V8 VANTAGE

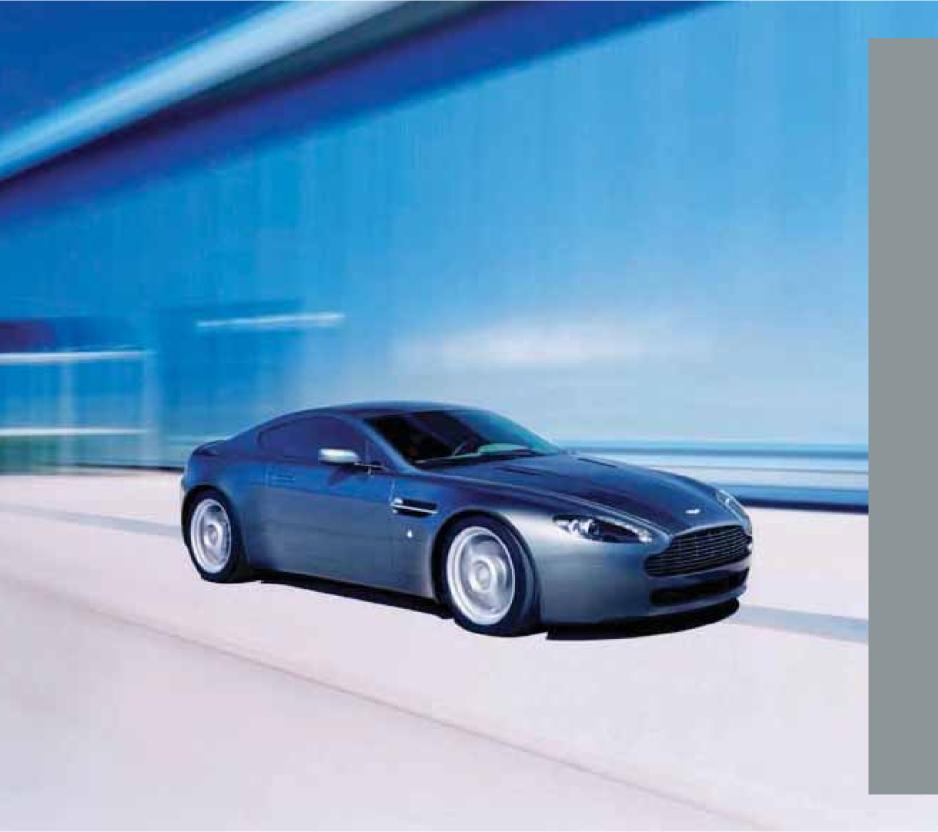




ASTON MARTIN V8 VANTAGE

sports car that offers electrifying performance and outstanding agility.
The most affordable of all Aston Martins, it fuses traditional Aston Martin style and everyday usability.
The result is the world's most desirable sports car.





EXHILARATING PERFORMANCE AGILITY, LIGHT WEIGHT AND OUTSTANDING HANDLING

At the heart of every great sports car is a great engine; and in the case of the V8 Vantage, this has never been more true. The V8 Vantage has a powerful 4.3 litre 283 kW (380 bhp) engine, unique to Aston Martin. This is an engine designed by Aston Martin for Aston Martin. Developed for flexibility as well as outright performance, the front mid-mounted V8 also delivers an outstanding aural experience, as one would expect of an Aston Martin with a potential maximum speed of 280 km/h (175 mph).

Extraordinary engine power is not the only reason for the superb performance of the V8 Vantage. Just as important is its lightweight, all-alloy structure, which offers class-leading strength and rigidity. The front mid-engined layout – the dry sump lubrication system allows the engine to sit low – and rear-mid transmission help provide optimum front to rear weight distribution as well as a low centre of gravity. The result is exceptional agility and inspired balance and handling.

DYNAMICS V8 VANTAGE

POWERFUL, MUSICAL V8 ENGINE THE HEART OF A GREAT SPORTS CAR

The V8 Vantage is a very fast ports car. With 0-100 km/h in .0 seconds (0-60 mph in 4.9 econds) and a potential maximum peed of 280 km/h (175 mph) its erformance figures are as heady s you would expect of an action Martin.

