revised suspension package that included new spring rates, front anti roll bar and dampers. This reduced the ride height by 6mm and a composite undertray was repaled with a load bearing aluminium panel which added structural stiffness. The Sports Pack could be specified from new or could also be retro-fitted.

The focus on performance and rumours of a return to racing had been fuelled as early as 2002 by the appointment of Jeremy Main as Director of Product Development and Motorsport. On arriving at the company, he conducted a Motorsport feasibility study and upon analysis, it was agreed to establish a separate Motorsport division in partnership with Prodrive.

Prodrive had a strong reputation in world championship motorsport – their Chairman, David Richards was a Rally World Champion co-driver, while his company had taken Subaru to Rally World Championships for drivers and manufacturers.

Worldwide interest in sports car racing at this time was rising and new regulations were drafted by Automobile Club de l'Ouest, who run Le Mans. This would allow production based cars to compete in the 24 hour race on equal terms.

At the launch, David Richards said "At Aston Martin Racing, we will take care of all racing activity for Aston Martin for the next five years. The first venture in this is to build the DB 9 race car."

The DBR9 was officially unveiled to the press on 4th November 2004 at Gaydon. Finished in Aston Racing Green with a yellow nose cone, it had the number 59 to commemorate the 1959 Aston Martin Le Mans victory. Dr Bez, Chief Executive, said "The DBR9 is the first step in our return to Motorsport. I know that our customers and enthusiasts alike are looking forward to seeing Aston Martin racing again at an international level."

THE NEW ASTON MARTIN DB9

Production dates:	2013 -
Top Speed:	295 kph (183 mph)
Acceleration:	0 – 62 mph 4.2 secs
Chassis numbers:	
Length	4720mm
Width	2061 mm with mirrors
Height	1282 mm
Ground clearance	
Track	Front
	Rear
Wheelbase	2740 mm
Turning circle	
Dry weight	1785 kg
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	
Compression ratio	10.9:1
Power output	510 bhp @ 6,500 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted 'Touchtronic 2' six-speed transmission with electronic shift-by-wire control system Limited slip differential Final Drive Ratio Manual: 3.46:1
Front suspension	Alloy torque tube with carbon fibre prop shaft Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – power-assisted steering, 3.0 turns lock-to-lock
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Fully catalysed stainless steel lightweight sports exhaust system with active bypass valves

Launched to acclaim in 2003 at the Frankfurt Motor Show DB9 was the first car to be produced at Aston Martin's Gaydon Headquarters. Powered by a V12 engine, the 'DB' name skipped '8' to avoid the perception that the car incorporated a V8 engine. This was also the first Aston Martin to be developed on the VH (Vertical / Horizontal) Platform which underpins all Gaydon produced cars. This advanced engineering platform allowed for unparalleled production flexibility and engineering excellence.

In replacing that original car, Aston Martin set out to build the best DB9 they had ever produced. It is powered by the all-new AM11 engine, the most powerful in DB9's history. Its 6.0-litre capacity delivering 517 PS, a 0-62 mph time of just 4.6 secs and 620 Nm of torque – a significant 10% increase on the previous model.

AM11 had also been specifically engineered to give an extra 40 Nm of torque between 0 and 4000 rpm, meaning impressive improvements at both high and low engine speeds and additional power at higher revs. Technology integrated from our GT race car programme such as CNC-machined combustion chambers and hollow cam shafts mean AM11 is also as advanced as it is powerful.

Revolutionary Carbon Ceramic Matrix brakes made their DB9 debut. Larger than an equivalent steel brake but an impressive 12kg lighter, they reduce fade through better heat dissipation and improved performance through silicon-injected carbon fibre. Reduced rotational inertia and a lower un-sprung mass deliver razor sharp handling with a level of driver feel never reached before on DB9.

This latest DB9 introduced a new suspension system, Gen4. Aston Martin engineers delivered breakthrough technology with a state-of-the-art three stage Adaptive Damping System (ADS). 'Normal' 'Sport' and 'Track' modes allow the driver to tailor the New DB9 to their personal preference with instant adjustments to conditions, road surface and speed.

