

DB2 & DB2/4 BUYING GUIDE



ASTON MARTIN

driver

£5.99 ISSUE 9

100% INDEPENDENT MAGAZINE FOR THE **ASTON MARTIN OWNER & ENTHUSIAST**



DB12 FIRST TEST

IS THIS ASTON'S MOST FOCUSED GT TO DATE?



VANTAGE X-PACK



ONE OWNER DB6



DB7 ZAGATO & AR1



PRODRIVE V8 VANTAGE

Finished in Satin White Gold, with confirmation in writing from Aston Martin that it is the only one ever produced in this colour, this highly collectable edition was the final hurrah to the Vanquish model, the flagship within the Aston Martin range at the time. The model features the most powerful naturally aspirated 6.0-litre V12 to go into a standard production Aston Martin, producing 603Ps. This one owner from new Vanquish S has covered only 8,321 miles and comes with a full Aston Martin Service history.



For more information visit our website, call our sales manager Alex Henderson on 07827 353 195 or email sales@aston.co.uk

2018 VANQUISH S ULTIMATE EDITION

£174,950



2009 V8 VANTAGE ROADSTER

£43,950



Manual V8 Vantage Roadster in Onyx Black, Obsidian Black leather, Red calipers. Premium audio, 19" wheels, Piano Black Veneer and Sat Nav. 30,896 miles.

1967 DB6 MK1 VOLANTE

POA



Re-sprayed in California Sage with reconnolised Magnolia leather. Multiple upgrades. 'Vantage' spec engine and manual gearbox. Recent mechanical overhaul including new clutch and fuel tanks.

1958 DB4

£649,950



No. 7 of 15 DB4 prototypes built in 1958, oldest currently in the UK. Driven by David Brown, and for testing and advertising. Full Aston Workshop restoration in 2006.

2006 V8 VANTAGE

£37,950



An early manual model, this V8 Vantage is finished in Onyx Black over an Obsidian Black leather interior with Silver stitching. Many optional extras included. 34,354 miles. Full service history.

2003 VANQUISH

£64,950



LHD Vanquish, originally delivered to the USA. Finished in Skye Silver with Red brake calipers, optioned with Sat Nav, Homelink and Reverse Camera. Upgraded Audio system. 20,920 miles.

1988 V8 VANTAGE X-PACK

£329,950



In Suffolk Red over a Magnolia leather interior with contrasting Red piping, this very rare V8 Vantage has only covered 44,055 miles from two previous owners. Features an extensive history file.

An Independent Publication

Kelsey Publishing Ltd, The Granary,
Downs Court, Yalding Hill, Yalding, Kent,
ME18 6AL, United Kingdom
+44 (0)1959 541444

EDITORIAL

Editor Paul Walton
amd.ed@kelsey.co.uk

Sub editor Katie Pyrus

Art Editor Mark Hyde

Contributors

Jon Burgess, Kyle Fortune, Richard Gunn,
Rob Hawkins, Matt James, Paul Wager

ADVERTISEMENT SALES

Talk Media Sales Ltd
Founding Director

David Lerpiniere - 01732 445325
david.lerpiniere@talk-media.uk

Head of Investment

Garry Brookes - 01732 442245
garry@talk-media.uk

ADVERTISING PRODUCTION

production@talk-media.uk

MANAGEMENT

Chief Operating Officer Phil Weeden

Publisher: Gareth Beesley

Subscription Marketing Director Gill Lambert

Retail Director Steve Brown

Print Production Manager Georgina Harris

Print Production Controllers

Kelly Orriss, Hayley Brown

Subs Marketing Managers Dave Sage,

Affiliate Marketing Kate Chamberlain

SUBSCRIPTIONS

UK subscription and back issue orderline:

01959 543 747 Overseas subscription

orderline: 0044 (0) 1959 543 747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address:

subs@kelsey.co.uk

Customer service and subscription

postal address:

AML Driver Customer Service Team

Kelsey Publishing Ltd, The Granary, Downs

Court, Yalding Hill, Yalding, Kent, ME18 6AL,

United Kingdom

Find current subscription offers at

shop.kelsey.co.uk/aml

Buy back issues at shop.kelsey.co.uk

Already a subscriber? Manage your

subscription online at:

shop.kelsey.co.uk/myaccount

Digital issues and subscriptions

See www.pocketmags.com

DISTRIBUTION

Great Britain: Seymour Distribution Limited,

2 East Poultry Avenue, London, EC1A 9PT,

Tel: 020 7429 4000

Northern Ireland and the Republic Of Ireland:

Newsread. Tel: +353 23 886 3850



PAST, PRESENT & FUTURE

THE TENS of thousands of spectators that lined the Circuit de Spa-Francorchamps for this year's Belgian Grand Prix probably took little notice of the car that Aston Martin F1 driver Fernando Alonso used for the pre-race driver parade. They were no doubt more interested in seeing the Spanish double world champion up close rather than his wheels. But there was at least one present who recognised the car; your's truly.

As the famed Spa Replica, it's what the British pairing of St John 'Jock' Horsfall and Leslie Johnson used to win the gruelling 24-hour race with, at this very track, 75 years ago. As Aston Martin's first major victory after the war, it helped to establish the company as a major force in international motorsport. Following Alonso's incredible 2023 season which included a fine fifth in Belgium, it clearly still is.

The Spa Replica was the basis for the first Aston Martin sports car of the David Brown era, the 2-Litre Sports that's more commonly known today as the DB1. Fast, good-looking yet luxurious, it laid down the foundations for all future models including the recently revealed DB12 which we test on page 52 of this issue.

The crowds might not have recognised the Spa Replica, but as a direct link to Aston's past, present and future, there was no more appropriate car for Alonso to have waved to the crowds from than this little black roadster.



Paul Walton
Editor



Follow us on Instagram: [@Aston_Martin_Driver](https://www.instagram.com/Aston_Martin_Driver)

Kelsey Media 2023 © all rights reserved. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Media accepts no liability for products and services offered by third parties.

Kelsey Media uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions, please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

CONTENTS

DON'T MISS OUT!
SAVE 25%
SUBSCRIBE TODAY
SEE PAGE 12



ISSUE NINE

6 NEWS

To mark its 110th anniversary, Aston Martin announces the V12-engined Valour plus more success for the Heart of Racing team in America

14 VANTAGE X-PACK

The final and ultimate version of the AMV8 Vantage was the X-Pack that arrived in 1986. We look at the model's history and development before driving a recently restored example

24 ONE FAMILY OWNED DB6

This rare DB6 Vantage Volante has been owned by the same family since it was new in 1970. We look at the car's unique history



32 V8 VANTAGE PRODRIVE

In 2006, the company behind the successful Aston Martin Racing team Prodrive, developed a range of parts for the V8 Vantage resulting in a harder and more driver-focused car

40 DB2 & DB2/4 BUYING GUIDE

Everything you need to know to buy one of these classic Aston Martins

14



80 MOTORSPORT

How Aston Martin F1 will bounce back following its recent poor form over the last few Grand Prix

84 MEET THE EXPERT

We head to Warwickshire to learn more about Aston Martin specialist McGurk Performance Cars

91 AMOC

Why you shouldn't fear missing out on Aston Martin Owners Club events by attending them

98 ASTON MARTIN DRIVERS

A profile of St John 'Jock' Horsfall who scored many important victories for Aston Martin before and after the second world war



52 DB12 FIRST TEST

A first drive of Aston Martin's new sports car, the DB12, along the historic Route Napoleon in France

62 DB7 ZAGATO AND DB AR1

At the end of the DB7's production, the Milan-based coachbuilder, Zagato, designed a unique coupe and roadster based on the Vantage Volante. Just 100 were produced of each and we've tracked down a rare example of both

72 VANQUISH ZAGATO SPEEDSTER

In the late 2010s, Zagato rebodied a handful of the then current Vanquish with a handsome Speedster style of body



UP FRONT NEWS



ASTON REVEALS THE VALOUR



In celebration of its 110th anniversary, Aston Martin has revealed the Valour, a spectacular, ultra-exclusive V12-engined and manual transmission special edition, which was built to honour the marque's long tradition of front-engined sports cars.

Although physically influenced by the one-off Victor from 2020, while that had a 7.3-litre V12, the Valour opts for Aston's 5.2-litre twin-turbo twelve-cylinder mounted in a bespoke version of the company's bonded aluminium platform.

In what Aston describes as a "mouth-watering, end-of-an-era specification", it punches out 705bhp and 555lb ft of torque that's sent to a bespoke, six-speed manual and mechanical limited-slip differential.

The car also receives adjustable dampers and a new power steering set-up intended to provide more granular feedback through the wheel. Stopping power is provided by standard-fit carbon ceramic discs measuring 410x38mm with six-pot calipers up front and 360x32mm discs with four-pot calipers at the rear.

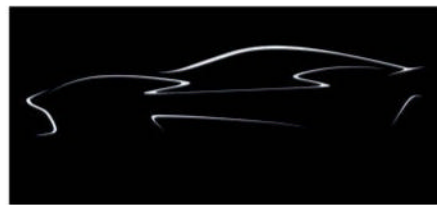
Valour's celebration of Aston Martin's heritage continues inside, including a choice of machined aluminium, titanium, carbon fibre or walnut for the gear knob, and an exposed shift mechanism to

emphasise the mechanical connection. Traditional woollen tweed, inspired by the seat coverings of Aston Martin's 1959 Le Mans-winning DBR1, is then a discreet contrast against the high-tech weave of carbon fibre used to form the shells of the Valour's lightweight performance seats, bespoke door cards, fascia air vents, upper centre console and transmission tunnel.



AM TO GO ELECTRIC

Following the recent formation of a new supply agreement with the world-leading electric vehicle technologies company Lucid Group, Aston Martin has announced its ambition to create a new range of electric performance cars.



The proposed agreement will see Lucid supply Aston Martin with electric vehicle technologies which will be central to the company's all-new in-house Battery Electric Vehicle (BEV) platform. This will then form the basis of the company's entire future electrified model range; from hypercars to sports cars, GTs and SUVs, the first of which is targeted for launch in 2025.

Lawrence Stroll, executive chairman of Aston Martin, said, "The supply agreement with Lucid is a game changer for the future EV-led growth of Aston Martin. Based on our strategy and requirements, we selected Lucid, gaining access to the industry's highest performance and most innovative technologies for our future BEV products."

Aston Martin's executive chairman, Lawrence Stroll, said the Valour "is further proof of Aston Martin's position as the driver's champion and maker of the world's most exciting, exclusive and desirable ultra-luxury high-performance cars."

With sales limited to just 110 cars globally, Valour production is due to commence at Aston Martin's Gaydon headquarters at the end of 2023, with the first deliveries scheduled to begin during early 2024.



ASTON EXOTIC COLLECTION

A multimillion-pound, never-before-seen collection of rare, valuable and exotic Aston Martin sports cars has come together at Aston Martin Works. The assembly of models represents a selection of some of the most compelling and desirable cars created by the brand over the last 15 years and stands out in particular for its immense rarity and huge value. The collection includes a One-77, V12 Zagato, Vantage GT12 and Vantage GT8.

Justin Pearce, general sales manager, said, "Pulling together this collection of our more recent rarities – including our first true hypercar – has been a long and

careful labour of love, and I am thrilled that we have finally been able to unite these Aston Martins for what I believe to be the first time in a sales context.

"The phrase 'spoil for choice' I think quite rightly springs to mind. I believe it is highly unlikely we will see this particular grouping of the marque's modern classics together again in a showroom anywhere in the world anytime soon, and it seems to me only fitting that they are offered to the market at the historic home of the brand."

For more details about these cars' availability and pricing, contact the sales team at Aston Martin Works at enquiry@astonmartinworks.com

GAYDON RECEIVES ROYAL VISITOR

Aston Martin's 110th anniversary has been marked by a special visit from His Royal Highness The Duke of Gloucester to the company's headquarters in Gaydon, Warwickshire.

Accompanied by the Lord Lieutenant of Warwickshire, Mr Tim Cox, the duke toured the British manufacturer's centre for sports car design, innovation and engineering. He also had an opportunity to see its latest products, including the recently launched DB12.

In addition to showcasing its next generation of sports cars, Aston Martin's

dedication to the next generation of talent was also evident with His Royal Highness meeting some of the company's apprentices and graduates, spanning a diverse range of disciplines such as marketing, design, manufacturing and engineering.

Amedeo Felisa, chief executive officer of Aston Martin said, "Aston Martin is immensely proud of its unique connection with The Royal Family, having been previously honoured by visits from His Majesty King Charles III and Queen Elizabeth II. We are delighted to welcome His Royal Highness to Gaydon as we continue to mark a highly significant year

for the company that sees the celebration of our 110th anniversary and the launch of the first of our next generation of sports cars."



ASTON MARTIN'S SILVERSTONE PARADE

An incredible collection of 110 Aston Martin cars that celebrated the past, present, and future of the British brand took to Silverstone Circuit for a thrilling celebratory lap before the British Grand Prix in July to mark the company's 110th anniversary.

Spanning 11 decades, among the 110 sports cars impressing crowds were the A3 – Aston Martin's oldest surviving car dating back over a century – a DB3S, DB5, Valkyrie hypercar plus the fastest SUV in the world, DBX707, as well as the latest

production model, the DB12. Keeping a close eye on proceedings, the official Aston Martin Vantage FIA Safety Car and the DBX707 Medical Car were also present on the grid.

Completing the cavalcade were enthusiastic owners who had travelled across the globe to play a part in the thrilling lap and enjoy Aston Martin's moment in the spotlight on one of the world's great racetracks.

The incredible line-up of 110 cars set a new record for the most Aston Martins on track at one time.



Executive chairman of Aston Martin, Lawrence Stroll, said, "In a season where Aston Martin has risen to become a new force in Formula One, there is no place or time more fitting for our celebrations to take centre stage than here at our home race at Silverstone where we'll receive huge support this weekend."



HAPPY FEW RACING™

PRESENTS

**A 100% ASTON MARTIN
FATHER + SON
MUST ATTEND EVENT**

FATHER&SON®

MONTE-CARLO
SEPTEMBER 22-24, 2023

>>> TIME TO APPLY <<<

INFORMATION + APPLICATION
www.HappyFewRacing.com

ASTON MARTIN F1 OPENS CAMPUS

The first phase of Aston Martin's new, state-of-the-art Formula One headquarters in Silverstone, the AMR Technology Campus, has officially opened, marking an exciting new beginning for the British team.

The first of three purpose-built buildings will house the team's growing workforce, facilities, and ambitions. A separate wind tunnel is halfway through its build phase, while the original factory building – dating back to 1992 – will be soon replaced with a new facility.

The headquarters cover a space of 37,000m² (400,000sq ft) and is F1's first totally new team base for almost two decades and will be home to over 700 staff members.

When complete, the AMR Technology Campus will be the home to manufacturing within a single location for the first time in the history of the team's operations at Silverstone. This first building, which has taken just over 24 months to complete, houses the team's design office, engineering, production,



commercial and manufacturing areas.

To celebrate the opening of the campus, the team ran one of its F1 cars, driven by Lance Stroll, along the street of the AMR Technology Campus, cheered on by the workforce.

Said Stroll afterwards, "The opening of the new AMR Technology Campus is an exciting milestone on our journey to becoming championship contenders; it's another huge upgrade from where we were. A world-class Formula One team needs world-class facilities, and this new AMR Technology Campus will be a great place for our growing team of incredibly talented people to work from. To be able



to drive one of our cars down the main street in front of my colleagues was a special moment and I'm proud to have played my part in the launch celebrations."

urn to page 80 to read why Aston Martin's F1 team will bounce back following its recent poor form.

DOUBLE SUCCESS AT LIME ROCK

The Aston Martin Vantage recorded a landmark 10th class victory in the IMSA WeatherTech SportsCar Championship with a brilliant double-class win for the Heart of Racing team in the GT-only race at Connecticut's Lime Rock Park.

The North America-based squad dominated the race in the GTD Pro category with drivers Ross Gunn and Alex Riberas. Starting from pole, the duo led for 146 laps of the 168-lap race and set the fastest lap on their way to their first win of the season.

"The Vantage was awesome in qualifying," said Gunn, and I knew, if we carried that pace into the race we were going to be strong. I'm very happy for Heart of Racing and Aston Martin, and my team-mate Alex, and I know that we can win again this season if we can take this momentum on into Road America."



The Heart of Racing's Roman De Angelis and Marco Sørensen also won the GTD class with another Vantage. It was achieved following a penalty for the championship-leading BMW in the second hour which handed the HoR pair the class lead. Sørensen then soaked up the pressure from two Porsches to take the win.

"What a day for Heart of Racing and Aston Martin," said Heart of Racing's team principal, Ian James. "To take victory in both classes here at Lime Rock is an amazing accomplishment and down to the outstanding pit stops by the crew and faultless performance by the drivers. Racing brings highs and lows; this is one of the good days."



ASTON MARTIN RESTORATION & REPAIR SPECIALISTS.



DRIVEN BY PASSION. GUIDED BY EXPERIENCE.

We specialise in full and partial Aston Martin restoration projects, servicing and problem solving. We carry out engine rebuilds, brake upgrades, clutch replacement, gearbox upgrades, Weber tuning, chassis repairs, all completed to the highest standard. We've been perfecting Aston Martins for over 30 years.

FOR MORE INFORMATION CALL 020 8776 5577, EMAIL HELLO@PUGSLEYANDLEWIS.COM OR VISIT

PUGSLEYANDLEWIS.COM

HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. DIGITAL EDITION: shop.kelsey.co.uk/AMD

OFFER 2. PRINT EDITION: COMPLETE THE ORDER FORM BELOW

YES I WOULD LIKE TO SUBSCRIBE TO ASTON MARTIN DRIVER MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us Email Post Phone Text Message.
We will not pass your details onto third party companies.