Although there are many reasons for this excellent performance – light weight and efficient aerodynamics among them – the key is the engine, the heart of any great sports car. This new V8 has been specifically designed and developed for the V8 Vantage. Hand-assembled at Aston Martin's new, purposebuilt engine facility in Cologne, Germany, it is a light, compact, all-alloy unit - high-performance, yet responsive even at the lower

end of the rev range. Its maximum torque is an impressive 410 Nm (302 lb ft) @ 5000 rpm, 75 per cent of which is delivered at just 1500 rpm - barely more than idle - making the V8 Vantage extremely tractable and great fun to drive. Push harder, and that V8 engine revs freely, delivering refined, exhilarating pace.

True to Aston Martin tradition, it is as musical as it is muscular an engine that entertains in ever sense. The bore and stroke dimensions are optimised to provide an excellent balance between outright power and torque, while a resonance induction system improves tractability and performance, and contributes to that inspired engine note. The inlet camshaff

n timing also varies, improving low-end throttle response and mid-range torque in particular.

The exhaust system is highly effective. Each bank of cylinders features a four-into-two-into-one manifold - an arrangement more usually found on racing cars – which improves breathing and therefore performance. Special bypass valves provide a quieter exhaust note at low speed, opening at higher engine speeds to reduce the pressure in the exhaust system, raise the power output and provide a more rousing accompaniment.



G RIGIDITY NJOYMENT HANDLING

The advanced body structure of the V8 Vantage is the key to its superb handling and responsiveness. The unique-to- a stable platform from which Aston Martin all-alloy VH provides an excellent backbone, control and feel, it effectively while the use of sophisticated materials such as lightweight alloys, magnesium and advanced composites for the body further contributes to the car's low weight and class-leading rigidity.

The immense strength and rigidity of this structure has a number of benefits: it provides the suspension can control the (Vertical Horizontal) architecture car, gives the driver enhanced increases the strength and safety of the passenger cell and improves build quality. For rivals who use conventional materials, boosting strength means adding weight, which dulls both performance and agility. Aston Martin's no-compromise approach ensures the driver gets not only a safer, sounder car, but improved performance and sharper responses, too.

NO COMPROMISE JUST SUPERB AGILITY AND CONTROL

The light, strong body structure of the V8 Vantage is perfectly matched to the specially designed fully independent double wishbone suspension, resulting in outstanding handling and excellent ride quality. Fundamental to its handling capabilities is the fact that the V8 Vantage is naturally well balanced. And because it does not have to compensate for an excess of weight over either the front or the rear of the car, the suspension is uncompromised tuned for optimal handling and control.

The suspension wishbones are aluminium, as are the dampers to save even more weight. The steering rack is solidly mounted forward of the front wheels – common on racing cars but rarely seen on road cars - for better control, and to provide the driver with greater feedback and response.



DYNAMIC DELIGHT DRIVER AND CAR IN

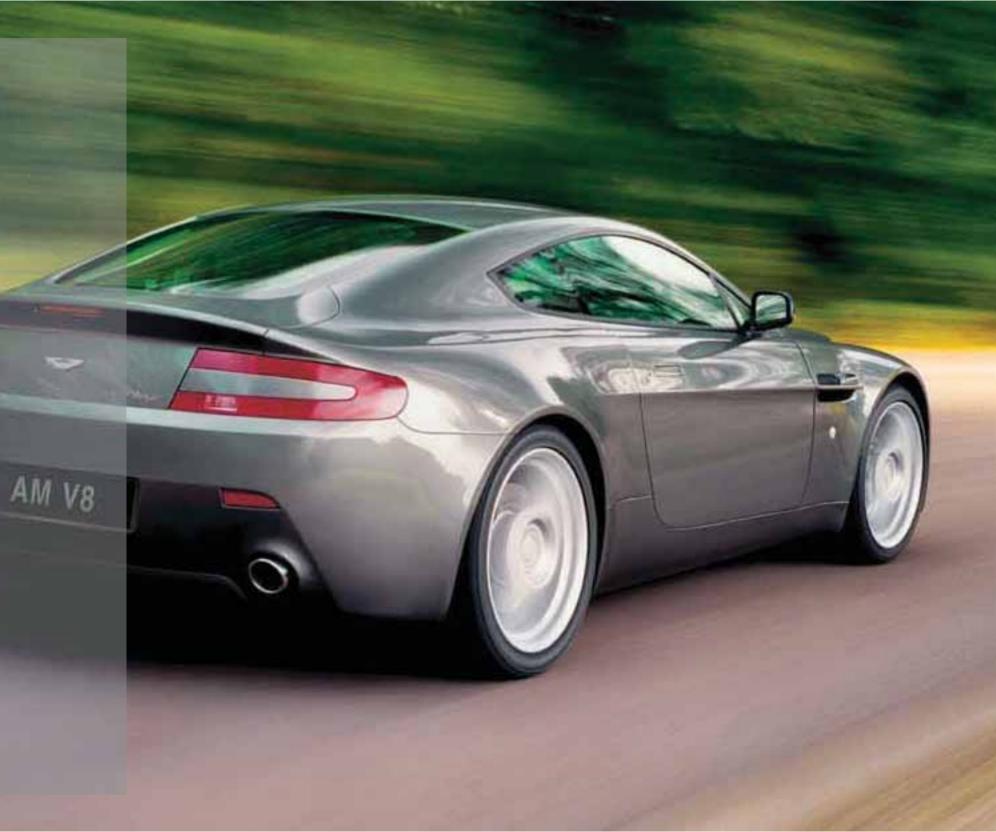
Dynamically, the V8 Vantage has enviable credentials: a lightweight V8 engine, one of the most lightweight, rigid body structures available, an independent double wishbone suspension and optimum weight experience, yet it remains distribution. Put them together and it's little wonder that the result is a supremely agile and entertaining sports car.