Push the Sport button - made of real glass - and the New DB9's powertrain response is transformed. The suspension stiffens, the steering is more direct, the throttle sharpens, the gear shift points are quicker and the control valves open to generate a louder exhaust note.

All of this technology is clothed in a two door coupe body with a 2 + 2 seating configuration, unsurprisingly the extruded bonded aluminium body structure follows Aston Martin VH architecture with aluminium, magnesium alloy and composite body. Side protection comes from extruded aluminium door side impact beams while single bi-xenon headlamps light the way and are complemented by LED side, rear and direction indicator lamps.

20 inch 5 spoke cast alloy silver painted wheels come specified with Pirelli P Zero tyres – 245/35ZR20's on the front and 295/30ZR20's to the rear.

Inevitably, the list of standard equipment for the new DB9 marks the car down as a true luxury car, but in this day and age, combining luxury with performance is not enough – people want identify the car as “my Aston”, so Aston Martin provide a huge range of optional features to allow for that personalisation – the full specifications are shown overleaf.

THE NEW ASTON MARTIN DB9 STANDARD EQUIPMENT 2013.

- Full-grain leather interior
- Walnut facia trim with graphite centre console finish and iridium silver surround
- Leather sports steering wheel
- Electrically adjustable sports seats with side airbags
- Memory seats & exterior mirrors (three positions)
- Dual-stage driver/front passenger front airbags
- Powerfold exterior heated mirrors
- Heated front seats (sports seats only)
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- Trip computer
- Cruise control
- Bluetooth® telephone preparation I
- Satellite navigation I,2
- Auto-dimming interior rear-view mirror I
- Auto-dimming interior rear-view mirror with garage door opener (USA and Canada only) I
- Satellite radio system (USA only) I
- Front and rear parking sensors
- Tyre pressure monitoring system I
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Glass ECU
- Tracking device I,3 (UK only)
- LED map-reading lights
- Boot-mounted umbrella
- Lamy pen and pen holder
- 700-watt Aston Martin Premium audio system with Dolby® Pro Logic II® including six-CD autochanger
- Integrated Apple iPod®,4 connector
- USB Connector with Waveform Audio Format (WAF), Windows Media Audio (WMA) and MPEG (MP3) audio file compatibility
- 3.5 mm auxiliary input socket



THE NEW ASTON MARTIN DB9 OPTIONAL EQUIPMENT 2013.

- Volante body style
- 20-inch five-spoke alloy graphite painted wheels with diamond-turned finish
- 20-inch ten-spoke alloy Liquid Silver painted wheels
- 20-inch ten-spoke alloy silver painted wheels with diamond-turned finish
- 20-inch ten-spoke alloy graphite painted wheels with diamond-turned finish
- 20-inch ten-spoke alloy Satin Black painted wheels with diamond-turned finish
- Alternative brake caliper finish – black, red, and yellow
- Exterior Carbon Fibre Pack (comprising front splitter, rear diffuser, mirror cap, mirror arm and graphitic tailpipe finish)
- 2+0 Seating (Coupe only)
- Lightweight seats with six-way electrical adjustment (must be ordered in conjunction with 2+0 seating configuration, not available with heated seats feature)
- Optional facia trims - Piano Black, bamboo, tamo ash, mahogany
- Black Alcantara Steering Wheel
- Matching wood door trim (not available with B&O BeoSound audio system options)
- Personalised sill plaques
- 1000-watt Bang & Olufsen BeoSound audio system with ICEpower technology
- Auto-dimming interior rear-view mirror I
- Auto-dimming interior rear-view mirror with garage door opener I
- Alarm upgrade (volumetric and tilt sensor)
- Satellite radio system (Canada only) (excludes subscription) I
- Tracking device (UK category five) I,3
- First-aid kit
- Trinket tray
- Satellite radio system I
- Second Glass ECU
- Rear Parking Assist Camera
- Interior Carbon Fibre Pack (comprising facia trim, gearshift paddles and door pulls)
- DB9 logo or Aston Martin wings embroidery on front seat headrests
- Leather headlining
- Smokers' kit
- Contemporary Pack (comprising contemporary paint, contemporary leather, contemporary carpet, leather headlining, contrast stitching)