BEST UK DEAL SAVE 25%

I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS
OF £27.00 EVERY 12 MONTHS

Your subscription will then continue at this low cost every year.

Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

Postcode Account name

Sort code Account number

Signature Date

Originator's Id number

Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

UK 6 issues at £29.99 EU 6 issues at £37.50

NA 6 issues at £37.50 REST OF WORLD 6 issues at £40.50

I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)

Please debit my Visa Visa Debit MasterCard

Card number

Security number Valid from / Expiry date /

Signature Date

PLEASE SEND COMPLETED FORM TO: Subscriptions, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent, ME18 6AL, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preferences you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747

ASTON MARTIN *driver*

SAVE MONEY

WHY SUBSCRIBE?

- NEVER MISS AN ISSUE
- FREE DELIVERY DIRECT TO YOUR DOOR
- BE THE FIRST TO READ NEW CONTENT
- SAVE MONEY ON SHOP PRICES

DIGITAL EDITION

1 YEAR FOR £23.99

VIA CONTINUOUS CREDIT CARD



TO SUBSCRIBE DIGITALLY VIST
SHOP.KELSEY.CO.UK/AMD2023

SUBSCRIBE TODAY

ON THESE SPECIAL OFFERS

PRINT EDITION



6 ISSUES FOR JUST £27.00*

SAVE
UP TO
25%

TO SUBSCRIBE TODAY

Simply visit shop.kelsey.co.uk/AMD2023

Call: **01959 543 747** and quote offer code **AMD2023**

Lines open Monday – Friday 8.30am – 5.30pm. Calls are charged at your standard network rate

*Full terms and conditions can be found at shop.kelsey.co.uk/terms. Offer applies to UK subscribers only when paying by direct debit. Your subscription will start with the next available issue with your first 6 issues charged at just £27.00. Payments will continue to be taken at the low rate of £27.00 every year thereafter. You can cancel your subscription at any time and no further payments will be taken. Overseas and other offers available at shop.kelsey.co.uk/AMD

BEST TILL LAST



Arriving in 1986, the X-Pack was the final and most powerful evolution of the V8 Vantage model, firmly cementing Aston Martin as a member of the exclusive supercar club. We look at the model's history before driving a recently restored example

WORDS & PHOTOGRAPHY PAUL WALTON



MODEL PROFILE

VANTAGE X-PACK



THERE WAS no hiding it. For all its power and luxury, by the mid-Eighties the Aston Martin V8 Vantage was starting to show its age.

Heavily based on the William Towns-designed DBS that first made its debut in 1967 and still powered by Tadek Marek's 5.3-litre V8 that had arrived two years later, compared to newer, more modern performance cars such as the Ferrari F40 and Porsche 959, it made the Vantage an antiquated relic from another time.

It didn't help that due to several regulations during that time, the engine had lost considerable power while the car itself was suffering from middle-aged spread. Together, the extra sound deadening, wood trim, extra leather upholstery and a more complicated cooling system had all impacted on the Vantage's once impressive power-to-weight ratio. With the car's replacement, the eventual Virage, not due until the end of the decade, Aston Martin needed a way to make the ageing car more desirable.

The basis of this was giving the existing 580V generation of V8 a series of updates that would have a considerable impact on the car's performance. The origins of these actually go back to 1982 when Aston Martin's South African distributor approached the factory about a more powerful engine. Apparently one of its customers was tired of being outperformed by Porsche 911 Turbos, although this wasn't helped by Johannesburg having an altitude of 5,000ft which affected the performance of normally aspirated engines.

Arthur Wilson from Aston Martin's Engineering Department was responsible for this engine that was later christened the 580X. "We could have called it the South African-spec Vantage," said Wilson in David Dowsey's 2007 book, *Aston Martin Power, Beauty and Soul*, "except that South Africa was politically out of favour at that time. So we thought of another name and called it the 580X."

The eventual specification included four 48 IDF Weber carbs, higher lift camshafts, modified porting to the cylinder heads





and a higher compression ratio which was changed to 10.2:1. The result was around 410bhp, an increase of 40bhp over the previous Vantage engine.

Due to the success of these updates, the 480X was used for the low-volume Zagato model that debuted at the 1986 Geneva Motor Show in March. It was later adopted for an updated Vantage that arrived six months later at the Birmingham Motor Show. The aesthetical changes made to the car were minor and included slightly more flared wheelarches plus new 16in multipiece alloys by Compomotive that could be specified with the centre mesh painted in the same colour as the body. The interior was slightly updated with new switchgear.

Although the De Dion style of axle Aston had used since 1967 remained, to improve handling the car received the same albeit revalved Koni shock absorbers on the front as the Zagato.

“Aston never released performance figures for the car, but it’s generally thought it had a 0-60mph time of 5.2 seconds and a top speed of 175mph”



MODEL PROFILE

VANTAGE X-PACK

Aston never released performance figures for the car, but it's generally thought it had a 0-60mph time of 5.2 seconds and a top speed of 175mph, making it slightly faster than the previous 'Oscar India' generation of V8 Vantage.

The press were impressed by the car and its huge amounts of power. "The Vantage is astonishingly fast, especially given the bulk of the machine," said *Autocar* in its 1 June 1988 issue. "Torque and acceleration are both thunderous: floor the throttle in gears three, four or five and the Vantage snorts and flies off."

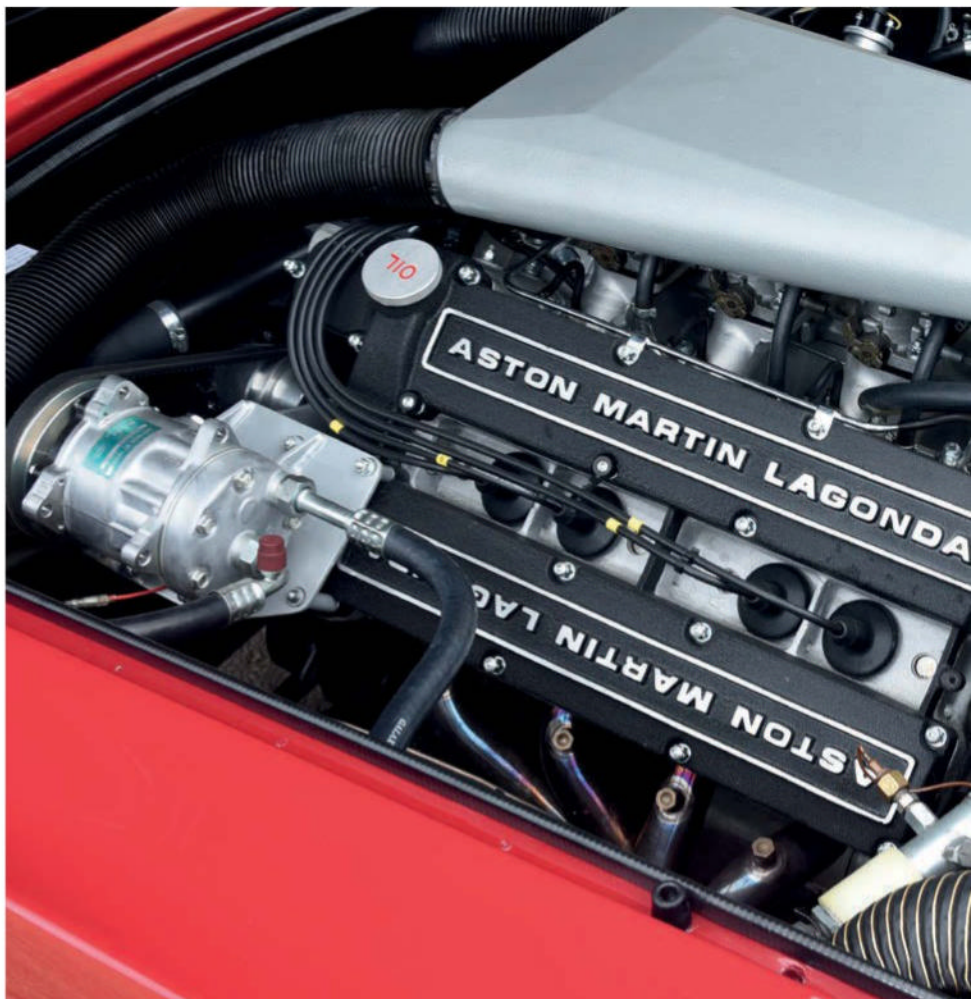
Yet if 410bhp wasn't enough, there was an even faster version that with four 50 IDF Weber carburettors produced 437bhp. "We provided an option of modified 48 IDF carburettors bored out to 50mm for the 580X. But it was very much a special job," continues Wilson in *Power, Beauty and Soul*. "The carburettors had to be bored by Weber concessionaires at Sunbury-on-Thames; it was a tricky operation. Whether you wrecked the carburettor or not depended on how good the casting was."

Wilson goes on to say that meeting the emission standards of the time with engines still using carburettors was becoming increasingly difficult, so a version of this engine was only available through Aston's Service department as an option for Vantage customers.

Due to the engine's codename, the update was soon called X-Pack by Aston Martin's Service department, but the name has since come to define the final 1986-1989 era of Vantage in its entirety.

Detailed changes during the car's lifespan included revisions to the enamel badge, air-conditioning, central locking, door armrests, fuel fillers, stereo system and exterior mirrors. In late 1987 and because of problems with the original Compomotive wheels fitted to the X-Pack, splitting when hitting kerbs, AML initially changed to similar styles by manufacturers OZ Ceres or MSW. They then switched to the similar-looking lattice wheels by Ronal with concealed nuts.

Thanks to the extra power plus its rarity – just 137 Vantages with the 580X engine were built between 1986 and 1989 – and the subtle but effective updates, little wonder the X-Pack is considered by





many to be the ultimate version of the V8 Vantage.

And judging by the beautiful example featured here, I'd fully agree with that view. Although revised several times over the years, the crisp, handsome lines of Towns' original design are still evident and haven't been drowned by the over-the-top bodykit fitted to the Vantage Volante. The distinctive Ronal wheels together with the deep air dam beneath the menacing blanked-off grille plus a discreet boot spoiler gives the big Aston an imposing masculinity that European supercars of the time could only dream of.

Registered new on 2 March 1989, just ten months before production came to an end, it was the 30th from last V8 Vantage produced. Bought new for £89,139 (that included almost £1,000 of extras) from Aston Martin's official Edinburgh dealer, Murray Motor Company, the car was originally in the darker shade of Suffolk Red. Judging by the many receipts that still exist, they reveal it was clearly loved, and the first owner kept the car until 2012 when it was sold via Aston Martin's Works Service department in Newport Pagnell for £129,000 to a collector in Kuwait. The car was barely used during its time in the Middle East and it arrived back in the

UK eight years later when it was bought by respected Aston Martin specialist, RS Williams. By now, looking tired, the specialist started a full restoration, stripping the car and repainting the shell in the brighter York Red.

It was still as a bare shell when the car caught the eye of lifelong Aston Martin enthusiast Bryan Webb after he'd taken his PoW Volante – one of the famous Hunter Green cars, a collection of nine different models built to the same specification – to the Cobham-based experts to have the carburetors set up.

"I never thought the Volante's chassis was strong enough for the power," he admits. "When you put the roof up, it creaked all day long. It was horrible. Yet the X-Pack had always been a poster car for me so when I was offered this one, I agreed to part exchange the Hunter Green for it."

Part of the appeal for him was the fact that it would be built to his specification. "The thought of having a brand-new one just appealed to me, to have that feeling of what it would have been like to have bought it new from the factory. And this car gives that impression; there isn't a rumble, a rattle or a squeak." After Bryan kindly offers me a drive and I get ►



MODEL PROFILE
VANTAGE X-PACK



comfortable behind the steering wheel, it clearly looks and feels like a brand-new car, my nostrils filled with the rich, perfumed aroma of the thick Connolly leather that was trimmed by Aston Martin Works. This, together with the acres of veneer across the dashboard, make the car look and feel much more luxurious compared to the other supercars of the period. While the racing-inspired F40, for

example, offers less creature comforts than a budget motel, the Vantage has all the formality of the Royal Suite at Claridge's.

"Aston Martin designers have had it drilled into them that plastic is bad," continued *Autocar* in its 1988 issue. "Their PVC phobia has resulted in a cloying aroma of Connolly hide wafting among fingerprint whorls of walnut veneer

while the door treads on the Vantage are burnished, easy-scratch stainless steel."

Despite effectively starting with a blank canvas, Bryan decided to keep the car standard rather than modernise it. "The only things I've changed are giving the dials LEDs so I can read them at night plus an LED pack for the headlights."

The deep, reverberating growl the engine produces when it fires is more of



THE BEST OF BRITISH



ASTON SERVICE DORSET LTD

EST. 1934

Sole Aston Martin Heritage Dealer in the South West
EQUIPPED TO DEAL WITH ALL YOUR ASTON MARTIN REQUIREMENTS.



We remain proud of our factory appointed Heritage dealer status and respected worldwide reputation.



Meticulously caring for the post war models right through to the very latest

and current models, our full on-site AMDS 2.0 Aston Martin Diagnostic System helps us identify problems quickly and efficiently.

A family run business spanning over three generations, every car is

treated as if it were one of our own – from minor services and health checks through to major full restorations of the classics.

Forever at your disposal, our services are designed with you in mind as well as your Aston Martin.



OUR EXTENSIVE SERVICES INCLUDE:

- Parts Manufacturing Service Workshop for annual maintenance through to major restoration
- Technical knowledge and advice
- Over 4,000 individual parts in stock for the Feltham era cars alone with more being added every month, all made to the original drawings
- Genuine Parts for all Aston Martin & Lagonda cars
- Original build records
- 89 years of marque specific knowledge
- Full Aston Martin Diagnostic System capabilities



ASTON SERVICE DORSET LTD
EST. 1934

73 Ringwood Road, Longham,
Ferndown, Dorset BH22 9AA UK

CALL +44 (0) 1202 574727
antony.forshaw@astonservicedorset.com
www.astonservicedorset.com

MODEL PROFILE

VANTAGE X-PACK

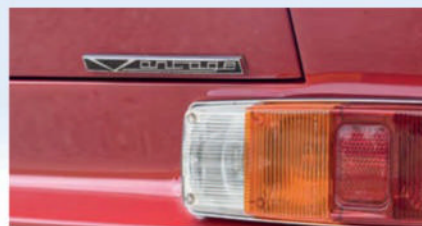
a juxtaposition with the traditional interior than a modern Bluetooth speaker would be housed in a walnut cabinet. Although the Vantage was officially available with Chrysler's Torqueflite three-speed automatic transmission for the first time from 1987 onwards, this model has the ZF-sourced five-speed manual that slots smoothly and easily into position. Thanks to a light and progressive clutch, the car is easier to get rolling than I was expecting and together with the nicely assisted steering is pleasant to drive.

Then I reach a long, straight road. With nothing ahead of me but empty tarmac, I depress the clutch, cleanly snick the 'box down to third and squeeze the throttle. Despite the Vantage tipping the scales at a hefty 1,818kg when a Ferrari F40 is 1,245kg, with the recently rebuilt V8 currently producing over 420bhp, the resultant acceleration is still as instant as it is hard. It also never ends; after quickly changing up to fourth and then fifth, the power never relents, never gives up, never ends. It feels like I'll run out of road before

the car runs out of power. And during all of this, the cabin is filled with a deep, meaty growl that sounds as if I have Louis Armstrong in carpet-lined boot.

And that power is always available, no matter the gear. Accelerate hard in fourth or fifth and it will still pick up speed quicker than most cars do in first and second. The minor aesthetical updates would have had little impact on making the Vantage look and feel more modern, but on a performance level at least, the X-Pack would have kept the car on a par with those newer supercars.

As mentioned earlier, the Vantage is no featherweight, its bulk and size always keenly felt through the bends. Yet although it clearly lacks the directness of the racing-developed F40, for example, the slightly stiffer suspension derived from that of the Zagato results in a composure the earlier models lack but without compromising its suppleness. Thanks to accurate and nicely weighted steering, it can be treated as a half decent, if heavy, sports car.



Yet where the big Aston really excels is as a grand tourer. With perfectly spaced ratios between each gear together with its comfortable interior and the V8's endless mile-munching power, it might be close to four decades old, but I couldn't think of a better car for crossing the continent with than an X-Pack era of Vantage.

The car the Vantage was based on might have been almost 20 years old when the X-Pack arrived in 1986, but in terms of its looks, luxury interior and monstrous performance, Aston Martin really did save the best till last. **AMD**

Thanks to: The car's owner, Bryan Webb



STRATTON MOTOR COMPANY

No one knows Aston Martin better than us

Over 200 years of collective experience selling, servicing, repairing and restoring Aston Martin

Fixed price servicing from £679 - Extensive inventory of classic Aston Martin parts

We are now fitting Apple CarPlay, please ask for more details

Large stock of Aston Martins Available



1962 Aston Martin DB4 Series 5 Convertible POA

Fiesta red with grey hide, special SS spec engine, chrome wheels, extensive restoration, 48,888 miles



1990 Aston Martin V8 Lagonda Series 4 £99,995

Buckingham Green with tan interior, air con, auto, full restoration, new sills, bare metal repaint



1988 Aston Martin V8 Vantage X-Pack £375,000

Salisbury Blue with blue hide, manual 5 speed, car 68 out of 131 genuine factory built cars, 67,000 miles



1985 Aston Martin Volante V8 (LHD) £199,950

Dark Blue with tan interior, restored new interior, Mohair hood, bare metal repaint, 49,000 miles



2001 Aston Martin Vanquish £59,995

Derwent Green with Chestnut Brown interior, silver calipers, 2+2 seating, full AM service history 45,786 miles



2009 Aston Martin DBS Rare Manual £99,995

Lightning Silver with Obsidian Black leather & alcantara seats, adjustable suspension, 2+0 seating, 31,000 miles



2005 Aston Martin Vanquish Sports Dynamic Pack £86,995

Basalt Black with Obsidian Black interior, Platinum fascia console, Linn Sound, 2+2 seating, 15,700 miles



2008 Aston Martin N400 £45,995

Bergwerk black, black leather, Bamford & Rose upgrades, 2 owners 23k miles, car 65 of 240, 23,300 miles



Ipswich Rd, Long Stratton NR15 2XJ
01508 530491 | kevin@strattonmotorcompany.com
www.strattonmotorcompany.com

FAMILY TIES

This rare DB6 Vantage Volante from 1970 has been with the same family since new. We talk to the first owner's son and grandson about their long association with the car and their plans for the future





OWNER'S STORY

DB6 VANTAGE VOLANTE



ALTHOUGH CARS aren't featured (wrongly in my view) on the popular TV show *Antiques Roadshow*, if they were, then like an old grandfather clock or set of war medals, this DB6 has everything needed to make the crowds gasp with amazement. Not only has it been owned by the same family since new (oooh!) but it's also a rare and now valuable Vantage Volante (ahhh!).