On-road communication and feel are essential to a sports car, simple and uncomplicated. for any elasticity between the driver and the contact point of further reassurance. Braking the tyre diminishes the driving know exactly how the car is

behaving. That's why the body structure of the V8 Vantage is so rigid: it ensures maximum communication between road and hand, between tyre and torso. The car's behaviour is advanced lightweight body, fully relayed faithfully and accurately, ensuring an undiluted driving tractable and easy to drive fast or slow.

the easy-to-use controls make everyday town or city driving Electronic safety controls provide power is awesome, with massive experience. The driver needs to disc brakes – 335 mm diameter at the front, 330 mm at the rear

- that are both ventilated and grooved. For the V8 Vantage, grooving is a better solution than conventional cross-drilling of the discs, as they work more effectively with the brake pads and do not fill with brake pad dust. Dynamic Stability Control, ABS, Traction Control and Electronic Brakeforce Distribution also feature as standard for added peace of mind. There's The flexibility of the engine and a choice of two alloy wheel styles – 18 inch or 19 inch in diameter - fitted with specially tuned high-performance tyres.



CLASSIC ASTON MARTIN STYLE

The design brief for the V8 Vantage dictated a style that could not be anything else but an Aston Martin. Elegant, yet with a controlled aggression. Perfectly proportioned, with a low, purposeful stance. Modern, yet incorporating classic Aston Martin design cues. Like all Aston Martin sports passenger sit low, close to the car's cars, it is simple, understated and beautiful. And like all Aston Martin sports the car reacting to the input of the cars, its beauty is more than skin deep.

Outside, the V8 Vantage displays beautiful sports car lines, while maintaining a unique identity. Inside, its traditional craftsmanship is matched to striking 21st century style. Hand-trimmed in the finest quality materials, the cabin is that of an authentic sports car. Driver and centre of gravity, where they can feel driver - it's a special sensation, usually only experienced in racing cars. The connection between car and driver is very direct. Very sporting. Instantaneous.





The design team's brief was to give the V8 Vantage the look of a well-toned athlete wearing a skin-tight suit. With its taut, almost stretched surfaces, the car achieves perfectly that muscular, close-cut look.

The V8 Vantage is very much a of unsightly shut lines. pure sports car, so the Aston Martin engineers' priority from the outset was to focus on light anything else but an Aston weight, compact size, agility and Martin. It is a modern shape that power. At just 4.38 meters (172.5 inches) long, not only is it of the great Aston Martin models the smallest model in the Aston of the past, such as the Aston Martin range and one of the leanest cars in its class, but it is as 'one of the most beautiful light, too, and very nimble. Hand-finished body panels provide its delectable shapes and perfect fit, while an all-alloy underbody structure - derived from aerospace technology incorporates bonded aluminium extrusions and castings for superb rigidity and minimal weight. The bonnet and roof are also constructed from lightweight alloy, while the front wings, tailgate and sills are produced from advanced composites.

The large single-piece body sides are hand-finished steel pressings, and include the entire rear three-quarter area – or haunches - of the car. A single pressing means the side and rear three-quarter style is especially clean, with the minimum

The V8 Vantage could not be bears a direct lineage to some Martin DB2 – praised at the time cars in the world' by Motor Magazine in April 1950 - and its successors, the DB2/4 and DB4. They were not just handsome, but very fast sports cars that were also immensely practical and could be used every day. Just like the V8 Vantage.