ASTON MARTIN DBR9

Production dates:	2004
Top Speed:	322+ kph (200+ mph)
Acceleration:	0 – 60 mph 4 secs 0 – 100 mph 9 secs
Chassis numbers:	DBR9/101 -
Length	187 inches (4767mm)
Width	77 ½ inches (1978 mm)
Height	52 ½ inches (1318 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	108 inches (2740 mm)
Turning circle	
Dry weight	2420 lbs (1100 Kg) Manual
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	
Power output	600 bhp @ 7,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon twin PTEC engine management and fuel system. Pi Data system Pectel engine ECU
Chassis	Advanced aluminium/carbon composite construction
Transmission	X-trac six speed sequential transaxle. Limited slip differential
Clutch	Hydraulically operated twin plate
Front suspension	Independent aluminium double wishbones, adjustable Koni Dampers and Eibach springs
Rear suspension	Independent aluminium double wishbones, adjustable Koni Dampers and Eibach springs
Steering	Power assisted rack and pinion
Brakes	Front: Servo assisted 330 mm carbon discs with Brembo six piston callipers. Back: Servo assisted 330 mm carbon discs with Brembo six piston callipers.



The Aston Martin DBR9 was built within GT1 (formerly GTS) regulations as specified by the FIA (Federation International d'Automobile) the motorsport world governing body. Styled using Computational Fluid Dynamics to optimise aerodynamics, the body followed the profile of the DB9 from the wheels upwards but it was shorter and wider. The aluminium roof was taken straight from the road car but other panels were carbon-fibre composite including a flat underbody and large rear wing. A steel roll cage, designed by Aston Racing, completed the body.

It all sat on bespoke aluminium double wishbone suspension with Koni dampers and Eibach springs with OZ Racing forged magnesium alloy wheels and lightweight 330mm carbon disc brakes with Brembo six piston callipers.

The cockpit, as stipulated in the FIA rules, retained the dimensions of the road car and featured a carbon composite dashboard and lightweight racing seat. The car weighed 480 kilograms less than the DB9 and delivered a power to weight ratio of 550 bhp per ton.

The DBR9's engine was based on exactly the same aluminium block and cylinder head as the DB9 V12 but was modified to deliver over 600 bhp at a rev limited 8,000 rpm. It had a dry sump, double overhead camshafts, four valves per cylinder and two 31.2mm air restrictors. The X-trac transmission was mounted on the rear axle.

The commercial objectives at the start of the project were to produce Works cars and Customer cars. The Works teams were established on a franchise basis with a franchise reputedly costing £2,750,000 over three years. The Customer cars were targeted at private racers and collectors and had a target price of £475,000.

Two Aston Martin Works teams were established to compete in the GT1 category in the 2005 international sports car racing season including the FIA GT Championship and the American Le Mans Series (ALMS). Both teams, with three drivers apiece, were run independently with full factory support.

The opening race of the ALMS series, on 19th March 2005, was the Sebring 12 Hours and it saw Aston Martin's official return to racing. David Brabham, driving car number 57 took the flag and a class win in GT1 – an amazing result on the new car's competitive debut. Next on 15th April, it was to Silverstone for the Tourist Trophy, the scene of Aston Martin victories in 1958 and 1959.

The two DBR9's started first and second on the grid and finished in the same order – Aston Martin's name on the Tourist Trophy again! With these two amazing results, anticipation was high going to Le Mans especially when the Aston Martins qualified first and second in class. Sadly, after swapping lead placings, with just one and a half hours to go, both cars suffered problems – one with fuel loss out on the track whilst the other made it to the pits with radiator problems. That car was sent out 10 minutes from the end to claim a well merited third in class and that set the tone for the rest of the season.