But in good *Antiques Roadshow* tradition, Adrian Davis, the son of the car's first owner (who himself has owned it since the late Eighties), has no immediate plans to sell the convertible, hoping it will remain in the family.

By all accounts, Adrian's late father, Cyril Davis, was something of a car connoisseur, having previously owned a Railton, an Armstrong Siddeley and a Jaguar amongst many others.

So it doesn't surprise me to learn he also had a black DB6 Mk1 that was replaced in June 1970 by a Mk2 Vantage Volante in Burnt Almond (that's metallic brown to you and me) with a tan interior and hood. It is one of the rarest cars from the David Brown era, with only a tiny number of the higher-powered version produced between July 1969 until production of the DB6 ended the following December.

Cyril was in good company since his car was similar to the Seychelles Blue car given to the then Prince of Wales by



The bonnet mascot of a leaping horse that was originally fitted by Adrian's father, Cyril

his mother, HM Queen Elizabeth II, when he turned 21 in November 1969. Like the Davis family, the now King Charles III also still owns his car, although in 2008 the environmentally conscious monarch had the classic convertible modified to run on bioethanol.

As the managing director of Reliance Cords & Cables Ltd, a successful London-based business that produced electric wires, which had been started by his grandfather, Cyril's Volante was a company car. Like the young prince, he used the Volante often for both work and pleasure. "My grandfather lived in Hampstead," explains Adrian's son, Kevin, "and despite the heavy clutch, he would drive it through the heavy traffic to the factory in east London. He'd then take it to Sussex every weekend where he had a cottage."

Kevin goes on to say that at the time the car wasn't seen as anything special.



Adrian Davis has owned the car since 1988



OWNER'S STORY

DB6 VANTAGE VOLANTE

"My grandfather had a cocker spaniel which sat in the back and ripped the seats to bits. He also bolted on a couple of aftermarket wing mirrors which looked ridiculous."

Cyril also didn't appear that bothered when it was stolen. "He used to take me to Lord's cricket ground when I was a teenager," continues Kevin. "He had a deal with one of the churches that he could park outside. When we came out after the match the car had gone yet he didn't seem upset; he simply said it was probably a joyrider and that we'll find it later." Thankfully he was right and the car was soon located by the police, largely undamaged.

There's a family story that Cyril crashed into a cow with the car (although Kevin says his grandfather told him this was the black DB6 and the reason for buying the Volante). The animal might have been thankfully unhurt, but the Aston was badly damaged. Cyril had it repaired but as his son would discover years later, this was done poorly.

Cyril was captured in the car during the filming of a 1978 episode of *The Sweeney* called *One of Your Own*. Towards the end of the programme, the Aston is briefly but clearly seen being overtaken by Jack Regan's Ford Granada 3.0 squad car while travelling along the Holland Road somewhere between Earl's Court and Shepherd's Bush. Cyril had no idea this had even happened. His family has only recently discovered his and the Aston's TV appearance, when Kevin spotted the car on the extensive Internet Movie Cars Database (www.imcdb.org).

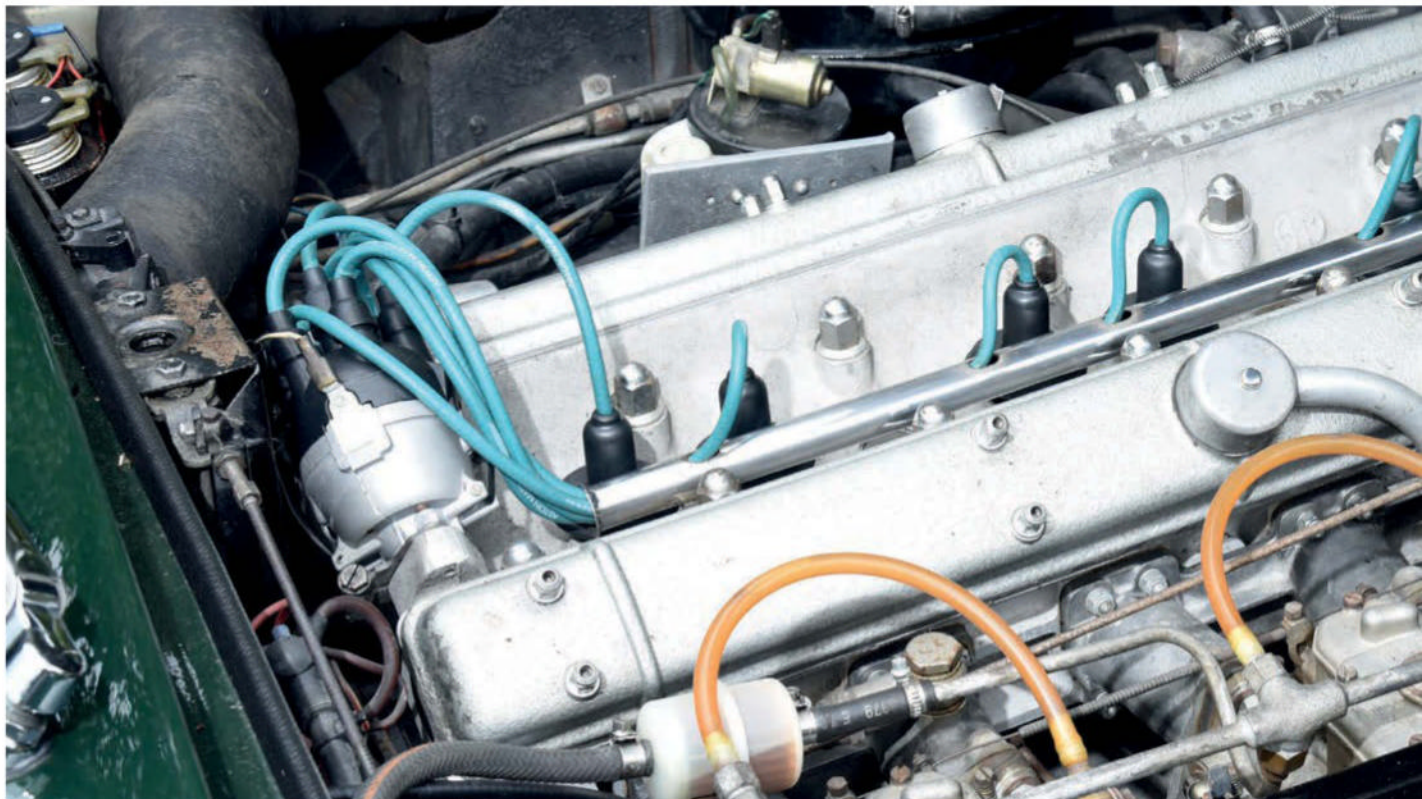
When Cyril retired in the late Seventies, he bought the DB6 from the company and initially continued to use it regularly. Kevin has vivid memories of being driven by his grandfather in the brown convertible. "It was part of him," he tells me. "When he passed away, it was our link to the many great memories of him."

Despite the now tired Aston having some major remedial work in the early Eighties that included repairing several areas of rust, due to feeling he was too old to drive it safely, Cyril started to use the car less and less. Yet he did give his eldest son the chance to drive it.

"I drove the car on several occasions before I bought it," Adrian tells me. "My

OWNER'S STORY

DB6 VANTAGE VOLANTE



first long-distance journey was between London and Newcastle to see my wife. Dad said to me, 'It's sitting there, not doing much, so why don't you take the Aston?'"

When Cyril was finally contemplating selling the Volante in 1988, Adrian and his late younger brother, Jonathan, both expressed an interest in buying it. "He said to us, 'I need a new everyday car. If you buy me an Austin Maestro, you can part-exchange it for the Aston Martin.'" Considering the current values of both, this had to be the deal of the century. But DB6s – even a Vantage Volante – were worth just approximately twice that of the Maestro at the time.

Adrian tells me that part of the car's attraction was its connection to his father but mainly because it was a Volante. "I've always liked convertibles," he tells me. "My first car was a Morris Minor Tourer and I later had open versions of an Austin A40, two Hillman Minxes plus a Sunbeam Alpine and a Peugeot 504 Cabriolet."

Although still driveable and with an MOT, Adrian describes the condition of the car as "awful". The engine soon needed to be rebuilt plus more rot cut out. But by the start of the 2000s, it was clear the car needed a full restoration. When the specialist tasked with the job



Adrian Davis with the car in 1996

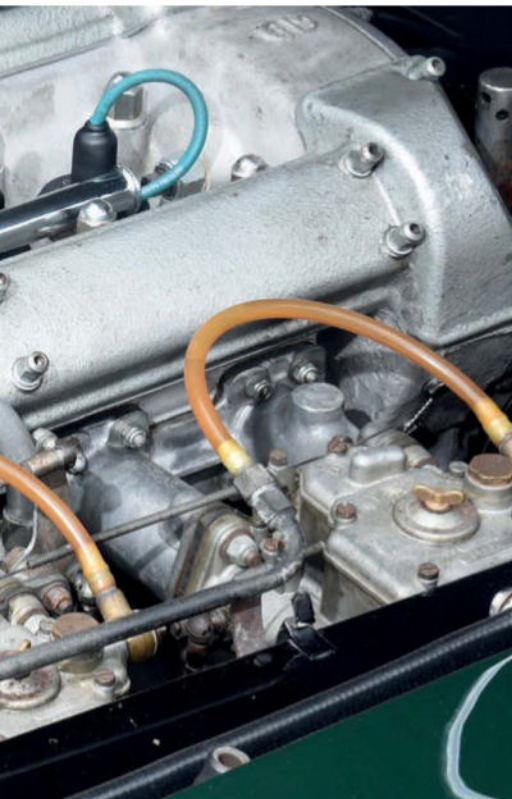


The poor state of the sills in the mid-Eighties

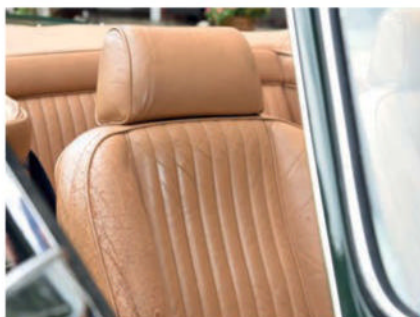


The car after being stripped for its major 2003 restoration





Cyril Davis's former hip flask plus his matchbox full of fuses with the original handbook



Cyril in the DB6 about to be overtaken by Jack Regan's Granada during a 1978 episode of *The Sweeney*



The DB6 in August 1985 still awaiting paint, following repairs to the body



The car being rebuilt following the change from Burnt Almond to British Racing Green

took the body down to its bare metal, the poor-quality work following the post cow incident 30 years earlier was clearly evident. "There was no filler left in the joins," exclaims Adrian. "The space behind was completely empty and only the paint was holding everything together." Parts of the underframe had also rotted through and it was obvious the body hadn't been very well protected when built.

Since he didn't like the original Burnt Almond, Adrian specified British Racing Green instead. "I like the colour and it seemed more appropriate for the car." He did keep the tan hood, though, resulting in a very handsome and eye-catching combination.

The car also has the bonnet mascot of a leaping horse that was first added by Adrian's father in the Seventies – it can clearly be seen in the short Sweeney clip. Other than it being a gift from a friend of his parents, little is known about its origins. It can cause controversy, though, as Kevin explains. "When we go to shows, a lot of Aston purists often ask what is that monstrosity on the front? But for us, it's part of the car's history."

Adrian admits to using the car only sparingly since the 2003 rebuild and less so recently because, like his father before ▶

OWNER'S STORY

DB6 VANTAGE VOLANTE



him, despite being an admittedly sprightly 90-year-old, he no longer feels he can drive his beloved DB6 safely.

Yet this time the car won't be left in the garage since Adrian remains a regular at Aston Martin Owners Club events across the country when the DB6 is usually driven by his former son-in-law or Kevin.

It was at this year's AMOC Spring Concours at the Imperial War Museum when I first came across Adrian and his car. Even before I knew its unique history or realised it was a rare Vantage model, I was still drawn to the green convertible by its immaculate condition. The dark green car has a lustre as rich as the day it was applied, the panels are arrow straight while the chrome shines as brightly as that of the King's car.

Yet since the interior was largely left alone during the restoration, resulting in the worn leather upholstery looking like an old briefcase, the car isn't totally devoid of character. Plus in the glovebox is Cyril's old hip flask – which although is now empty still smells strongly of brandy – plus a matchbox for spare fuses. No doubt as old as the car, his now faint writing can still be read on the sleeve. There's also the original handbook, clearly well thumbed over the years by several members of the Davis family.

It's easy to imagine Cyril behind the wheel, fighting the busy London traffic – including the fictional Flying Squad in their Granada – on his way to work.

Like an old dog, the affection the pair feel for the car is obvious but as Adrian himself says, it's now a family pet. Like all of us, the Davis family have plenty of



Adrian underneath his beloved DB6 Volante

stories and folklore but many of their memories are based around the car.

It's because of this long association why Adrian tells me he would like the Aston Martin to stay with the family, to be passed down to the next generation and beyond. Yet he understands the car's current high values might make this an issue.

"I wish it was worth nothing," admits Kevin. "I love the car for sentimental reasons. My sisters, Meriel and Helen, and I were all very close to our grandfather, and dad too. There's not many things that families get to keep for over 50 years."

After five decades with the same family, the story behind the DB6 is as beautiful as the car itself or any other well-loved family heirloom on the *Antiques Roadshow*. **AMD**

● Thanks to: Adrian and Kevin Davis





QUANTUM WORKS

SPECIALIST



**Aston Martin Specialists restoring, maintaining and perfecting
Aston Martins across the complete range**



Restoration



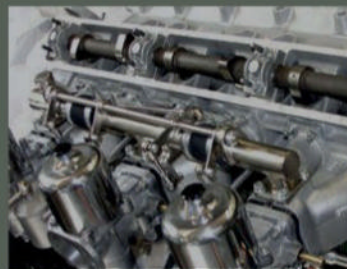
Servicing



**Pre-Purchase
Inspection**



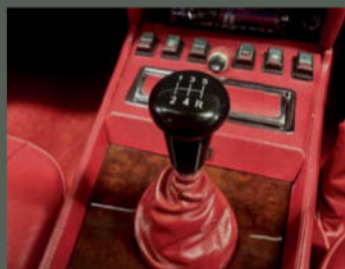
**Secure Car
Storage**



Engine Builds



**Aston Martin
Diagnostics (AMDS)**



**Upgrades &
Enhancements**



Body & Paint

20-22 The Alders, Seven Mile Lane, Mereworth, Kent, ME18 5JG

01622 431177  **info@quantumworksltd.com**  **www.quantumworksltd.com**

RACING PARTNERSHIP



In 2006, Prodrive revealed a series of performance enhancements for the V8 Vantage that made the car even more driver focused. Now one of the most sought-after models, we look at the car's history before driving one for ourselves

WORDS & PHOTOGRAPHY PAUL WALTON



MODEL HISTORY

V8 VANTAGE PRODRIVE

WHETHER IT'S the sun rising in the morning or heavy rain on a bank holiday, there are some things that are inevitable. Another is the team behind Aston Martin Racing, Prodrive, developing a special version of the original V8 Vantage. With the company in charge of Aston Martin's racing effort since 2004, there was little surprise when two years later the British motorsport specialist turned its attention to its road cars.

Yet it wouldn't be some marketing-led limited edition featuring nothing more than some fancy colour schemes or a boot badge, but a fundamental upgrade of several major components resulting in an even more focused driver's car than normal.

The company now known as Prodrive was founded in 1983 by a former rally co-driver, David Richards, who in 1981 had won the championship with Finnish driver Ari Vatanen.

Prodrive's first successes came with the Porsche rally team in the Middle East and European championships in the early Eighties. It turned to circuit racing next with touring car programmes for BMW, Alfa Romeo, Honda and Ford. But the company found greater success and prominence with the Japanese firm Subaru in the World Rally Championship. Between 1990 and 2008, the team won three drivers' and three manufacturers' titles plus 46 rally victories.

From 2002, Prodrive was contracted to run the British American Racing F1 team, finishing a fine second in the Constructor's Championship two years later.





The team moved into sports car racing in 2001 with its own privately developed Ferrari 500 GTS Maranello that won numerous races in the FIA GT and American Le Mans Series. A highlight of the project was GTS class honours at the 24 Hours of Le Mans in 2003.

It was the success of this project that led to the birth of Aston Martin Racing, a joint partnership between Prodrive and the British company that would return Aston Martin to international motorsport. For Richards, this was the fulfilment of a long-held ambition.

"I've been passionate about Aston Martin from my early days – as soon as I could afford to, I saved up and bought a DB6 Volante that I still own," said Richards in an interview in the October 2021 issue of *Motorsport*. "I always wanted to race them, too, and used to go to the factory every year in a bid to persuade them to invest in a racing programme, which we would run."