THE V8 VANTAGE BEAUTY FROM WITHIN HAND CRAFTSMANSHIP FOR SUPERIOR STYLE



Like all Aston Martins, the V8

Vantage is hand-assembled

quality, but can also improve

and hand-finished. Hand-

Hand-assembly also avoids unsightly solutions to the

craftsmanship not only improves For instance, the bonnet of the

inflexibility of mass production.

V8 Vantage has shut lines that





SOUL MATE AN INSPIRING, EXCITING DRIVING ENVIRONMENT

From the moment you first sit in the V8 Vantage, you connect with it. It's a bond created partly by the natural agility of the car, but also by the embrace of the authentic sports car cabin.

Hand-trimmed in the finest quality materials, it is simple, logical and beautifully designed; everything you and your passenger touch is unique to Aston Martin.

The instrument pack is beautifully crafted from aluminium and has a three-dimensional profile for easy reading. To create a clear, simple design, most of the warning lights are hidden

behind the aluminium faces, becoming visible only when illuminated. The central message displays, meanwhile, are organic electroluminescent (OEL) – a process pioneered by Aston Martin – making them easier to read than conventional LCDs.

The V8 Vantage is a pure two-seater, a car dedicated to providing the most exhilarating driving experience possible, but that doesn't mean it is not practical. As well as a generous rear shelf, ideal for soft bags and holdalls, there's another,

A synthesis of high technology and hand-crafted elegance, the interior features an optional pop-up satellite navigation screen, class-leading audio system and even a glass starter button.

The V8 Vantage is a pure two-seater, a car dedicated to providing the most exhilarating driving experience possible, but that doesn't mean it is not practical. As well as a generous rear shelf, ideal for soft bags and holdalls, there's another, surprisingly large, luggage area, easily accessed via a one-piece lightweight composite tailgate. It's the only sports car of its type today to feature a 'hatchback' – a design first used by Aston Martin on the DB2/4 of the early 1950s.





21ST CENTURY CRAFTSMANSHIP AN ALLURING BLEND OF TECHNOLOGY AND TRADITION

for sentimental reasons but because only craftsmen can deliver the design high technology. The all-alloy structure, details and level of finish that Aston Martin engineers and designers demand. V8 engine, the sophisticated electronic This level of detail and finish is simply controls and audio systems: all are

All Aston Martins are built by hand – not At Gaydon in England, Aston Martin's new headquarters, hand-made meets the lightweight body, the hand-assembled not possible in high-volume manufacture. engineered to a level of technology rarely seen in the automotive industry. This mix of technology, tradition and low volume makes for an exclusive, advanced and uniquely desirable sports car.





True, there is a certain cachet to a car being hand-built and modern - it is rare these days and getting rarer all the time. But there are a host of sensible with the same lively care, or can perform the complicated, on production lines cannot. They can craft designs and finishes that defeat machines. Take, for instance, the single aperture cuts for the headlamps in the front wings of the V8 Vantage. This design can be achieved only because the V8 Vantage is painstakingly

Then there is the beautiful stitching of the leather seats. Automated machines can stitch always have been at Aston leather, but they cannot do it engineering and design reasons quality, as craftsmen. The same technology facility in Cologne, why Aston Martins are still hand- is applicable to the finish of the Germany. There is no rush with bodies. Mass-produced cars frequently need plastic finisher's concern is always quality. That is labour-intensive work that robots to hide awkward production line why Aston Martins - all Aston joins, but cosmetic make-up is Martins - are built by hand, and unnecessary at Aston Martin, where each car is expertly hand- luxury goods, from suits to finished and tended by craftsmen. watches, are still hand-made.

Engines, too, are individually hand-assembled, just as they Martin, although now at a brand-new, dedicated, highit is why all the world's finest When low volumes are desirable, and exclusivity is demanded, it is quite simply the best way.