At Spa the cars proved their reliability by finishing in fifth and sixth place and at Laguna Seca they lead before a stop and go penalty pushed them down the field. The season started in a better way than it finished, but in the context of a development year, 2005 was a huge success.

It also established a clear platform for an expansion of the product through a customer version of the car, designated the DBRS9.

ASTON MARTIN DBRS9

Production dates:	2006
Top Speed:	322+ kph (200+ mph)
Acceleration:	0 – 60 mph 4 secs 0 – 100 mph 9 secs
Chassis numbers:	DBRS9/I-
Length	4687 mm
Width	1979 mm
Height	1318 mm
Ground clearance	
Track	Front 1568mm Rear 1562mm
Wheelbase	2741mm
Turning circle	
Dry weight	2420 lbs (1100 Kg) Manual
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	
Power output	550 bhp @ 7,000 rpm
Fuel Injection:	Electronic multi-point sequential with Visteon twin PTEC engine management and fuel system. Pi Data system Pectel engine ECU
Chassis	Advanced aluminium/carbon composite construction
Transmission	Six speed manual(H pattern with syncromesh) Option of six speed sequential / transaxle
Clutch	Hydraulically operated twin plate
Front suspension	Independent aluminium double wishbones rose jointed adjustable Koni Dampers uprated springs
Rear suspension	Independent aluminium double wishbones rose jointed adjustable Koni Dampers uprated springs
Steering	Power assisted rack and pinion
Brakes	Front: Servo assisted 330 mm carbon discs with Brembo six piston callipers. Back: Servo assisted 330 mm carbon discs with Brembo six piston callipers.



As originally planned, Aston Martin Racing unveiled the DBRS9 in 2006. It is designed as a competition car for club and national race series and it creates a bridge for teams and drivers looking towards international GT racing.

The DBRS9 is based on the DB 9 road car but shares features with the full GTI specification DBR9. It uses the road cars bonded aluminium chassis fitted with the DBR9 roll cage. All the body panels, apart from the roof, have been replaced with carbon composite materials with the same materials being used on the interior trim, with the side and rear window glass has been replaced with polycarbonate. This means a weight saving of 480 kilograms compared with the DB9.

Aston Martin have tuned the V12 engine increasing the power by nearly 20% to 550 bhp which, with the reduced weight, means a power to weight ratio of 430 bhp per tonne. The standard transmission is an H pattern, fully synchromesh gearbox with shorter competition ratios. There is an option to upgrade this to a fully sequential racing gearbox. The car's ride has been lowered and the double wishbone suspension has been rose jointed and fitted with two-way adjustable Koni dampers and stiffened competition springs.

Aston Martin Racing have been focussed on performance, but not at the expense of practicality. The seat and steering are easily adjustable and there is even the option of a passenger seat for demonstration purposes. Removable body panels, a modular chassis and a comprehensive package of spares simplify service and maintenance.

When the DBRS9 was launched, David Richards, on behalf of Aston Martin Racing, said "The DBRS9 opens GT Racing up to more enthusiasts and with its levels of performance will offer aspiring racing drivers the experience of a GT racing car without the complexity associated with running a full GTI car."

The cars are built to order at Banbury with prices starting at £175,000 plus taxes and spare packages and the project has proved successful with teams competing in the French, Belgian, British and Open GT Championships.

Typical are Barwell Motorsport of Great Bookham in Surrey, running 3 cars in the 2007 British GT Championship, they scored five race wins and nineteen podiums netting them the Team Championship as well as second and third places in the Drivers' Championship.

Aston Martin Racing has restored the racing pedigree of the marque with the DBR9 and the DBRS9. Dr Ulrich Bez, Chairman and Chief Executive of Aston Martin said at the launch of the DBRS9 "It reinforces the DB9's performance potential and inherent racing qualities."

And it is a strategy that Aston Martin have continued to pursue as in January 2008 it was announced that for the first time, Aston Martin Racing is designing this car to run on either standard race fuel or E85 bio-ethanol (where regulations allow). In 2007, Aston Martin Racing successfully converted a standard DBRS9 to run on E85.