After developing a competition version of the DB9, the eventual DBR9, the car was quick from the outset, winning its debut at the 2005 12 Hours of Sebring. "The project has exceeded our expectations," admitted Richards at the time.

Over the next few seasons, the car won several times, including the GT1 class of the 2007 Le Mans. Prodrive then developed a racing version of the Vantage, the N24, that on its debut at the 2006

24 Hours of Spa finished fourth in class. Although Aston Martin Racing pulled out of the World Endurance Championship at the end of the 2020 season to concentrate on its F1 effort, Prodrive remains responsible for developing the current Vantage GTE which continues to be used by several private teams on both sides of the Atlantic.

These successes resulted in a close relationship between the two companies which was further cemented in early 2007 when, after leading a consortium of investors to buy Aston Martin, Richards became its chairman.

In 2006 and with the blessing of the factory, Prodrive started to develop a range of upgrades for the V8 Vantage. These included a 45bhp increase in power from 380bhp to 425bhp, courtesy of a remapped ECU, high-flow sports catalysts and a driver-selectable exhaust system. This dropped the 0-60mph time by 0.3 of a second to an estimated 4.7 while the top speed went up by around 9mph to 176mph.

Suspension changes comprised driver-adjustable Bilstein dampers and Eibach sports springs while there were also 19in forged alloys by Prodrive Japan, similar to those used by the DBR9, that together weighed 9kg less than the standard wheels. These were fitted with bespoke 245/40 and 285/35 Pirelli P Zero Corsas. Finally, there was a new front splitter and ►

MODEL HISTORY

V8 VANTAGE PRODRIVE

boot spoiler that offered a 45 percent reduction in high-speed lift.

The new range of parts were unveiled jointly by Prodrive and Eibach at the Essen Motor Show on 30 November 2006, becoming available early the next year. Although the modifications could be ordered through Aston Martin or Prodrive, they could only be installed by officially appointed agents of the former.

As a post-registration fitment, it allowed both new and existing V8 Vantage owners to upgrade their cars with the four updates that could be bought individually. Good job, too, since none of them were cheap; the engine improvement cost £6,239, the suspension package was £5,581, the wheels were £3,995 while the aero update was £2,937.

The best part of £19,000, it was a lot to spend on a car that if bought new had already cost £82,000 and it's little wonder just 87 cars were modified. But the upgrades had a remarkable impact on the car's performance and its handling.

"The Prodrive Aston V8 Vantage corners flat and very fast," said *Evo* magazine in its July 2007 issue. "Of all the Astons we've driven recently, it's the one most transparently dedicated to the provision of pure driving pleasure. It looks gorgeous, sounds shattering in full cry, is very quick and handles beautifully."

It's due to praise like this why the Prodrive Vantage has become highly prized by Aston Martin and sports car enthusiasts and why they demand a sizeable premium. Whereas a standard Vantage from 2007 is worth between £25k to £30k, a Prodrive version can be up to £10,000 more.

Even before I've driven the 2006 Merlot Red example featured here – which didn't have the Prodrive upgrades fitted until it was already three years old – I like the car for its subtlety. Unlike other, more garishly designed motorsport-inspired special editions, such as the Alfa Romeo Racing Quadrifoglio and Stelvio from 2019 or the ridiculously named Mercedes-AMG A45 Petronas 2015 World Champion Edition, the Prodrive Vantage keeps its direct links to one of the most successful teams in history quiet. Just a small Prodrive transfer on the boot sets it apart from standard cars.







And since this particular car doesn't have the aero package or the lighter wheels, it looks even more like a standard version. It makes the Prodrive Vantage a car to be enjoyed rather than just be seen in.

Yet doesn't take me long behind the wheel to feel the difference over an unmodified car. Similar to the standard 4.3-litre V8, the Prodrive version still likes to be revved hard but it now feels sharper and stronger, the acceleration even punchier. Watching the needle extend across the dial to 6,500rpm-7,000rpm, listening to the motor reaching its dark and savage crescendo is genuinely thrilling.

With the Bilstein dampers in Normal mode, the car feels largely as per a standard example, offering plenty of grip

but still some noticeable body roll. But when I switch the suspension to Sport, I can instantly notice the difference. The car feels better planted, the tyres finding more front and rear grip and its cornering abilities verging on aggressive. Even through fast bends, it remains composed and beautifully balanced, never threatening to oversteer unless severely provoked.

Prodrive injected just enough of its racing DNA into the car's character to make it feel more focused but without ruining its usability. This isn't some hard and uncompromising track car like a Caterham 7 or Lotus Exige Cup 430, for example, but retains – with the dampers in Normal mode at least – the suppleness and driveability of the standard car.

Maybe it was due to the high cost

of the upgrades or the cars looking too similar to a standard model but the Prodrive updated Vantage was soon overshadowed by the later and even faster in-house motorsport-inspired specials such as the Vantage N400, GT8 and AMR. Yet with their often lurid colours, multiple stripes and extreme aero packages, they lack the discretion of these Prodrive-equipped cars.

It might have been inevitable that following its many Aston Martin successes, Prodrive would turn its attention to improving the V8 Vantage. But doing so in keeping with the company's tasteful image and personality certainly wasn't. **AMD**

Thanks to: the owner of the car featured here, Liisa Daniels



CERAMIC MADE EASY



Follow us @Meguiarsuk



Discover more at:

MEGUIARS.CO.UK

DB2 & DB2/4 BUYING GUIDE

Find out what to look for when buying a DB2 or the later DB2/4 and how much repairs and maintenance should cost

WORDS ROB HAWKINS



WHEN THE dated 2-Litre Sports was due for replacement towards the end of the Forties, the DB2 was the ideal candidate and arguably kept Aston Martin in the limelight during the Fifties, paving the way for a new design of sports car. Having competed as prototypes in the 1949 Le Mans 24 Hours and returning in 1950, DB2 production began in late 1950 with a two-door saloon, introducing a drophead coupe the year after.

A total of 309 two-door saloons were produced up to 1953, along with 102 dropheads, all equipped with aluminium bodywork over a shortened 2-Litre Sports space frame chassis, except for five drophead coupes that were sent to Graber in Switzerland to be clothed in steel. The two-seat DB2 was replaced

by the longer DB2/4, which was launched at the London Motor Show in 1953. Not only did it offer seating in the rear, but it had a full-width windscreen instead of the split screen of the DB2 that was a familiar sight on Land Rovers, Morris Minors and Volkswagen Transporters of the time. The rear screen was larger, and the roofline was higher at the rear to help accommodate rear seat passengers.

Available as a four-seat saloon or drophead coupe, Aston Service Dorset says a total of 562 DB2/4 models were produced during its two-year lifespan, which included a mere 102 of those aforementioned DHCs, along with 12 as a chassis only for delivery to coachbuilders such as Bertone, Tickford (owned by AML), Vignale and Allemano. What is now known as the DB2/4 Mk I was replaced by the DB2/4 Mk II in late 1955. This lasted for another couple of years

(ending in August 1957) in which 199 cars were built, the majority being four-seat saloons, although 16 drophead coupes were made along with 34 fixedhead coupes – a saloon was an early design of fastback, whereas a fixedhead coupe is pretty much a drophead coupe with a permanently fitted hardtop.

The Mk II had a taller roofline and more exterior chrome trim. The easiest way to identify this generation of Aston Martin is by its aluminium bonnet. If the bonnet incorporates the entire front wings, you are looking at a DB2/4 produced between 1953 and 1955. If the lower half of the front wing (rear section) is left attached to the chassis when raising the bonnet, then it's a Mk II. A chrome strip (perhaps an early design of the now well-known side strake) should be fitted where the bonnet and lower half of the front wing meet.



ENGINES & PERFORMANCE

Aston Martin owner David Brown had bought Lagonda in 1949, so had access to their 2,580cc straight-six double-overhead camshaft engine that had been designed by William Watson and W.O. Bentley. This was used in the DB2 from the very start.

With a peak power output of 105bhp at 5,000rpm and 125lb ft (170Nm) of torque at a lower 3,100rpm, a 1,207kg (2,662lbs) DB2 was tested by Autocar and the results, in its November 17 1950 issue, showed that it could hit 60mph from stationary in 12.4 seconds and was capable of reaching a top speed of 110mph.

A 125bhp Vantage-spec engine was introduced in 1952, which featured a higher compression ratio for the same 2.6-litre engine along with SU HV6 carburettors to achieve the extra

20bhp. When the DB2/4 was introduced in 1953, the Vantage-spec 2,580cc straight-six was fitted and Autocar tested one in October that year achieving a 0-60mph time of 12.6 seconds and a top speed of 120mph (the test car weighed 1,257kg or 2,772lbs).

In 1954, the DB2/4 engine's displacement was increased to 2,922cc, resulting in 140bhp at the flywheel. Motor magazine, in its August 1954 issue, measured a 0-60mph time of 10.5 seconds with a top speed of 120mph.

The 140bhp 2,922cc engine was continued in the DB2/4 Mk II, although there was an optional Special Series engine with 165bhp, courtesy of high-lift camshafts and larger valves. Additional performance options included replacing the SU carbs for Webers, raising the engine's compression ratio, adding an oil cooler and fitting twin exhausts.

DIMENSIONS

The DB2 is the smallest of the models we're looking at in this buying guide, with a length of 4128mm or 162.5in (13ft 6.5in) and a width of 1,651mm or 65in (5ft 5in), making it comparable to the latest Ford Fiesta.

The DB2/4 is almost 20cm longer at 4,305mm or 169in (14ft 1in), but the same width and despite a higher roofline at the rear, it has the same maximum height at 1,359mm or 53.5in (4ft 5.5in). The DB2/4 Mk II gained an extra 5cm in length (two inches).

VALUES

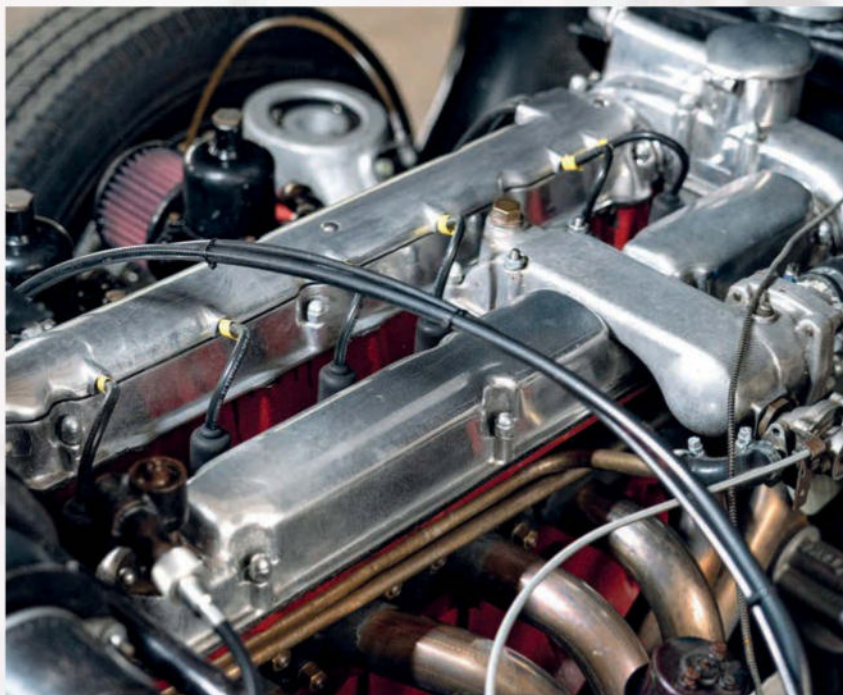
With 411 DB2 models having been produced and almost twice as many of the DB2/4 in Mk I and II guises, the earlier DB2 is rarer, but prices appear to be cheaper at around £200,000 for a saloon, whereas most DB2/4 saloons start at around £250,000. Expect to pay upwards of



£300,000 for a drophead coupe. Coach-built examples can be more expensive, the cheapest being Tickfords at similar prices to standard saloons, whereas at the time of writing, the only surviving DB2/4 by Vignale was for sale at Aston Workshop for £3.6m.

ENGINE TROUBLE

The entire range of straight-six engines fitted to the DB2 and DB2/4 consists of a cast iron engine block and cylinder head (new blocks and heads are available along with aluminium cylinder heads). Routine maintenance with annual oil changes and two-yearly coolant changes is essential. Serviceable parts are in some cases incredibly cheap for such a high-value classic car. An oil filter for a 2.6-litre, for instance, costs almost £22 from Aston Parts (www.astonparts.com), and a set of HT leads are £85.



SUSPENSION

All the models we're covering in this buying guide feature a front suspension set up consisting of an axle with trailing arms, a single anti-roll bar, lever arm dampers and coil springs (the front axle also houses some steering components).

Tim Stamper says that the front axle can leak where the lower trailing arm is connected to it (or it may be a leak from the lever arm damper). New lever arm dampers are not available, but Vintage and Classic Shock Absorbers says that the rears are much easier to recondition than the fronts and some are identical to the ones fitted to the Ford Pilot. Expect to pay upwards of £150 to have one overhauled.

The front lever arm dampers take a greater load and VCSA has found that

internal wear can mean a customer's unit is rendered scrap, even if it looks okay from the outside. If another used front lever arm damper can be found, expect to pay around £800 for it, but with no guarantee it's in good working order. VCSA charge upwards of £200 to overhaul one of them.

At the rear, the suspension consists of a Salisbury live axle secured with trailing arms, upper links, coil springs, lever arm dampers and a Panhard rod.

From what can be seen of the front suspension within the engine bay, visually inspect the condition of the coil springs and the aluminium towers that support the top of each one. Look for fractures in the springs and the towers. Whilst a replacement spring costs around £150, a new tower is almost £460.



Look for signs of coolant leaks from the hoses and radiator, which not only suggest a leak, but could have resulted in the engine overheating and potentially blowing the head gasket. Check for coolant in the oil, signified by a mayonnaise-like residue, although this can be down to condensation because of a lack of use. And if the coolant has an oily feel to it, this can suggest the head gasket has failed or is starting to fail. However, Tim Stamper at Stamper Aston Martin warns that if a sealant has been added to the coolant, this may result in an oily residue, which could be wrongly diagnosed as head gasket failure.

The reason for head gasket failure isn't solely down to an overheating engine, but the cylinder liners that are fitted into the engine block. The liners are shimmed and need to be fitted using a special tool to help ensure they are correctly positioned in relation to the top of the engine block. Should they not be correctly positioned, symptoms of head gasket failure can arise because of oil and coolant mixing or escaping into the combustion chambers – and if oil or coolant (or both) seep into the combustion chambers, look for white (coolant) or oily smoke from the exhaust.

Whilst a head gasket on a 2.6-litre costs £424 from Aston Parts, further costs can be incurred for skimming the cylinder head and repositioning the cylinder liners.

And Tim Stamper recommends replacing the head studs and renewing the washers, especially if the old washers have become distorted and dished.

There are three timing chains and two of them have oil-fed tensioners. The timing chains can stretch and become noisy, so it may be worthwhile replacing

them. A timing chain kit with seals and gaskets costs a little over £200 from Four Ashes Garage.

Look around the engine for signs of oil leaks. The common leaks include the camshaft oil seal (front of the engine), which can be replaced. Tim Stamper explains that oil leaks from around the

BRAKES

Drum brakes are fitted all round, which are operated by a hydraulic single or tandem circuit system. 12in cast iron drums or aluminium Alfin drums were fitted as standard and both are still available (a cast iron brake drum costs around £450). Brake shoes can be re-lined and Four Ashes Garage charges £270 for an axle set (exchange).

ELECTRICS

12-volt positive earth electrics were originally fitted, but many may have been converted to negative earth and the dynamo changed to an alternator. In all cases, look for corroded earth points, fuses and connections and signs of water ingress. Test all electrical equipment and don't assume a malfunctioning gauge or inactive indicator will be straightforward to fix.





front of the engine can be caused by a failed O-ring for a high-pressure oil feed from the engine block to the cylinder head. He also says that the crankshaft's rear oil seal is a scroll type, which can fail and leak engine oil, so look for oil around where the engine and gearbox are fitted together. Upgrades to a modern neoprene

lip seal are popular and Four Ashes Garage charges around £720 for this conversion.

With the engine running and warm, check the oil pressure rises with engine speed (assuming the oil pressure gauge is accurate). Whilst oil pressure may be low when the engine is idling, as a rough guide, there should be around 10psi of pressure for every 1,000rpm on the tachometer.

Although oil pressure is an important factor in determining the health of an engine, Tim Stamper also says that oil flow is equally if not more essential. It is however, harder to measure, but if an engine has been overhauled, he recommends inquiring as to whether any modifications to the oilways have been made.

When the engine is running, listen for a persistent valve clearance rattle from the top area. The valve clearances can be adjusted, but it's a specialist job. A conversion to shims is popular, which makes altering the clearances much easier. Otherwise, the valve seats or tips of the valves need to be machined to alter them. Tim Stamper warns that closing up the valve clearances by too much risks burning out valves – the profile of the

camshaft lobes are designed to have a quietening ramp to reduce engine noise, so this needs to be accounted for when adjusting the valve clearances.

On a less serious note, Tim says that if the vacuum advance pipe is missing between the Lucas distributor and carburettor, this is not a problem and something he recommends. He also says that if the vehicle has any tuning data on its distributor, it's worthwhile checking what advance curve has been set. Whilst it should be around 45 degrees, he recommends a lower 36-38.

Check whether the engine has been converted to run on unleaded petrol, in which case, the standard cast iron valve guides should have been changed to phosphor bronze.

Having an engine with matching numbers is a desirable feature and helps to justify a higher price tag, but this isn't so easy on these engines. The engine number is only stamped on to the timing case, which means there's no way of confirming the identity of the engine because the case can easily be swapped on to another engine.