FEEL THE QUALITY, LOVE THE DRIVE

in rural Warwickshire, England, make an interior that is unique heritage is fused with high technology. Highly trained engineers work alongside master such as the instrument pack craftsmen in a large, open, airy and the door handles - and the engine burst into life. Move off and hushed facility.

hand-crafting of the cabins, and stitched leather upholstery. here you'll find the many different materials that feature inside the You just have to step inside the controls are perfectly placed, V8 Vantage. There are aluminium car to know that it is something for driving enjoyment is the alloys used for switches, instruments and the facia; fabric spoke steering wheel and set and leather in myriad colours and finishes, including many different stitching treatments, as on the wheel and immediately well as optional wood trims in a you feel the quality of that chunky, choice of walnut, mahogany, bamboo and piano black.

to Aston Martin. Many of the cabin details are aluminium coolness of the metal is complemented perfectly by the precise gears - and reassured A special area is allocated to the warm, hand-finished, hand-

> special. Sit behind the threethe multi-position, electronically adjustable seats. Put your hands

Turn the key and watch the glass starter button colour change from blue to red, as ignition is engaged. Depress the start button and hear the V8 and you'll be amazed by the by the excellent visibility from the generously glazed cabin. Of course, all the switches and priority in this cabin built around you, the driver.





24-HOUR SPORTS CAR AS HAPPY IN TOWN AS IT IS ON THE TRACK

The V8 Vantage is a high-performance sports car, yet the engine is so tractable the handling so predictable, the visibility so good and the controls so easy to us that it is as comfortable in town or city as it is on country roads or even the track. The car's tailgate adds to its day-to-day practicality, while high safet standards provide reassurance whatever the driving conditions. All of which mear the V8 Vantage can be a weekday working car, as well as a weekend treat.





the track, yet serve you just as Aston Martin, it has been drive on the world's most demanding race circuits, yet is endured the most extensive quite happy on motorways, in traffic or across country. One of the world's most inspiring after-hours sports cars, it is nonetheless quite happy labouring from nine to five.

This is a car that will thrill you on As you would expect of an well in town. It's an exhilarating thoroughly – and painstakingly – reached 87°C. 37,000 miles of tested. The V8 Vantage has testing and development programme in the company's long history, during which 50 prototypes were vigorously tested over more than half a million miles. Over 12,000 miles world's most daunting motor of testing, including maximum speed runs, were carried out in testing, in temperatures as low Dubai, where the ambient

temperature regularly hit 48°C and the bodywork of the cars high-speed testing was also track in Italy, where the car ran at high speed for hours on end. Extensive testing was carried out at Nürburgring's Nordschleife in Germany, the racing circuit, and cold weather as minus 30°C, was undertaken in Sweden.



USABILITY V8 VANTAGE

There is a surprising amount of space inside the two-seater cabin – not just for driver and passenger, but for luggage too, making the V8 Vantage the perfect ally for a weekend away. The practical shelf behind the seats is easily large enough for everyday items such as soft bags, jackets and a briefcase, but behind that is a more substantial luggage area that's up to three times larger than those of some rivals, with 300 litres (10.6 cu ft) of carrying space. So you can take a set of golf clubs with you too, if you choose. Skis are no problem, either; there is no partition between cabin and boot, so they can be loaded through the tailgate. The large fuel tank and efficient engine mean that long stretches between refuelling are easy: up to 560 km (350 miles) of touring is possible.

The cabin is full of everyday conveniences: as well as the good stowage space, there's a satellite navigation option with a five-inch screen that retracts automatically when not in use, traffic messaging to help avoid delays and an integrated GSM telephone (simply insert your SIM card into a drawer in the main instrument console). Everything is in place to ensure that time spent in the cabin of the V8 Vantage is as efficient and pleasurable as possible.



SAFETY TO MATCH ITS PERFORMANCE

ever made – thanks in part to an Both driver and passenger deformable front and rear crash energy so that the driver for safety but also for balance

array of electronic safety features, benefit from dual-stage airbags

In addition to all this, the V8 electronic safety aids to help keep it away from accidents. optimal braking balance, and Emergency Brake Assist (EBA) which automatically applies full know that the V8 Vantage pays Positive Torque Control (PTC)

an engine braking situation. optional xenon dipped beam lamps employ 360 LEDs for As a result, they illuminate 200 milliseconds faster than situations, that kind of detail can be critical, so it is reassuring to



V8 VANTAGE SPECIFICATION

BODY

LED rear lamps

Two seat, two door body with rear tailgate alloy body impact bars

ENGINE

All alloy guad overhead camshaft 32 valve, 4.3 litre V8 Variable inlet camshaft timing fibre propeller shaft Dry sump lubrication system Fully catalysed stainless steel Final drive ratio 3.909:1 exhaust system with active bypass valves Halogen projector headlamps Front mid-mounted engine

> Rear wheel drive Maximum power 283 kW (380 bhp)