Aston Martin Racing also revealed the first impressions of its new GT2 racing car. Known as the Vantage GT2, the new car is based on the V8 engined Aston Martin Vantage road car.

The new Vantage GT2 completed Aston Martin's product portfolio for 2008 with competitive cars now available in every category. The new car will mean Aston Martin is the only manufacturer to offer cars in every GT racing category: GT1 – DBR9; GT2 - Vantage GT2; GT3 – DBRS9; GT4 – Vantage N24.

ASTON MARTIN V8 Vantage

Production dates:	2005 -
Top Speed:	282 kph (175 mph)
Acceleration:	0 – 60 mph 4.9 secs
Chassis numbers:	SCFBB03B869 C00001-
Length	172 ½ inches (4382mm)
Width	73 ½ inches (1866 mm) without mirrors
Height	53.5 inches (1265 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	
Dry weight	3461 lbs (1570 Kg)
Engine	4.3 litre V8 Dry Sump
Capacity	4281 cc
Cylinder bore	89 mm (stroke 86 mm)
Compression ratio	
Power output	380 bhp @ 7,300 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Graziano six speed manual or Sportshift transaxle Limited slip differential
Clutch	Hydraulically operated twin plate
Front suspension	Independent double aluminium wishbones. Ball jointed king pins coil springs over aluminium telescopic dampers, anti roll bar.
Rear suspension	Independent double aluminium wishbones. coil springs over aluminium telescopic dampers, anti roll bar
Steering	Rack and pinion – column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 355mm Ventilated, grooved 4 piston Brembo monobloc calipers Back: 330mm Ventilated 4 piston calliper, separate handbrake calliper
Exhaust System	Active sports system with by pass valves



2006 Aston Martin Vantage V8 Coupe
Chassis No: SCFBA03B96GC01936

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The development of the Aston Martin V8 Vantage was conducted almost totally in public view – not for this car the disguised panels and secrecy normally reserved for new models. From Autocar's introduction to a "Baby V8" to compare with a Porsche 911 through a concept car on display at the Detroit Motor Show in 2003 up to the unveiling of the V8 Vantage Concept Car at Geneva in 2005, the V8 Vantage was very much public property.

It took Aston Martin into uncharted territory with target production levels of 2,500- 3,000 units per annum and a more affordable car for a younger customer. The engine was a return to roots as it took Aston Martin back to a V8 – although based on a Jaguar unit, most of its internal parts were unique to Aston Martin with the unit built alongside the V12 in the Cologne engine plant. Also returning to roots was the lubrication system for the new engine – back in 1928, Aston Martin had pioneered the "dry sump" system where the oil is carried in a separate tank rather than in the bottom section of the engine. As an aid to design, it reduced the overall height of the engine allowing it to sit lower bringing the centre of gravity down and improving the handling.

To allow the engine to be set as near to the middle of the car as possible, the six speed gearbox and the final drive to the back axle were included in a single casing at the rear of the car delivering virtually 50:50 weight distribution.

The chassis platform of the car follows the V/H (Vertical/Horizontal) Platform Strategy and was made from an assembly of extruded and moulded aluminium alloy sections riveted together and further strengthened by use of composite materials. The body design by Aston Martin's Design Director, Henrik Fisker, again took Aston Martin back to the days of the DB2 and DB2/4. By restricting the car to a 2 seater, the luggage area could be maximised and, like its predecessor, access was through an opening rear hatch.

Such was the space in the luggage area that it was designed to take a golf bag laying across the car as well as other bags. The driver and passenger, cosseted in the normal levels of Aston Martin luxury with Bridge of Weir leather and a huge range of options, are protected from the luggage by a built-in-wall.