Rebuilding an engine may in theory be affordable, especially when an



BUYING GUIDE

DB2 & DB2/4



Test the operation of the clutch, ensuring gears can be selected and there's a sufficient biting point. Under acceleration, listen and feel for the engine over-revving, which could indicate a worn and slipping clutch. A standard clutch kit costs around £420 and Four Ashes Garage charges roughly £720 of labour to fit one, which includes balancing.

A Salisbury 3 HA or 4 HA live axle was fitted to these models. The later 4 HA is easier to recondition and was used in a number of Aston Martins and other vehicles such as the Reliant Scimitar.

Listen for noise, although Tim Stamper warns these axles were noisy when new and he has seen several build sheets where the car has been returned to the factory to have a new axle fitted.

Check around the casing for signs of oil leaks, which may mean the seals have blown, but can also be caused by a blocked breather hole on the top of the casing.

exhaust manifold gasket costs less than £24, but with a set of pistons at around £3,000, don't expect much change out of £20,000 after adding in machining, bearings, a timing chain kit and gaskets. A professional rebuild will generally cost at least 100 hours of labour.

GEARBOX

David Brown's own four-speed manual gearbox was used throughout production of the DB2 and DB2/4 Mk I and II. Expect to pay around £4,000 for a used one. Rebuilding a gearbox can be difficult because parts availability is very scarce in some cases, so components may need to be fabricated.

The gearbox is regarded as robust, but needs an element of mechanical sympathy. There's no synchromesh in first gear, so only select it when the car is stationary and carefully ease it in. When changing down gears, it can help to match the engine rpm to avoid crunching, but if the synchromesh rings are worn, you may still struggle.

Check around the gearbox for oil leaks. There's a rear oil seal that can leak and if oil is covering the back of the engine and the bellhousing, it could be caused by the crankshaft seal, but also a seal for the gearbox.



INTERIOR

A meticulous inspection of the interior is essential because if anything is missing or damaged, it will probably be expensive or impossible to replace. A damaged seat base, for instance, may not be difficult to repair by fitting a new one, but sourcing a colour-matched replacement could be the biggest challenge. Similarly, missing instruments and switches are not readily available.





@astonadvantagehampshire



@astonadvantage

THE ASTON ADVANTAGE

ASTON MARTIN SALES SPECIALISTS

t. 01189 326981
m. 07595 954882
astons@astonadvantage.uk

2003 Aston Martin DB7 Vantage - Carbon Fibre Pack - £25,995



- Tungsten Silver with Charcoal leather
- 19" alloy wheels
- Vanquish seats
- Carbon fibre interior trim and engine bay panels.
- Touchtronic gearbox.
- Heated front screen.
- 83,113 mileage - its immaculate condition totally belies the mileage and must be seen in person to appreciate this statement.

We are looking for both classic and modern Aston Martins to sell on a consignment basis. Our fees are highly competitive, so if you are considering selling your cherished Aston from any era, then please do contact us to learn more

2015 Rapide S - 36,273 miles - **£59,995** | **2003 DB7 GTA** - 53,576 miles - **£36,250**
2001 DB7 Vantage Volante - 32,169 miles - **£31,995** | **2006 V8 Vantage** - 40,177 miles - **£32,500**

SCOTLAND'S ASTON MARTIN SPECIALIST



MODERN - CLASSIC - VINTAGE

Scotland's only independent specialist, caring for all ages and models of Aston Martin.

MARTIN'S
ASTON
SERVICES



0141 266 0020

www.martinsastonservices.co.uk



BUYING GUIDE

DB2 & DB2/4

“Leaks and noises are the main thing,” remarks Ben Thomson at Simply Performance concerning the rear axle. “Often, halfshaft bearings are not set up correctly - people fiddling with them over the years. Hubs can be problematic to remove to change seals and often require pullers or a further stripdown of the axle.”

Simply Performance can strip and inspect a 4 HA axle and overhaul it (prices start at £1,050), or even supply the parts (standard and upgrades). “Salisbury axles is now part of GKN/Dana,” says Ben. “With no OEM support we offer Aston Martin owners an OEM level of service, using Timken bearings and modern lipped seals. And we have remanufactured most of the 4 HA range of parts so if there is any damage then we can always sort it out.”

ALUMINIUM BODYWORK

With an aluminium exterior, look for corrosion underneath the paintwork, which often looks like bubbles under the surface. If the paint has lifted, the only solution is to rub it down along with any aluminium oxide, then respray the area. This can mean a small patch of corrosion around the headlight, for instance, can result in the entire wing being painted to help blend in the repair.

The DB2 has steel sills and A-posts (and a wooden B-post), so check them carefully for corrosion, tapping them lightly with the rubber handle of a hammer to listen for the dull thud of filler or rust. Expect to pay around £360 for a replacement steel sill. The DB2/4's sills and posts (A and B) are made from aluminium.

The aluminium bodywork is bolted to the steel chassis (rubber mounts are fitted in several places), which inevitably results in corrosion between the two metals. And there are a few areas where more steel and aluminium meet, such as the rear inner wings, which are steel.

Make sure the large forward-hinging bonnet can be opened and closed easily. The hinges can weaken or corrode and are over £200 each to replace on the DB2. And the mounting brackets for the hinges can get stressed and corrode.

Check the condition of the windscreen, looking for cracks and damage. A new one is reasonably priced at around £360

(heated windscreens are also available).

Check the condition of the front grille, which is slatted and can become corroded and damaged through road debris. It may be possible to repair a damaged front grille, but if it needs to be replaced or is missing, budget for around £4,000 for a new one.

Carefully inspect the doors, making sure the steel framework and aluminium exterior haven't corroded. Check the doors close easily and don't sag, which could be caused by worn hinges. If the exterior door handle is missing on the passenger side, these are very hard to find. This handle has the only external lock - the driver's door is only locked from inside, even when closing it from the outside so cannot be unlocked from the exterior.

STEEL SPACE FRAME

Lengths of steel box section form the semi-space frame chassis of the DB2 and DB2/4, which incorporate a bulkhead between the engine and interior.

The condition of the chassis can be partly inspected from inside the engine bay to look for corrosion in the bulkhead and around to where the suspension and engine are secured to the chassis rails. This will also help to look for evidence of accident damage where the bonnet may have been replaced, but the chassis rails underneath are distorted.

From underneath the vehicle, ideally with it on a ramp or over an inspection pit, check the condition of the chassis to look for corrosion and damage. With the chassis being quite simple in design, corrosion can be cut out and replaced

with fabricated repairs in most cases, and access to most components is straightforward.

Tim Stamper recommends inspecting the chassis rails where the brake and fuel lines are routed through them. The holes for these lines can let dirt and water inside resulting in corrosion. On the plus side, he does say that if the engine or gearbox (or both) are leaking oil, this will inevitably rust-proof parts of the chassis.

OUR VERDICT

The DB2 and DB2/4 are arguably an expensive classic cars, but when compared to rivals of their era, such as the Ferrari 195 S and 250 GT, they are quite a bargain. However, they can easily become an expensive money pit unless you keep on top of maintenance and are made aware of any problems, so if you are keen to buy one, choose wisely and find a specialist to help. **AMD**

Thanks to:

Aston Parts 01207 268928

www.astonparts.com

Aston Services Dorset 01202 574727

www.astonservicedorset.com

Aston Workshop 01207 233525

www.aston.co.uk

Four Ashes Garage 01789 266851

www.fourashesgarage.co.uk

Simply Performance 01306 711134

www.simplyperformance.com

Stamper Aston Martin 01768 899505

www.stamper-astonmartin.com

Vintage and Classic Shock Absorbers

020 8651 5347

vintageandclassics shockabsorbers.co.uk



Classic Car Insurance the Goodwood Way



IT'S A PASSION WE SHARE

From the moment we fall in love with the joy of motoring, to owning the models we dreamt of as children, our relationship with cars shifts gear as life unfolds. No matter where you are on the journey, you can rely on Goodwood Classic Solutions to take care of quotes and policies, leaving you to enjoy the ride. Because Goodwood understands that insuring a classic car is about more than just cover; it's about protecting your lifelong passion.

GOOD  **WOOD**
CLASSIC SOLUTIONS

01243 913333
goodwood.com/insurance

BUYING GUIDE

DB2 & DB2/4

ASTON MARTIN SPECIALISTS

SALES, SERVICING AND REPAIRS

Adrian Johnson Ltd

10 Pool Business Park, Pool Road
Pool in Wharfedale, Leeds, LS21 1FD
Tel: 0113 2843666
Web: www.adrian-johnson.co.uk

Arun

Codmore Hill Garage, Stane Street
Pulborough, West Sussex
RH20 1BQ
Tel: 01798 874477
Web: www.arunltd.com

Aston Service Dorset

73 Ringwood Road, Longham
Wimborne Minster, Dorset
BH22 9AA
Tel: 01202 574727
Web: www.astonservicedorset.com

Aston Workshop

Red Row, Stanley, Beamish
DH9 0RW
Tel: 01207 233525
Web: www.aston.co.uk

Bamford Rose

Armscote Fields Farm,
Halford, Shipston-on-Stour,
Warwickshire
CV36 4HT
Tel: 0808 123 1007
Web: www.bamfordrose.com

Chicane

off Ford Lane, Bramshill,
Hook, RG27 0RH
Tel: 0118 932 6973
Web: www.chicane.am

Chiltern Aston Centre

Ley Hill Road, Bovingdon,
Hemel Hempstead,
Hertfordshire
HP3 0NW
Tel: 01442 833177
Web: www.chilternaston.co.uk

Desmond J Smail

Tel: 01234 713083
Web: www.djsmail.co.uk

Fisher Performance Cars

No 1 The Old Works, Chateau Impney
Estate, Droitwich Spa
Worcestershire, WR9 0FF
Tel: 01299 251444
Web: www.fisherperformance.co.uk

Four Ashes Garage

Birmingham Road, Pathlow
Stratford-Upon-Avon, CV37 0EP
Tel: 01789 266851
Web: www.fourashesgarage.co.uk

GTC Engineering

Red Ditches Farm, Silverstone Road
Stowe, Buckinghamshire, MK18 5LH
Tel: 01280 851100
Web: www.gtc-engineering.com

HWM Aston Martin Flying Technician

Tel: 01932 240611
Web: www.flyingtechnician.co.uk

KWE Cars

Unit 3, Pipers Court, Berkshire Drive,
Thatcham, RG19 4ER
Tel: 01635 30030
Web: www.kwecars.com

Martin's Aston Services

69 Cumbernauld Road, Mollinsburn
Glasgow, G67 4HN
Tel: 0141 266 0020
Web: www.martinsastonservices.co.uk

McGurk Performance Cars

6 Brook Business Park, Brookhampton
Lane, Kineton, Warwick CV35 0JA
Tel: 01926 691000
Web: www.mcgurk.com

Nicholas Mee & Co Ltd

Essendonbury Farm, Hatfield Park Estate
Hatfield, Hertfordshire, AL9 6AF
Tel: 020 8741 8822
Web: www.nicholasmee.co.uk

Phoenix AM Ltd

Unit 3, Weybrook Farm, Aldermaston
Road, Sherborne St John, Basingstoke
Hampshire, RG24 9JY
Tel: 07539 585066
Web: www.phoenix-am.co.uk

Richard Stewart Williams Ltd

Protech House, Copse Road
Cobham, Surrey, KT11 2TW
Tel: 01932 868377
Web: www.rswilliams.co.uk

Richards of England

Unit 1, Cedar Parc, Doddington
Lincoln, LN6 4RR
Tel: 01522 685476
Web: www.richardsofengland.com

RP Performance

Tel: 0203 576 0075
Web: www.rpperformance.co.uk

Runnymede Motor Company

Tel: 01753 644599
Web: runnymedemotorcompany.com

Stratton Motor Company (Norfolk) Ltd

Ipswich Road, Long Stratton,
Norwich, Norfolk, NR15 2XJ
Tel: 01508 530491
Web: www.strattonmotorcompany.com

The Aston Advantage

The Pig Shed off Ford Lane
Bramshill, Hampshire, RG27 0RH
Tel: 07595 954 882
Web: www.astonadvantage.uk

TYRES

Longstone Classic Tyres

Hudsons Yard, Doncaster Road
Bawtry, Doncaster, DN10 6NX
Tel: 01302 711123
Web: www.longstonetyres.co.uk

Vintage Tyres

Classic Performance Engineering
The Main Stores, Bicester Heritage
Buckingham Road,
Bicester, OX26 5HA
Tel: 01869 243528
Web: www.vintagetyres.com

NEW & USED PARTS

Aston Martin Bits, 13 Bath Road
Cricklade, Swindon, Wiltshire, SN6 6AT
Web: www.astonmartinbits.com



THE ASTON MARTIN HERITAGE TRUST IS CELEBRATING
25 YEARS, AND EVERYBODY'S WELCOME!

Aston Martin Heritage Festival Saturday 12th August 2023

9am - 4pm. British Motor Museum, Gaydon, CV35 0BJ.

Enjoy the
display of cars

Listen to
experts on stage

Visit specialists
and trade stands

FOLLOW US FOR UPDATES



@AMHTOfficial



Aston Martin Heritage Trust

amht.org.uk

Scan to book tickets
or head to
britishmotormuseum.co.uk



ASTON MARTIN INSURANCE

QUALITY
PROTECTION
FOR YOUR
PRIZED ASSET



Supporting Car Clubs For Over 30 Years

classicline*
INSURANCE

Free and Simple Agreed Value
AMOC 15% Discount
Free Club Track Day/Event Cover*
Free UK & EU Breakdown Recovery
Free Legal Cover

All Modifications Accepted
Laid Up/Restoration Project Cover
Multi-Vehicle Policy
Salvage Retention
Your Choice of Repairer

01455 639 000
classiclineinsurance.co.uk

Authorised and regulated by the FCA. *Terms and Conditions Apply.

ROUTINE

We take on the epic Route Napoleon in the new DB12. Is this decadent super-GT a solid foundation for Aston Martin's future?

WORDS TIM PITT PHOTOGRAPHY MAX EAREY



MASTER



FIRST DRIVE

DB12

THIS IS where Napoleon started his comeback. On 1 March, 1815, having escaped from exile, Monsieur Bonaparte and 1,000 of his loyal soldiers disembarked at the port of Golfe-Juan on the French Riviera. They then marched north towards Paris: a 20-day journey that culminated in the Battle of Waterloo.

Today, that long, arduous trek is commemorated by the Route Napoleon. Taking in parts of the N85, D1085, D4085 and D6085, it is one of Europe's finest driving roads: a 200-mile ribbon of tarmac that weaves through the jagged foothills of the Alps, then onward to Grenoble. Unsurprisingly, it's also a popular destination for car launches, used extensively by Ford – and now by Aston Martin for the global debut of the DB12.

Napoleon's comeback ultimately ended in defeat, of course, but Aston Martin doesn't look set for the same fate. Indeed, after the disastrous IPO in 2018, when shares valued at £19 eventually tumbled to just 30p, the company has bounced back with renewed confidence, boosted by fresh investment, a handful of F1 podium places and the appointment of former Ferrari CEO Amedeo Felisa.

Judging by the launch hotel, Aston Martin finally has some cash reserves, too. The newly built Maybourne Riviera is perched on a hillside above Monaco, with panoramic views of the glittering harbour. The narrow streets and underground car parks of this tiny principality are already chock-full of supercars, but a new Aston Martin still turns heads. "Beautiful," says the orange-tanned owner of a very loud Lamborghini, sauntering over for a closer





look. “How much is it?” Alex Long, head of product and market strategy at Aston Martin, would surely take heart from this interaction. He aims to shift the brand’s positioning away from ‘luxury’ marques such as Bentley and Maserati, and further towards the supercar sector: the fiefdom of Ferrari, Lamborghini and McLaren. Following a string of performance-orientated models, including the Vantage F1 Edition, Vantage V12, DBX707 and DBS 770 Ultimate, the new DB12 brings a sportier focus to the core of Aston Martin’s range.

Well, that’s the theory at least, but the numbers certainly bode well. Power from the reworked 4.0-litre twin-turbocharged V8 is up 29 percent to 680hp at 6,000rpm. Torque takes an even bigger leap, up 34 percent to 590lb ft from 2,750-6,000rpm. In a car weighing 1,685kg ▶



FIRST DRIVE

DB12

– measured without fluids, in authentic supercar style – that means 0-62mph in 3.5 seconds and a top speed of 202mph.

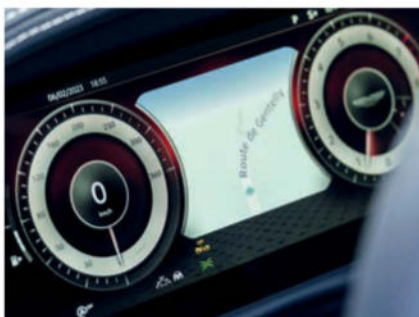
Could Aston Martin have simply slotted in the DBX707 engine? “Yes, but it wouldn’t have suited this application,” explains Simon Newton, head of vehicle dynamics. “Our goal was to preserve everything that was great about the DB11, then massively extend its abilities.”

As the man who so successfully honed the ageing DBS into the brilliant, blaze-of-glory 770 Ultimate, Newton’s words carry plenty of weight. He points to this being the first DB model with carbon-ceramic brakes – an extra-cost option, fitted to my test car – and the first with an electronic limited-slip differential. Other high-tech chassis upgrades include a six-axis Bosch motion sensor and Bilstein DTX adaptive dampers with Skyhook technology.

The part Newton seems proudest of, though, is made by Michelin. The new Pilot Sport 5 S tyre was developed specially for the DB12, with a unique compound and ‘AML’ stamped on the sidewall. Consider that even the Valkyrie made do with off-the-shelf Pilot Sport Cup 2 rubber, and that’s quite a coup. Perhaps it would feel less beneficial if you got a puncture in the French Alps, miles from an Aston Martin-approved tyre outlet. Let’s hope that doesn’t happen.