@ 7300 rpm

Maximum torque @ 5000 rpm

Maximum speed

Acceleration

0-60 mph in 4.9 seconds

TRANSMISSION

Rear mid-mounted six speed manual gearbox Alloy torque tube with carbon Coil over aluminium Limited slip differential

STEERING

assisted steering Column reach and tilt adjust

WHEELS & TYRES

10 spoke lightweight

Front 8.5J x 18" **Rear** 9.5J x 18"

Front 235/45 ZR18 **Rear** 275/40 ZR18 7 spoke lightweight

Front 8.5J x 19" **Rear** 9.5J x 19"

Bridgestone Potenza tyres Front 235/40 ZR19 **Rear** 275/35 ZR19

SUSPENSION

Front and rear anti-roll bars

BRAKES

Radial-mounted four piston Dynamic Stability Control (DSC) Anti-lock Braking System (ABS) Emergency Brake Assist (EBA) Positive Torque Control

INTERIOR

Technical grain leather and Alloy facia 10 way electrically adiustable seats Automatic temperature control Bright finish grille Heated rear screen Radio tuner and 6 CD Battery Disconnect Switch Dual stage driver and passenger airbags Side airbags

OPTIONS

Full natural grain leather with Alternative facia trims High Intensity Discharge (HID) Alternative brake caliper finish (black, red, silver) Platinum silver interior fittings Heated seats Colour satellite navigation system with optional Traffic Messaging Channel (TMC)* Personalised sill plaques Fire extinguisher

DIMENSIONS

Length

Width

Height

Wheelbase

Front track

Rear track

Turning circle (kerb to kerb)

11.1 m (36 feet 5 inches)

Boot capacity

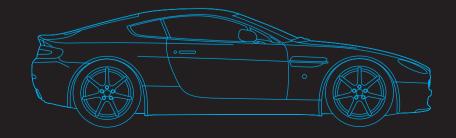
300 litres (10.6 cu.ft)

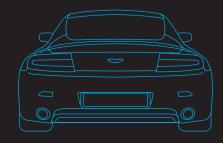
Fuel capacity

77 litres (16.8 UK gal / 20.2 US gal)

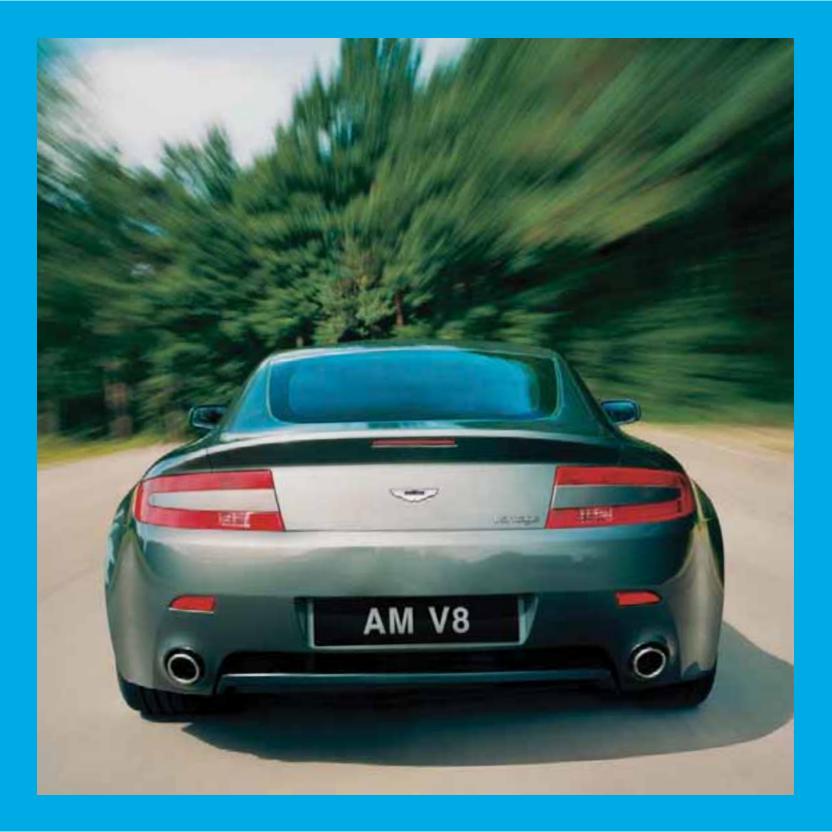
Cd

Weight











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