2006 saw the launch of two derivative models of the V8 Vantage in the twin traditions of Aston Martin – performance and luxury. In June, a V8 Vantage was entered into the ADAC Nurburgring 24 Hours. With a crew that included Aston Martin's Chairman and CEO, Dr Ulrich Bez, the car achieved a creditable 24th place and was then driven back to Gaydon. In commemoration of this, the V8 Vantage N24 was launched offering a car that was largely production standard with an FIA roll cage, larger bag fuel tank, built in air jacks and lightweight wheels

Out went air conditioning, air bags, electric windows and side/rear glass. Weight saving took the car's weight to 2932 pounds while tuning the engine and suspension scaled the acceleration down to a 0-60 sprint time of 4.3 seconds while the top speed was limited to 175 mph.

Later that year, came the luxury with the launch of the V8 Vantage Roadster – like the DBARI, the Roadster name was used with Volante retained for Aston Martin's 4 seater convertibles. The operating mechanism and design for the soft top was shared with the DB9 Volante meaning that the same purity of line could be retained at the rear along with maximum visibility. The luxury of the interior matched the coupe and, in a very similar fashion to the DBARI, the Bridge of Weir leather interior trim carried on to twin rear pods behind the driver and passenger.

After criticism over the rigidity of the DB9 Volante, additional engineering was applied to the standard V/H structural architecture to ensure coupe levels of chassis rigidity – and it has proved worthwhile.

ASTON MARTIN V8 Vantage Roadster

Production dates:	2006 -
Top Speed:	282 kph (175 mph)
Acceleration:	0 – 60 mph 4.9 secs
Chassis numbers:	SCFBB03B869 C00001-
Length	172 ½ inches (4382mm)
Width	73 ½ inches (1866 mm) without mirrors
Height	49.4 inches (1255 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	
Dry weight	3770 lbs (1710 Kg)
Engine	4.3 litre V8 Dry Sump
Capacity	4281 cc
Cylinder bore	89 mm (stroke 86 mm)
Compression ratio	
Power output	380 bhp @ 7,300 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Graziano six speed manual or Sportshift transaxle Limited slip differential
Clutch	Hydraulically operated twin plate
Front suspension	Independent double aluminium wishbones. Ball jointed king pins coil springs over aluminium telescopic dampers, anti roll bar.
Rear suspension	Independent double aluminium wishbones. coil springs over aluminium telescopic dampers, anti roll bar
Steering	Rack and pinion – column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 355mm Ventilated, grooved 4 piston Brembo monobloc calipers Back: 330mm Ventilated 4 piston calliper, separate handbrake calliper
Exhaust System	Active sports system with by pass valves

ASTON MARTIN V8 Vantage N24

Production dates:	2006 -
Top Speed:	282 kph (175 mph)
Acceleration:	0 – 60 mph 4.3 secs
Chassis numbers:	As V8 Vantage
Length	172 ½ inches (4382mm)
Width	73 ½ inches (1866 mm) without mirrors
Height	49.4 inches (1255 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	
Dry weight	2932 lbs (1330 Kg)
Engine	4.3 litre V8 Dry Sump
Capacity	4281 cc
Cylinder bore	89 mm (stroke 86 mm)
Compression ratio	
Power output	410 bhp @ 7,500 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Recalibrated engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Graziano six speed manual
Clutch	Valéo twin plate ceramic with lightweight flywheel
Front suspension	Independent double aluminium wishbones. coil springs over aluminium monotube dampers, anti roll bar.
Rear suspension	Independent double aluminium wishbones. coil springs over aluminium monotube dampers, anti roll bar
Steering	Rack and pinion – column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 355mm Ventilated, grooved 4 piston Brembo monobloc calipers Back: 330mm Ventilated 4 piston calliper, separate handbrake calliper
Exhaust System	Free flow system



ASTON MARTIN V8 Vantage (2013 MY)