Besides, for many people, a bespoke tyre pales in importance next to new infotainment. In this era Alex Long calls “peak screen”, the DB11’s woefully outdated Mercedes-Benz tech was arguably its Achilles heel. Here, it’s been replaced by a new media system, developed in-house by Aston Martin, with a 10.25in touchscreen, over-the-air updates, real-time traffic information and a complementary smartphone app. There’s wireless Apple CarPlay and Android Auto smartphone connectivity, too.

For all its box fresh hardware and software, the DB12 is still unmistakably an Aston Martin. Director of design Miles Nurnberger describes it as “assertive, not aggressive”, highlighting the broader front grille, intricate headlamps, signature DB side strakes and boomerang-style rear lights. You won’t find any gaping air scoops or showy spoilers, but the car’s pumped-up physique reflects its

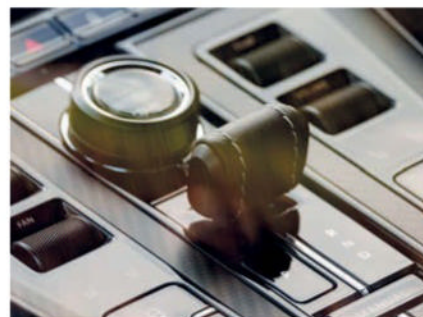


added potency. It seems tauter and more muscular, perhaps closer to a DBS than a DB11.

That assertiveness is also evident in its stance. It looks squat and purposeful, hunkered down on 21in forged alloy wheels – “they save 2kg per corner,” Newton interjects – with an increase in track width of 6mm at the front and 22mm at the rear. Overall, however, the DB12 is fractionally narrower than its predecessor, thanks to its frameless door mirrors – one of Nurnberger’s favourite design touches. “The old mirror feels like a rugby ball in comparison,” he laughs.

PowerPoint presentations over, it’s time to collect the keys. Aston Martin has introduced seven new paint colours for the DB12, and there are four varied options on the cars assembled outside: Iridescent Emerald, Hyper Red, Neutron White and





Satin Aluminite Silver. I'm quietly chuffed to be assigned the latter, a subtle hue that shows off the car's sculpted curves. Will it also be the choice of a certain secret agent when the next Bond movie is released? Don't bet against it.

Dropping down into the DB12's low-slung seat, I'm immediately struck by the uplift in quality. The seats, dashboard and door panels are swathed in artfully stitched leather, while the roller switches on the centre console are tactile milled aluminium. Delve into the configurator and you can add a garnish of open-pore wood or lacquered carbon fibre, among a huge array of Q personalisation options.

Behind the rather plump steering wheel (which is round, incidentally, unlike the squared-off helm of the Vantage) is a configurable driver display. This offers a choice of two digital dials or an enlarged central rev counter with an inset speedo and gear indicator. In contrast to the DB11, the gear shift paddles are attached to the wheel itself, rather than the steering column – a backwards step, in my eyes.

The new touchscreen, however, is a huge leap forward. It looks crisp, responds in just 30 milliseconds and uses a simple, tile-based menu system. And while some manufacturers take the 'bigger is better'

approach to screens – witness the new Mercedes-AMG SL, which appears to have a glitzy, supersized iPad bolted to its dashboard – the DB12's infotainment feels neatly integrated and unobtrusive.

Also, in the unlikely event you get bored of V8 rumble and roar, there's a new sound system from Bowers & Wilkins, the high-end British audio company that also supplies McLaren. With 15 speakers and 1,170 watts of output, it can comfortably drown out the kids in the back. Yes, the DB12 still has two – still very tight-fitting – rear seats.

I'm tempted to tackle a quick lap of Monaco's famous grand prix circuit, but Aston Martin's PR team has other ideas. No matter: the satellite navigation is set and the Route Napoleon lies ahead. The DB12 offers five drive modes, the familiar Comfort, Sport and Sport Plus, plus new Wet and Individual settings – the latter allowing you to create a custom setup. With an hour-long stint on the busy A8 ahead, I leave the car in Comfort and settle to a steady cruise.

The Aston Martin might be a more serious sports car, but it still eats up miles exceptionally well. Its ride is well-damped and the ZF eight-speed automatic transmission, now with a

FIRST DRIVE

DB12

shorter final-drive ratio, shuffles cogs almost imperceptibly. The big-lunged V8 is scarcely into its stride at motorway speeds, blasting past faded French hatchbacks with nonchalant ease. The press info labels it a 'Super Tourer', but it's clear the DB12 is still adept at being an old-school GT.

As the terrain gets steeper and the views get steadily more spectacular, we stop near the town of Grasse for a coffee and a croque monsieur. Unlike some supercars, the DB12 doesn't struggle with speed humps (nor does it have a hydraulic nose-lift), but you're conscious of its girth on tight urban streets. Rear-three-quarter visibility is limited for parking, too, although the sensors and rear-view camera should spare your blushes.

Refuelled by double espresso, I select Sport mode to add some virtual caffeine to DB12's drivetrain. Instantly, throttle response feels sharper, the suspension tightens its sinews and the gearbox ups its game. Right on cue, we pass one of

the imperial eagle signs that mark out the Route Napoleon. Bring it on.

Chasing another hard-driven DB12, we attack a series of steeply-stacked hairpins. Bonaparte and his army must have toiled up this brutal ascent, but the Aston Martin makes light work of it, blasting between bends on a wave of plentiful torque. On hot asphalt, traction from the specialMichelins feels immense, almost gut-wrenching. If I didn't know better, I could believe we have four driven wheels.

Cresting the col, we plunge into an equally snakelike descent, the DB12's carbon-ceramic brakes working tirelessly to scrub off speed. Now in Sport Plus, its steering is alert and direct, but the chassis feels steadfast and utterly planted. If the back end breaks loose, it's almost certainly because you have provoked it, at least on a dry surface. Still, there's a fine line between feeling confident and getting carried away – especially when threading between a serrated rock face on one side and a sheer drop on the other.



This section of the Route Napoleon looks incredibly photogenic, the kind of road you might see in a lingering drone shot on Top Gear. In truth, though, an Alpine A110 or Lotus Elise would feel more fit-for-purpose here. Where the Aston really comes into its own is when the road opens up, becoming looser and faster-flowing. With space to fully exploit its soaring revs and tenacious grip, the DB12 can cover ground with brain-scrambling speed. Overtaking dawdling motorhomes and the occasional 2CV, it carves through the hills like a knife through Brie.

It doesn't offer the same level of sensory overload as a DBS, though. I drove the ▶



Protect yourself from speeding tickets, road hazards & insurance scams!

aguri DX4000 Drive Assist dash cam and speed limit alert system.

Save **£70**

Crystal Clear Day & Night

DISPLAYS SPEED LIMITS AT ALL TIMES

DISPLAYS SPEED LIMITS OF EVERY ROAD ACROSS THE UK & EUROPE



For the last 5 years there has been a steady rise in 'crash for cash' incidents and acts of 'driver aggression' on our roads. Motorists are now taking action to protect themselves from the rise in fraud as well as the increased threat of violence.



DX4000 Drive Assist is so much more than a dash cam. Simple to use, this sophisticated device records every mile you drive in crystal clear high definition while displaying the speed limit of every road along the way. DX4000 will alert you audibly and visually to approaching speed cameras whilst displaying the speed limit at all times and will warn you if you accidentally exceed the speed limit, as well as when you drive from one speed limit to another, for total peace of mind.

DX4000s super wide-angle lens continuously records night and day in high definition on the 16GB SD card included and automatically loops when the memory card is full. As you drive the built in GPS antenna plots your exact location to alert you to what's around the next bend and to provide pinpoint evidence, if ever required.

Class leading high definition digital video recording and crystal-clear high-resolution playback come as standard as does the large built-in 3.5 inch LCD screen. DX4000 comes preloaded and ready to use with the most

comprehensive speed trap database and the speed limits of every road across the UK and Europe. Plus, all software and database updates are completely free!

The comprehensive database preloaded into the DX4000 not only contains the speed limits of every road across the UK & Europe it also includes the locations of Gatso, Truvelo, HADECSS3, Smart Motorway Cameras, Watchman, Speedcurb, DS2, SPECS average speed cameras as well as thousands of locations where mobile camera vans and speed traps are frequently used. Take the uncertainty out of driving, order your DX4000 today.

Comes ready to go & includes:

- DX4000 Dash Cam (100 x 70 x 30mm)
- Windscreen & Fixed mounting kits
- 12V/24V in-car charger
- GPS tracking & video playback software
- 16GB SD Card - PC & Mac compatible
- FREE lifetime speed trap updates
- 12 month warranty

“If it wasn't for our dash cam footage, the other driver might not have been held responsible for knocking the cyclist off his bike & injuring him.”

“The driver coming in the opposite direction jumped the red light, knocking the cyclist off his bike & leaving him seriously injured. Mandy helped the cyclist whilst the emergency services were on their way. We showed the police the high-res dash-cam footage of what happened & they were really impressed with clarity of the recording. Later, it came out that the driver of the other car had denied jumping the red light, but when confronted with the video evidence quickly confessed. Our dash cam footage helped the poor chap who was injured as it could have taken months, if not years, to sort it out otherwise. We wouldn't drive without our DX1000 dash-cam now.”

John & Mandy Nightingale



See the evidence for yourself online

Save £70 - Quote Special Offer Code: **MOTOR23**
Call 0330 102 5578
 online: aguriworld.co.uk

DX4000 Drive Assist Dash Cam. R.R.P £239.99 - Now £169.99

DX4000R Dash Cam + Rear Camera. R.R.P £279.99 - Now £209.99



FIRST DRIVE

DB12

DB12 a couple of weeks after sampling the 770 Ultimate in the Cotswolds, and its V8 felt somewhat muted after the limited-run car's shock-and-awe V12. Despite having its roots in Affalterbach, the DB12's engine doesn't crackle and pop like the finest works of Mercedes-AMG either. Some will prefer that relative civility, while others may yearn for more bombast. Me? I'm hoping Aston Martin turns up the volume for the Volante version.

Speaking of engines, we know the venerable V12 isn't coming to this car, but Simon Newton hasn't ruled out a hybrid version. Aston Martin's recent deal with American EV maker Lucid also opens up the possibility of a fully electric DB12 in the future. It's an intriguing prospect, albeit one many enthusiasts will struggle to get excited about.

As the afternoon wears on, we turn back towards the coast – and the heavens



open. Now the road seems far more treacherous, the margin for error so much smaller. However, in Wet mode the Aston Martin is smooth and controlled, its heightened stability control ready to catch any unruly behaviour. Some supercars would feel spiky and intimidating here; in true British fashion, the DB12 simply keeps calm and carries on.

Alex Long says that, in terms of character and dynamic performance, this car is positioned mid-way between a Bentley Continental GT and a Ferrari Roma. Having spent time in both those rivals, I think he's right – and it feels like something of a sweet-spot. The DB12 can devour huge distances in comfort, yet it still comes alive on the right road. And roads don't come any more right than the Route Napoleon. **AMD**



MAINTAIN OPTIMUM TYRE PRESSURE AT HOME OR ON-THE-GO...

RYOBI

INFLATE WITH CORDLESS CONVENIENCE

- Safer driving
- More fuel efficient
- Hassle-free
- Always ready



DIGITAL PRESSURE READOUT



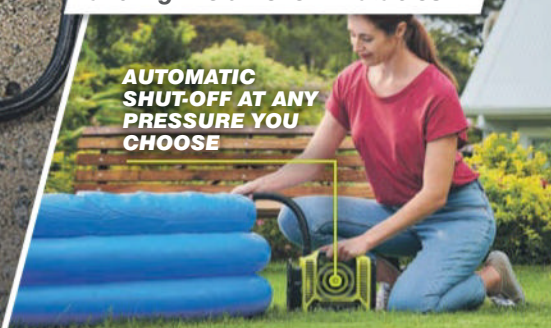
DUAL-FUNCTION INFLATOR/DEFLATOR

Trustpilot
4.7/5
★★★★★



HIGH & LOW PRESSURE SELECTION

High pressure inflation for tyres and high volume for inflatables



AUTOMATIC SHUT-OFF AT ANY PRESSURE YOU CHOOSE

18V CORDLESS PRESSURE INFLATOR 2.0AH BATTERY STARTER KIT

Introducing the Cordless Digital Pressure Inflator from Ryobi, the ultimate tool for effortless high-pressure inflation of car or bike tyres, and at the flick of a switch, high-volume inflation (or deflation) of large inflatables or air beds. With its portable design & rechargeable battery, it delivers power and convenience at a push of a button! Tackle emergencies swiftly and enjoy peace of mind on the road. Easy-to-use controls & digital pressure readout allows automatic shut-off at the pressure of your choice & offers up to 150PSI/10.34BAR of pressure. Features flexible hose, high pressure tyre valve, presta valve adaptor, sports ball needle & tapered nozzle with convenient onboard storage. Experience hassle-free tyre inflation & save both time & money at home or on-the-go.



R18MI-1C20GL Starter Kit includes:

- Cordless Pressure Inflator
- 18v ONE+ 2.0Ah Battery
- 18v ONE+ 2.0Ah Charger
- 3 Year Warranty

SAVE OVER **£85**[†]
ONLY **£109.99** INCLUDES FREE DELIVERY GB MAINLAND ONLY
[†]further restrictions apply

There's a Ryobi for

EVERYONE



18V ONE+
CORDLESS BATTERY SYSTEM

ORDER NOW

PHONE 0333 006 9466

PROMOTION CODE PR1925

Phone lines open: 8am - 8pm (Mon-Sun)



www.ryobitools.co.uk/press

dpd Secure tracked delivery



3 YEAR WARRANTY

Subject to availability. Free 3-5 day delivery to UK mainland only - further geographical restrictions may apply. Your right to cancel will last for 14 days after receipt of goods. If you change your mind during this period, provided the goods remain unused & in original packaging, you can notify us of cancellation. Registration required for warranty extension from 2-3 years. Register within 30 days of receipt of goods at Ryobi Tools.co.uk. Saving against RPH of kit components. Offer 3-5 day delivery to GB Mainland only - restricted delivery postcodes: BT1M, E-CO, H5-W, K, K2, W, PA, PH, Z, T, TS. Product sold by Telectronic Industries (UK) Limited, company registration: GB 551396338. All rights reserved. For full terms & conditions of sale please visit RyobiTools.co.uk. RYOBI is a Trade Mark of Ryobi Limited, and is used under license. Trustpilot score correct as of July 2023

THE ITALIAN

Arriving late in the DB7's production, the limited-edition Zagato coupe and DB AR1 roadster from 2002 and 2003 respectively were an Italian take on this very British sports car

WORDS & PHOTOGRAPHY PAUL WALTON



IAN JOBS

DUE TO being designed by the Scot, Ian Callum, and then being built at a small factory in Warwickshire, the DB7 is as Italian as a full English breakfast or queuing in the rain. But when the Milan-based design house Zagato transformed the model into a pair of handsome, limited-edition sports cars in the early 2000s, its personality

changed from a warm pint of real ale into a glass of fizzy Prosecco.

Although produced in relatively small numbers, by arriving towards the end of the DB7's nine-year production run, the two cars represented a final flourish for this always popular model.

It also set the standard for the company's future models that were just around the corner. The origin of the

two cars stems from a chance meeting between Andrea Zagato, grandson of the design company's founder, Ugo, and current CEO and Aston Martin's own chairman, Dr Ulrich Bez, at the 2001 Pebble Beach Concours. The subject of previous Zagato-designed Astons inevitably came up and it wasn't long before Bez approached the subject of renewing the collaboration. ►



MODEL HISTORY

DB7 ZAGATO & DB AR1

“Ulrich and I were on the same judging panel,” explained Zagato in the 21 August 2002 issue of *Autocar*. “We’d never met before, but we hit it off. The following day we got talking again, and the idea came up of our two companies doing another car together – something very much in the spirit of the previous models. We decided to explore the idea, and the whole thing has grown from there.”

The car chosen as the base for the new project was the by now ageing DB7. Not only was its running gear well-proven but by being close to the end of its production, an exclusive limited edition would give the model a last minute sales boost.

Sketches by Zagato’s chief designer, Norihiko Harada, were soon presented to Bez and Aston’s new design director, Henrik Fisker, with approval given in early 2002. Aston then dispatched a standard DB7 Vantage Volante to Zagato’s Milan studio in February to be the basis of the prototype. Christened ‘Georgia’ by the project team, the body was slowly formed from hand-beaten aluminium.

The eventual production model, though, featured an aluminium bonnet, doors and boot with pressed steel used for the front wings and roof. Unlike previous Zagato-bodied Astons, whose rolling chassis were constructed in England before being transported to Italy to have their bodies fitted, the DB7 Zagato was constructed by Opac, a Turin-based specialist in low-volume cars. After being primed, they were transported to Aston’s new facility at Gaydon to be painted before being sent the 14 miles to Aston Martin’s small factory located outside Bloxham for final assembly. With this being a transitional period for the company, it’s thought a handful were also finished at Gaydon.

Apart from the front screen, every panel was different from the standard DB7 while the Volante’s chassis was cut by 2.5in. Front and rear overhangs were also made shorter by 2.5in and 6in respectively and the body was an inch wider.

The result was a handsome yet compact coupe that was clearly influenced by cars from the Sixties. “While everyone is getting bigger and heavier, we’re getting smaller and lighter,” said Fisker to *Autocar*. “I like that a lot.”





With its very short tail and a nose dominated by a massive grille, the car was very European in character. But although it featured plenty of the Italian company's design cues – such as the double bubble steel roof and its tall rear haunches that were reminiscent of those of the famed DB4 Zagato – it was still a modern-looking car that subtly tipped its hat towards the original.

“We don't see it as really retro,” continued Fisker, “we see it as more of a Zagato in the tradition of Zagato and Aston Martin. The idea of this car was, like the original DB4 and DB4 GT Zagato, for the DB7 and the DB7 Zagato to have a relation in design. So you couldn't go off in some futuristic direction.”

The interior featured seats that were upholstered in an aniline-quilted leather with Zagato's logo embossed in the headrest. Instead of the tight rear seats, there was a parcel shelf for luggage complete with leather straps.

Power came from the 435bhp version of Aston's 5.0-litre V12 and a Tremec six-speed manual gearbox as fitted to the DB7 GT. Also taken from the car was the AP twin plate racing-style clutch, a revised quick shift gear linkage for shorter throws and a 4.09:1 final drive ratio rather than the 3.77:1 of the standard V12. Unsurprisingly, the car's 184mph top speed and 0-62mph time of five secs were identical to those of the GT.

Although the DB7 Vantage suspension was retained, the dampers were unique to the Zagato and, according to Aston, were developed “specifically for enhanced performance and optimum precision handling.”

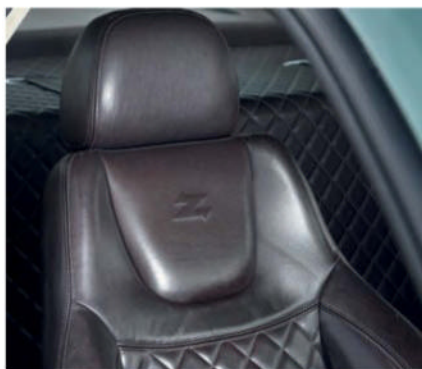
The prototype made a surprise appearance at the 2002 Pebble Beach Concours in August before making its official debut at the Paris Motor Show the following October. Although its £166,000 price tag made the Zagato over £60k more expensive than the DB7 GT, the press was still largely positive about the new model. “A breathtaking car,” was how *Autocar* described it, “and amazingly different from the DB7 itself, considering the hidden similarities.”

More importantly, so did the public with Aston later announcing that 200



MODEL HISTORY

DB7 ZAGATO & DB AR1



confirmed orders had been taken. Production was later capped at 99 examples with one extra retained by the factory. The cars were bought by enthusiasts across Europe, including France, Germany, the Netherlands, Switzerland and the UK.

But with the shortened chassis making the Zagato viewed as a new car and therefore requiring homologation, it was never sold in America. Yet it was clear by the positive reaction that there was a market for a low-volume model like this.

When Bez and Zagato met at the 2002 Pebble Beach Concours for the coupe's initial reveal, Aston's CEO enthused about driving a DBR1 at Le Mans a few weeks earlier. From there, the idea was born to





produce a roofless version. The shape was again the responsibility of Harada who had it sketched out by the end of the year. Although it followed the same basic lines as the coupe, by using the standard Volante chassis, the tail was longer. The rear deck behind the cockpit featured a double bubble shape, the doors were slightly longer and there were three new air ducts below the still sizeable grille. Called the DB AR1 or American Roadster, since the car was aimed at the country's warm, dry states such as California, there was no roof.

When the DB AR1 was revealed at the Los Angeles Motor Show in January 2003, it was purely for feedback. "If the reaction is as positive as that for the DB7

Zagato," explained Bez, "we will produce a limited number." Due to the response, Aston later announced the DB AR1 would reach production, going on sale later the same year. "Within days, we had 125 enquiries," said Bez in the 12 February 2003 issue of *Autocar*. "Sixty two clients immediately made a down payment of \$50,000 each."

Once again 99 would be produced for customers with one extra for Aston itself. As well as the same 435bhp version of the V12 and six-speed manual transmission as the Zagato coupe, the DB AR1 had the option of the six-speed automatic gearbox which, as per the DB7 GT, only came with the 420bhp V12.

Unlike the DB7 Volante, with no ungainly

roof pack to clutter up its otherwise clean lines, the result was a very handsome and striking-looking car. "The AR1 is an old-style roadster with an authentic character," continued *Autocar*. "In a class that increasingly uses electro-hydraulic hard tops and wind deflectors to keep nature at bay, the AR1 is a refreshing exception."

Although the majority of the cars did head to the States, a tiny handful remained in Europe including the 61st example that was made in right-hand drive by the factory for a British customer.

According to the website www.howmanyleft.com, there's just one DB AR1 in the UK yet it's not that one; it's the Mercury Grey example seen here that

MODEL HISTORY

DB7 ZAGATO & DB AR1



together with the Aston Martin Green coupe alongside it, belongs to DB7 enthusiast Gary Ungless.

He bought the Zagato (number 34) in 2009 when he was looking for something interesting to invest in. When the fourth DB AR1 came up for sale in America two years later, Gary knew he needed to have it to complete the set, bravely buying the car online and therefore unseen. The result is a handsome and, in this country at least, a potentially unique pairing.

I've never previously considered either car to be particularly good looking, thinking their proportions were all wrong and the voracious grilles too large. Yet thanks to its slightly shorter length yet chunky design, the coupe has a masculinity that the usually feminine DB7





coupe misses out on while the roadster appears long and elegant. There's also a definitive Italian flavour about them and it would be easy for the misinformed to imagine their heritage stems from Maranello rather than the considerably less continental Warwickshire.

With Gary kindly offering me a drive of both, I climb into the Zagato first. As mentioned earlier, the interior is trimmed aniline leather, a type of leather that's coloured with a soluble dye that doesn't alter its colour or hide its blemishes leaving a very natural looking finish. Since it also offers very little protection, it's an unusual choice for a car interior and results in the leather becoming worn and discoloured in places like an old leather jacket. I find the same dials and

switchgear as the DB7 Vantage a huge disappointment for a car that originally cost a hundred and sixty grand. For that kind of money, I was expecting a cabin that looked and felt much more bespoke.

By weighing 60kg less than a standard V12 coupe, I was also expecting the Zagato to feel significantly different from the DB7 GT I drove for issue six. But other than the firmer dampers making the car slightly more composed through corners, it's difficult to differentiate between the two.

Yet with the V12 always offering the same level of strong and powerful acceleration as the GT, I'm not complaining. With the seemingly endless delivery of its power arriving more smoothly than a Marvin Gaye song, Aston Martin's 5.9-litre remains a

masterful engine. And although refined, the cabin is still filled with a deep growl when I nail the throttle.

The manual 'box with its short, snappy and accurate changes is the perfect match for the engine. Although I'm often in the minority by liking the semi-automatic 'box in the Vanquish, there's always a real joy to snicking the lever down to third, balancing the throttle through a corner and then nailing it on the exit.

On paper, the DB AR1 should feel similar to the Zagato. As a manual transmission model, it has the same 435bhp V12 and at 1,858kg, weighs a mere 8kg more resulting in the same five-second dash to 62mph. Yet as I squeeze the pedal, I reckon the response of the V12 is a little quicker and therefore the acceleration ▶

MODEL HISTORY

DB7 ZAGATO & DB AR1

a tad sharper. There's no doubt this has been caused by the lack of weather protection since convertibles always feel faster than their coupe counterparts.

It's for this reason why I prefer the DB AR1 over its Zagato sibling. Admittedly, with the leather being treated to protect it from the elements, the interior feels even more like that of a standard DB7, but the lack of a roof, even a rudimentary one, results in an excitement the coupe lacks.

Both, though, remain important models in Aston Martin's recent history. Not only did they sign off

production of the DB7 in style but in terms of their size, image and performance they set the standard for the company's future cars. As Fisker himself said in *Autocar*, the Zagato was a good indicator as to where Aston was heading.

There's no denying the DB7 is the most British of cars but like having focaccia with a full English, because of these two special cars, a little part of it will forever be Italian. **AMD**

● **Thanks to: owner of the two cars featured here, Gary Ungless (www.astonowners.com), plus Rob Smith**

20/20 vision

Zagato wasn't the first Italian carrozzeria to redesign the DB7; Italdesign got there first in 2001 with the remarkable Twenty Twenty concept

Just 20 yards from where the Vanquish had made its debut at the 2021 Geneva Motor Show, another special Aston Martin was being unveiled. But as a concept based on a DB7 Vantage Volante, it was a very different kind of car.

The work of legendary designer, Italdesign's Giorgetto Giugiaro, the Twenty Twenty was a two-plus-two targa top sports car. The body was based on an exposed aluminium space frame with bonded non-load-bearing carbon fibre and plastic composite body panels.

"Our idea was to mix a classically beautiful design with technology that shows off our engineering skills and combines the exposed space frame with the hedonistic style," said Giorgetto's son, Fabrizio, in the 8 August 2021 issue of *Autocar*.



Unlike the later Zagato design, the Twenty Twenty's interior was very different from the car it was based on. Trimmed in a terracotta-coloured leather and featuring several brushed aluminium accents for a contemporary feel, the dials were housed in a pod on the steering column rather than set into the dashboard. Yet although the car garnered plenty of positive attention, with *Autocar* magazine calling it both individual and unique, there was never any chance the Twenty Twenty would reach production. "We're flattered that international designers such as Giugiaro want to pay attention to Aston Martin," explained Ulrich Bez at the time. "It's an interesting design, but it's Giugiaro's vision. They designed it, built it and executed it. We've given our opinion. But it's not a concept for the DB9."





Beverly Hill Car Club

ONE OF THE LARGEST DEALERS OF EUROPEAN AND AMERICAN CLASSIC CARS IN THE WORLD!

Looking for classic or luxury sports cars?
We buy and pick up from any USA Location Worldwide shipping



1982 Aston Martin V8 Volante

Presenting this left-hand-drive 1982 Aston Martin V8 Volante that is finished in a color scheme of Canterbury Blue complemented over a tan interior with Dark Blue piping and Blue carpets. Equipped with 3-speed automatic transmission, V8 engine, front-wheel disc brakes, dual exhaust outlets, Smiths instruments, VDO temperature gauge, option dash pad, power operated convertible soft top, side marker lights, three-spoke steering wheel, "Volante" badging, alloy wheels with Goodyear tires, jack, tool roll, and a full-size spare tire fitted in the trunk. Amenities include air conditioning, dual-side mirrors, forward-folding front seats with head restraints, power windows, sun visors, cigar lighter with an ashtray, glove compartment, center console, and a Blaupunkt radio. Also includes a service voucher with stamps and a copy of the certificate of ownership dated from December, 1984. An exciting opportunity to be a part of a select few to own a piece of British automobile history that is mechanically sound.

For \$99,500



1969 Aston Martin DBS

Presenting this rare 1969 Aston Martin DBS (1 of 181 left-hand drive DBS) finished in a color scheme of British Racing Green complemented with a gorgeous tan interior. Equipped with a 5-speed manual transmission, front-wheel disc brakes, Weber carburetors, Smiths instruments, Lucas ammeter gauge, quad headlamps, dual exhaust outlets, "Vantage" badging, Moto-Lita steering wheel, chrome trim/bumpers, air conditioning, Kienzle analog clock, sun visors, headrests, knock-off wire wheels with Michelin tires, and a full-size spare tire fitted in the trunk. An extremely coveted DBS that is currently not running and is an exciting opportunity to be a part of a select few to own a piece of British automobile history.

For \$98,500



1971 Aston Martin DBS V8 Saloon

Presenting this left-hand-drive 1971 Aston Martin DBS V8 Saloon that is finished in red complemented with a black interior. This rare example is #111 out of only 399 ever produced. Equipped with an automatic transmission, V8 engine, front-wheel disc brakes, dual exhaust outlets, Smiths instruments, Lucas ammeter gauge, quad headlamps, chrome trim/bumpers, dual headrests, Kienzle analog clock, Philips radio, sun visors, "V8" badges, dual-side mirrors, lockable glove compartment, alloy wheels with General XP 2000 V4 tires, three-spoke steering wheel, and a full-size spare tire fitted in the trunk. An extremely scarce DBS to acquire, this is such an exciting opportunity to be a part of a select few to own a piece of British automobile history that is mechanically sound.

For \$79,950



2002 Aston Martin DB7 Vantage Convertible

This 2002 Aston Martin DB7 Vantage Convertible featured with 47,592 miles on the odometer is finished in an elegant color combination of black combined with a tan interior. Equipped with an automatic transmission, V12 engine, four-wheel disc brakes, dual exhaust outlet, black convertible soft top, three-spoke steering wheel, tool kit, "DB7 Vantage" badging, and alloy wheels. Amenities include air conditioning, power-adjustable seats, center console with storage, analog clock in the center of the dashboard, sun visors, an umbrella in the trunk, and dual-side mirrors. In addition to the equipment, this DB7 Vantage comes with an owner's manual booklet and a clean Carfax report. British classic cars are constantly rising in value and this is an excellent opportunity to acquire this exclusive hand-built Aston Martin Vantage that will need some cosmetic work, nonetheless, this classic is mechanically sound.

For \$23,500



2004 Aston Martin V12 Vanquish

Presenting 2004 Aston Martin V12 Vanquish featured with 41,578 miles on the odometer and finished in an elegant color combination of Black combined with a Black and Tan interior. Equipped with an automatic transmission, V12 engine, four-wheel disc brakes, dual exhaust outlet, a three-spoke steering wheel, center console, dashboard analog clock, and alloy wheels. British classic cars are constantly rising in value and this is an excellent opportunity to acquire this exclusive hand-built Aston Martin V12 Vanquish that is mechanically sound.

For \$48,500

Please check our website as we have cars being delivered daily

4576 1/2 Worth St., Los Angeles, CA 90063

T: +1 (310) 975-0272 <https://www.beverlyhillscarclub.com> E: sales@beverlyhillscarclub.com



HISTORY REPEATING

Similar in concept to the earlier AR1, the 2017 Speedster was another Zagato-designed convertible, only this time based on the then current Vanquish S. Just 28 were produced, making it one of the rarest Aston Martins of the modern age and we've driven one

WORDS & PHOTOGRAPHY PAUL WALTON



JUST AS the Zagato coupe and AR1 saw out production of the DB7 Vantage in the early 2000s, a series of four special editions, which were again designed by the Italian house, did the same for the second generation of Vanquish 15 years later. Based on the more powerful S version, they were also the last cars to use both Aston Martin's VH chassis plus its 5.9-litre V12.

The rarest and arguably more interesting of these Zagato-designed models was the Speedster that, similar to what AR1 had done for the DB7, transformed the Vanquish into more of a lighter, faster and driver-focused sports car.

The series started in 2016 with the carbon fibre-bodied Zagato Concept that was based on the Vanquish S complete with the production car's 595bhp version of the 5.9-litre V12 and its eight-speed semi-automatic gearbox. Revealed at the prestigious Concorso d'Eleganza Villa d'Este, held on the shore of Lake Como, as a handsome yet muscular coupe, it was clearly influenced by the recent Vulcan and One-77 supercars yet having more of an Italian flavour.

"We pride ourselves on our strong partnership and the creation of the Vanquish Zagato Concept was a true

shared experience," said Zagato's CEO, Andrea Zagato, at the time, "it represents the essence of an important design relationship that dates back over fifty years."

A month later it was announced the car would be put into limited production of just 99 examples, all which would be built to order at Aston Martin's facility in Gaydon. Despite the £500,000 price tag, they all sold almost immediately after the car's announcement.

A Volante version soon followed that shared the same proportions as the coupe. Aston design boss, ►



MODEL PROFILE

VANQUISH ZAGATO SPEEDSTER



Marek Reichman, said the brand had, “endeavoured to create an elegant, flowing shape that emphasises the car’s sculptured rear haunches.” As with the hardtop, a mere 99 would be produced although this time it would cost a little over half a million.

Yet neither Aston nor its Italian partner was finished, for 12 months later, two further Vanquish-based limited editions were revealed; a Shooting Brake plus another convertible that, thanks to not having a roof, was accurately and excitingly named the Speedster.

“Why create a family of Zagatos?” said Reichman at the time. “Well, many of our customers want different things. Some prefer the purity of a coupe, but others love the idea of something more extreme, such as the Speedster. And yes, some of them have ordered one of each.

“Creating cars with Zagato is a true

creative partnership,” he added. “Andrea Zagato and his team have direct input, so these cars are the result of a close collaboration between two design teams.”

There were again 99 examples of the Shooting Brake – which, as its first factory-produced estate, Aston said it had been conceived as “an individual and exceptional practical GT” – but the Speedster was much more exclusive. Just 28 would be built but despite costing a little under £1m each, they again all sold almost immediately.

Judging by this Ming Blue version (which according to the plaques under the bonnet and on both door treads is car number 20) that’s currently for sale through marque specialists Stratton Motor Company, based a few miles outside Norwich, it’s easy to understand why. Exciting to look at from all angles, the crisp, taut and confident lines





give the car an urgency even when stationary. This is heightened by the pair of streamlined cowls behind the seats that were designed to represent the signature double bubble shape on the roof of Zagato's coupes. Due to not having a canvas or a bulky folding mechanism and therefore a B- and C-pillar, it's also relatively low yet still beautifully proportioned.

All of this might make it a very different kind of Aston Martin, but due to the familiar shaped grille that extends from one side of the car to the other, the Speedster's heritage is still plainly clear. It's like matching a pair of traditional English-made brown brogues with a modern Italian suit.

What I find most interesting about the car, though, are the beautiful details that were common with all four of these Vanquish-based Zagato models. These include the finned LED rear lights that look like they belong on a spaceship from a Fifties science fiction movie plus the pure white circular driving lights set into the mesh grille that have the same intensity as a photographer's ring flash.

Needing to slip behind the wheel in the same way as I would into a bathtub, I sit so low I feel I can reach out and touch the ground which further adds to the car's excitement on the road.



MODEL PROFILE

VANQUISH ZAGATO SPEEDSTER

The dashboard is largely as per the standard Vanquish which, considering the Speedster's original high purchase price, is disappointing. But there are some nice touches such as Zagato's Z logo that's been delicately embroidered into the headrests and the door cards plus a chrome version of it between the two seats.