Production dates:	2005 -
Top Speed:	290 kph (180 mph)
Acceleration:	0 – 60 mph 4.7 secs
Chassis numbers:	SCFBB03B869 C00001-
Length	172.6 inches (4385mm)
Width	79.7 inches (2025 mm) with mirrors
Height	59.6 inches (1260 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	
Dry weight	3595 lbs (1630 Kg)
Engine	4.7 litre V8
Capacity	4735 cc
Cylinder bore	
Compression ratio	11.3:1
Power output	420 bhp @ 7,300 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid mounted six speed manual or Rear mid mounted Sportshift II 7 speed automated manual transmission. Alloy torque tube with carbon fibre prop shaft. Limited slip differential Final drive ratio 3.909:1
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube dampers
Rear suspension	Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube dampers
Steering	Rack and pinion; column tilt/reach adjustment 2.62 turns lock to lock
Brakes	Front: Ventilated and grooved two-piece floating discs, 380mm diameter with six-piston monobloc callipers Rear: Ventilated and grooved steel discs, 330 mm diameter with four-piston monobloc callipers Dynamic Stability Control (DSC) with 'Track' mode; Anti-lock Braking System (ABS); Electronic Brakeforce Distribution (EBD); Emergency Brake Assist (EBA); Hydraulic Brake Assist (HBA); Positive Torque Control (PTC); Hill Start Assist (HSA); Traction Control (TC)
Exhaust System	Active sports system with by pass valves



A design that started simply as the V8 Vantage has developed over ten years into one of the most complete range of cars to meet the needs of a very refined sports car market.

The V8 engine itself was improved with an increase in capacity to 4735cc delivering more power, more speed and a better driving experience. Driving through a 6 speed manual box or the second generation of 7 speed Sportshift Automated Manual gearchange with the increased performance transmitted efficiently with a carbon fibre propshaft, the car maintains the purity of performance of its predecessor.

But the range was added to by the Vantage “S” which was more than a passing nod to the Track success of Aston Martin. An extra 10 bhp that added another 10 mph in the top speed thanks to the standard Sportshift II transmission delivering the goods through an updated final drive ratio of 4.182:1.

But the Aston engineers did not stop there – even more performance was available with the new V12 Vantage. Putting the trusty V12 engine in the Vantage body delivered a startling acceleration of 0-60 in 4.2 seconds. The V12 was also made available in the Roadster configuration .

The performance of the V12 Coupe was fantastic, however that was not enough in an environment of excellence so the latest version was termed the V12 Vantage “S” – delivering a startling 565bhp that was 11% up on its predecessor, with a weight saving of 15kg, the power to weight ratio improved by 10% and the performance figures tumbled – 0-60 in 3.7 seconds and a top speed of 205mph – the fastest road going Aston Martin ever.

While the GT4 Racers showed the way on Track, their core DNA was transferred into the ultimate V8 Vantage – the SP10 Special Edition. Available in both Coupe and Roadster versions, the cars present a stunning monochrome silhouette with their Ceramic Grey Metallic Paint (complemented by a Titan Grey Hood on the Roadster), forged alloy wheels and Black brake callipers. This colour scheme is complemented by Black Alcantara upholstery with contrasting Silver stitching and a Piano Black dash.

With weight saving in the design, the engine from the V8 “S” is driven as standard for the first time through the 6 speed manual gearbox – the Sportshift II system is an option – powerful brakes, wider tyres and more responsive steering drives true performance to the amazing soundtrack of the special sports exhaust system.

So the “Baby” Vantage that Aston Martin launched has developed into a range of genuine performance cars to suit every need and to meet every level of competition in an increasingly demanding International market.

ASTON MARTIN V8 Vantage "S"

Production dates:	2013 -
Top Speed:	305 kph (190 mph)
Acceleration:	0 – 60 mph 4.7 secs
Chassis numbers:	
Length	172.5 inches (4382mm)
Width	79.6 inches (2022 mm) with mirrors
Height	49.6 inches (1260 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	37.3 ft kerb to kerb (11.38 metres)
Dry weight	3549 lbs (1610 Kg)
Engine	4.7 litre V8
Capacity	4735 cc
Cylinder bore	
Compression ratio	11.3:1
Power output	430 bhp @ 7,300 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid mounted Sportshift II 7 speed automated manual transmission. Alloy torque tube with carbon fibre prop shaft. Limited slip differential Final drive ratio 4.182:1
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube dampers
Rear suspension	Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube dampers
Steering	Rack and pinion; column tilt/reach adjustment 2.6 turns lock to lock
Brakes	Front: Ventilated and grooved two-piece floating discs, 380mm diameter with six-piston monobloc callipers Rear: Ventilated and grooved steel discs, 330 mm diameter with four-piston monobloc callipers Dynamic Stability Control (DSC) with 'Track' mode; Anti-lock Braking System (ABS); Electronic Brakeforce Distribution (EBD); Emergency Brake Assist (EBA); Hydraulic Brake Assist (HBA); Positive Torque Control (PTC); Hill Start Assist (HSA); Traction Control (TC)
Exhaust System	Active sports system with by pass valves

ASTON MARTIN V12 Vantage “S”

Production dates:	2013 -
Top Speed:	328 kph (205 mph)
Acceleration:	0 – 60 mph 3.7 secs
Chassis numbers:	
Length	172.6 inches (4385mm)
Width	79.6 inches (2022 mm) with mirrors
Height	49.2 inches (1250 mm)
Ground clearance	
Track	Front 61¾ inches (1568mm) Rear 61½ inches (1562mm)
Wheelbase	102.4 inches (2600 mm)
Turning circle	
Dry weight	3670 lbs (1665 Kg)
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	
Compression ratio	
Power output	565 bhp @ 6,750 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid mounted Sportshift II 7 speed automated manual transmission. Alloy torque tube with carbon fibre prop shaft. Limited slip differential Final drive ratio 3.7:1
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube dampers
Rear suspension	Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube dampers
Steering	Rack and pinion; column tilt/reach adjustment 2.62 turns lock to lock
Brakes	Front: Ventilated ceramic discs, 398mm diameter with six-piston monobloc callipers Rear: Ventilated ceramic discs, 360 mm diameter with four-piston monobloc callipers Dynamic Stability Control (DSC) with ‘Track’ mode; Anti-lock Braking System (ABS); Electronic Brakeforce Distribution (EBD); Emergency Brake Assist (EBA); Hydraulic Brake Assist (HBA); Positive Torque Control (PTC); Hill Start Assist (HSA); Traction Control (TC)
Exhaust System	Active sports system with by pass valves



Aston Martin Vantage V12 Coupe
Chassis No: SCFEABCF4AG500274

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ASTON MARTIN V8 Vantage SP10

Production dates:	2013 -
Top Speed:	305 kph (190 mph)
Acceleration:	0 – 60 mph 4.5 secs
Chassis numbers:	
Length	172.6 inches (4385mm)
Width	79.7 inches (2025 mm) with mirrors
Height	49.6 inches (1260 mm)
Ground clearance	
Track	Front 1570mm Rear 1590mm
Wheelbase	102.4 inches (2600 mm)
Turning circle	37.3 ft kerb to kerb (11.38 metres)
Dry weight	3549 lbs (1610 Kg)
Engine	4.7 litre V8
Capacity	4735 cc
Cylinder bore	
Compression ratio	11.3:1
Power output	436 bhp @ 7,300 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid mounted six speed manual Alloy torque tube with carbon fibre prop shaft. Limited slip differential Final drive ratio 4.182:1
Clutch	Hydraulically operated twin plate
Front suspension	Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube dampers
Rear suspension	Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube dampers
Steering	Rack and pinion, Servotronic speed-sensitive power-assisted steering, 2.6 turns lock-to-lock
Brakes	Front: Ventilated and grooved two-piece floating discs, 380mm diameter with six-piston monobloc callipers Rear: Ventilated and grooved steel discs, 330 mm diameter with four-piston monobloc callipers Dynamic Stability Control (DSC) with 'Track' mode; Anti-lock Braking System (ABS); Electronic Brakeforce Distribution (EBD); Emergency Brake Assist (EBA); Hydraulic Brake Assist (HBA); Positive Torque Control (PTC); Hill Start Assist (HSA); Traction Control (TC)
Exhaust System	Active sports system with by pass valves