The 5.9-litre V12 roars into life the moment I press the key into its slot in the dash and after pressing the drive button next to it, I head into the lush countryside that surrounds Stratton's Norfolk showroom. On a long empty road, I drop down a couple of gears by pulling on the left-hand steering wheel mounted paddle and with the revs built up, nail the throttle.

Although the engine is in the same 595bhp state of tune as the Vanquish S, due to the Speedster's carbon fibre panels and lack of roof, it weighs significantly less than the almost 2,000kg of the standard coupe. The resultant white-knuckle acceleration is therefore even more instant, the big V12 demanding to be revved hard before the engine's wail reaches its ear-splitting crescendo, so loud that the good folks of Norwich can no doubt hear me. The final iteration of Aston's magnificent but by now ageing 5.9-litre V12, its yowling mid-range punch



is so typical of an old-fashioned normally aspirated engine.

When I finally pull the right-hand paddle, the manual changes are instant, sharp yet still relatively smooth, the 'box largely intuitive.

With its adaptive dampers, the Vanquish S was already a fine handling car but its weight and size made it perhaps more of a grand tourer. But by being considerably lighter and its nicely weighted steering more direct, the Speedster feels much more like a nimble sports car, its character now closer to that of a V8 Vantage.

With the chassis always perfectly composed, I'm able to balance the car through a long corner before burying the pedal at the exit when once again the car accelerates with a stomach-churning hardness.

Both the VH platform and 5.9-litre V12 might have been getting long in the tooth when these four special editions of the Vanquish arrived in the mid-2010s. Yet just as the AR1 did for the DB7, the Speedster more than proved that even at the end they still made a credible and exciting sports car. **AMD**

● **Thanks to: Stratton Motor Company**
(www.strattonmotorcompany.com/1508 530491)





Soft Stretch Indoor covers

READY TO WEAR AND BESPOKE COVERS FOR ALL CAR MODELS

CarCoverShop.co.uk

www.carcovershop.co.uk | t.01780 654088



Protector-4

Outdoor Breathable covers from £125
Soft fleece lined, 4 layer, 7 sizes & water resistant



Soft Stretch

Indoor Covers from £129, 4-way stretch Lycra in 4 colours/6 sizes for the perfect fit



Waterproof & breathable cover

Prices from £229
Neoprene/wetsuit fabric tech keeps car 100% dry, slight stretch for a hugging fit, the best all weather cover



AirChambers

The market leading indoor rigid integral frame storage chamber for rust-free preservation



Custom Indoor Premium soft

sweatshirt-grade fleece custom made cover for body hugging look with piping, 15 colours, from £355



Reveal Cover

Satin handover or storage covers for car sales or storage. World leading supplier, logos optional, 15 colours

Specialists in Protecting & Preserving your car since 2008 - bold, to fit across the entire base width in white
Airchambers, CTEK Battery Conditioners, Dehumidifiers, Half Covers, Hardtop Stands

MISSED AN ISSUE? COMPLETE YOUR COLLECTION

ORDER
TODAY!



ISSUE 8

COVER STORY DB5 at 60
INSIDE DB5 V8, DB5 vs Bristol 408, V8 Vantage buying guide, Vantage V600



ISSUE 7

COVER STORY 75 years of DB
INSIDE DB4 at 65, Vanquish, DB7 buying guide, Ian Callum biog, V8 Evolution



ISSUE 6

COVER STORY DB7 at 30
INSIDE V8 Oscar India, DB2/4 by Vignale, DB6 drive story, DBS buying guide



ISSUE 5

COVER STORY Vantage & DB9
INSIDE Victor, DB MkIII, DB7 vs BMW 840Ci, V8 Volante Prince of Wales



ISSUE 4

COVER STORY Virage 5.3
INSIDE Lagonda 2.6 show car, DB7 drive story, DBS convertible



ISSUE 3

COVER STORY V8 Vantage prototype
INSIDE DB9 buying guide, DB4 Series V Vantage, V12 Speedster, DB7 vs XKR



ISSUE 2

COVER STORY V8 Vantage N430
INSIDE James Bond's Aston Martins, Victor Gauntlett biog, DB6 vs E-type



ISSUE 1

COVER STORY DB6 buying guide
INSIDE DB7 history, DB11 Volante test, DB4 model history

Visit shop.kelsey.co.uk/amdissue
Call the hotline 01959 543 747*

*Hotline open Mon - Fri 8.30am to 5.30pm. Calls charged at your standard network rate



PRICED EXAMPLE **£2,740**
PREMIUM ★ 5.1M ★ BLACK



PRICED EXAMPLE **£895**
COMPACT • UP TO 2.4M

FREE FITTING
PAYMENT ON INSTALLATION



PRICED EXAMPLE **£1,990**
PREMIUM ★ 3.4M ★ ANTHRACITE

GAROLLA ★ PREMIUM
Increased Security • Double Insulation
One-Touch Close



PRICED EXAMPLE **£1,390**
PREMIUM ★ UP TO 2.4M ★ WALNUT

Improve, Don't Move!

Maximise the value of your home.

It's time to upgrade your current garage door to a Garolla. They're strong, secure and thermally insulated. So if you're transforming your garage into a home gym, office space, garden bar or simply using it to house your pride and joy, Garolla has the perfect solution to transform your home.

- **SPACE-SAVING - MAXIMISE YOUR GARAGE HEADROOM**
- **SECURITY-ENABLED AUTO-LOCKING SYSTEM**
- **CHOICE OF 21 COLOURS TO MATCH YOUR HOME**
- **REMOVAL AND RECYCLING OF YOUR OLD DOOR**
- **DEDICATED AFTER-CARE TEAM**

GAROLLA

ROLLER SHUTTER DOORS



TELEPHONE
0800 311 8017

LINES OPEN 7 DAYS A WEEK

VISIT US ONLINE AT
www.garolla.co.uk





How Aston will bounce back

Matt James looks at how the resurgent team still needs to take the final few steps

NOTHING STANDS still in Formula 1. While the cars might be pounding around at speeds of up to 230mph, the pace of activity in the background is almost as break-neck.

Aston Martin might have hit the ground running in this year's battle for grand prix honours, there has been a serious slump over the summer months which has left some scratching their heads.

Fernando Alonso still finished a fine second at the Principality

At the beginning of the 2023 campaign back in Bahrain at the start of March, the green machines of drivers Lance Stroll and Fernando Alonso ripped up the formbook somewhat. From being an emerging team at the end of 2022, the new AMR23 proved a potent weapon as soon as it took to the Tarmac.

Alonso, particularly, was right on top of the machine with five podiums from the opening six rounds. Indeed, he was firmly in contention for the victory on the streets of Monaco in late May and was only thwarted by a botched pitstop strategy, which left the Red Bull of Max Verstappen just out of reach. The two-time title-winning driver was so buoyed by the showings that he declared that a proper challenge was on the cards. He said that the team could



expect top-three finishes at every round.

However, since Monaco, there has been only one further visit to the rostrum as Aston has dropped down the pecking order.

From that early-season high in dominator Red Bull's slipstream in second place in the Constructors' Championship, the Silverstone-based team has dropped to third and is under serious threat from a recently resurgent Ferrari.

But what lies behind the drop off in pace? That is the magic bullet that the team's brains trust is trying to unearth.

In-season development is just as crucial in F1 as all the pre-season work in designing a new chassis. While Aston Martin produced a fine machine, the pressure was on to maintain the momentum over the scheduled 22 rounds and that is where the speedbump has come.

At Silverstone in early July, the finger of blame for the increasingly difficult car was pointed at a new tyre construction for wiping out some of the performance strengths of the AMR23.

The sole tyre supplier in F1, Pirelli, introduced a new construction of rubber for the round in the United Kingdom. It was a development of the rubber which was due to be brought into grand prix racing in 2024 but it was decided to bring forward its use due to the increasing loads that Pirelli ►

Aston Martin F1's team principle, Mike Krack



At the beginning of the 2023 campaign, the green machines of drivers Stroll and Alonso ripped up the formbook



New tyres saw the team struggle at Silverstone in July

engineers were seeing from the 2023 cars. Teams did run the newer tyres in practice for the Spanish Grand Prix in May to give them some indication of how it was likely to affect the cars, but many reported significant differences when they were used at Silverstone for a competitive purpose.

Aston Martin Racing team principal, Mike Krack, acknowledges that the change in rubber did have an impact, but he is refusing to blame that alone for altering the competitiveness of this year's car.

"That would be an easy excuse, wouldn't it?" he says. "We see that there was a little difference with these tyres, but they were brought in on safety [grounds]. And so, from that point of view, everybody has to run them and it's the same for everybody.

"So, I think we should not use this as an excuse for competitiveness, because it's the same tyres as we have to use going forward. It's about learning as much as possible about them and moving on."

While the switch of tyres might have been an easy thing to blame, the team is not taking that option. Although Aston Martin says that it has not been affected, the new tyres have turned around the performance of some of the teams which were languishing in the midfield. At Silverstone, for example, both the McLaren and Williams teams vaulted up from lowly positions in the pecking order to being major contenders to pick up the scraps in the wake of the rampaging Red Bulls, which is the position that Aston had happily occupied over the opening months of the season.

The reasons behind the drop-off in performance are likely to lay elsewhere. Since Canadian billionaire Lawrence Stroll took over the team and rebranded it as Aston Martin at the beginning of the 2021 season, the squad has been on a recruitment drive. It has successfully lured some of the best boffins in the business, and they will all be housed in the team's plush new headquarters once it is fully open in a couple of months' time.

Like any team, it will take time for all the components to gel fully and when that learning process is taking place against the backdrop of a sustained battle with Red Bull, Mercedes and Ferrari, any

errors are likely to be highlighted.

Krack says that work on the AMR23 did not stop as soon as it rolled out of the factory. The drive to bring upgrades to the car, which had proved itself adept at both high-speed and slower-speed tracks at the beginning of 2023, was what has maybe caught the crew out.

"The way we have developed the car, it's very complex," adds Krack. "You change one thing, but you never change one thing and everything else is fine. You always have side effects when you do changes.

"And you need to weigh up: do you use, for example, a part that makes more downforce but has a different character, or vice versa. And we think that in one or two situations we have done not the right choice."

The Hungarian Grand Prix at the end of July pointed the engineering team to the fact that not all of the of the upgrades to the car had worked. The low-speed high-downforce track just outside Budapest was a nightmare for the team with Alonso a distant ninth and Lance Stroll coming home in tenth.

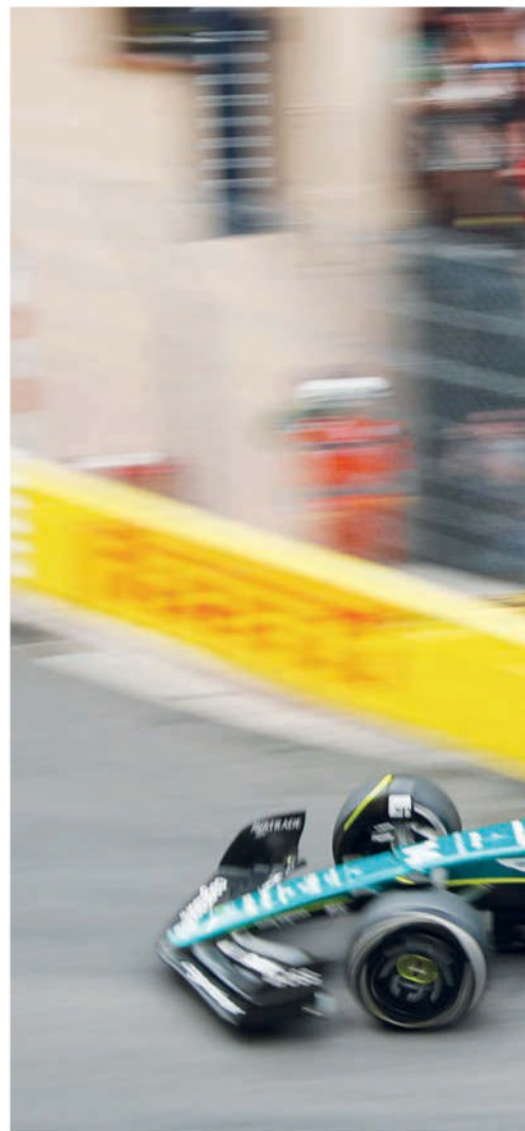
"Obviously, you look already before, but I think Hungary was the last element in the puzzle," says Krack. "It is a track where we expected to be a bit more competitive, and we were not. And that was the last data point to confirm that we have maybe not gone in the right direction.

"You go to one event, you have issues, you go to another one, they are a little bit different, and then you don't know [what the root cause could be]. So, you have always to wait a little bit not to take a direction.

"You could just put parts on the car for the sake of putting parts on the car. This is not what we want to do. But we are quite confident that what we can do over the next races will give us the improvements."

Reading between the lines, it seems that in attempting to take one step forward with trick upgrades to the car might have had the opposite effect and pushed them back two paces.

Often in Formula 1, if a team has fallen off the ultimate pace and the title is practically gone, it will begin to focus its efforts around the following season's challenger. With wind tunnel development time limited by regulations (to keep costs down) and



restricted testing, it can prove to be a fruitful tactic.

However, despite its fall from the ultimate pace over the mid-part of 2023, this is not a route that Aston Martin Racing is going to pursue. It prefers instead to redouble its efforts over the remaining rounds of this year's competition, which is not over until the Abu Dhabi Grand Prix in early December.

"We are not switching off the tap," says Krack. "It's full on. But we have set-up a plan, and a development plan, and it was based on continuously developing the car. We follow that and obviously you need to see what directions you take, depending on what happens.

"Also we have now an opportunity [after the mid-point of the season] to have [reflection] point, and we have ten times



Alonso in action at the 2023 Monaco Grand Prix, a race he could have won

more points than we had at this stage last time. We are third in the championship and obviously the expectations rise with your results.

“But you also must not forget where you come from. And in all the push for development, we also have to realise that we have made big steps. It is important to also zoom out and see what you have achieved.”

While the team principal is refusing to push any panic buttons, perhaps the strongest suit in the armoury it has accrued to chase the championship dream is Alonso himself. The swashbuckling Spaniard has been there, seen it and conquered it before.

His thousands of miles in Formula 1 have helped give the team a direction. In effect, signing Alonso helped the nascent

engineering squad a short-cut to the title-winning know-how he has already absorbed in his top-flight career.

While frustrated with the recent results, the 42-year-old driver knows that motivation remains strong and he has gone on the record to underline that the team should also be proud of what is has achieved so far, no matter what the remainder of 2023 holds.

Alonso says: “The team is in very good spirits. It’s nearly a celebration, to be honest, every weekend, every week we do. Last year [in the middle of the season], I remember after the August break I came here after signing the contract, they were ninth in the constructors’ championship. Only Williams behind them.

“Now we are [battling with] Ferrari, for example. Which is just incredible. So, the

first half of 2023 is something that has been completely out of nowhere. We were so fast from the beginning, and we still enjoy all the good things about this car, the new factory, the new energy in the team and all of these things.

“Obviously we dropped performance in the last few events. Yes, but not as bad as, again, the press conference [questioning] seem to be. We’ve been [a few] tenths from pole position, which is mind-blowing performance after the 2022 campaign, but we’ve been eighth.”

While the learning is being done in a very public environment in 2023, Alonso also thinks that the effort the team can put in now and over the remaining races of the campaign will put the squad in an even stronger position going forward.

“We are honest with ourselves, we need to improve,” says Alonso. “We are not hiding that, we lost performance in the last few events. We are working on that and those difficulties will make the team stronger.

“If we have a very easy season, we will not be preparing for 2024. So this kind of difficult weekends and understanding the car and understanding our main opponents will just make the team stronger for the future.

“So, it’s not that I’m happy to be slow, but it was necessary sometimes in the season to have some difficult weekends.”

While it is undeniable that there have been some difficult weekends – which have been even harder to swallow given the glittering start to the season – all progress is relative.

If Aston Martin Racing can make the same kind of stride forward between 2023 and 2024 that it managed this season, then that elusive first F1 victory might be brought into even sharper focus. The growing pains are hard but the rewards will be worth it.

AMD



Get more news...

Motorsport News is the UK’s best-selling weekly motorsport newspaper, having been established since 1955.

www.fastcar.co.uk/motorsportnews

SIMPLE APPROACH

By only dealing in the best examples and offering its customers the best service, McGurk Performance Cars has become the UK's leading specialists in modern Aston Martins.

IT DOESN'T take long in John McGurk's company to learn of his refreshingly simple view of selling Aston Martins. "It's about taking time with the best examples," he tells me, "to make sure they're right and that the customer is being properly looked after."

It's this old-fashioned but effective approach why McGurk Performance Cars has become the country's leading specialist in both sales and servicing of modern Aston Martins with customers now across the globe.

John has been in the West Midlands motor trade for the majority of his working life, previously with TWR and then a Ferrari dealership where he bought and sold many Aston Martins. He decided to branch out on his own in the early 2000s, starting McGurk Performance Cars in 2002. "I'd always wanted to do my own thing," he says.



After initially dealing with all brands of performance cars, from Bentleys to Porsches, in 2006 John made the conscious decision to specialise in Aston Martins. "We'd always sold them," he says, "but before the DB9 and V8 Vantage were launched, there simply wasn't enough. It took a little while for these to enter the used market but by the time they were two or three years old, we had a chance to do something different."

The move into selling purely Aston Martins was a brave decision but ultimately the correct one. "You do it with your heart to a degree," admits John, "but it's still got to be a commercial decision. You've got to look at it on paper and think, 'Actually, yes, it will work.'"

Thanks to John and his team's in-depth knowledge of all things Aston Martin plus customer service always being of paramount importance, McGurk Performance Cars has quickly become



A DB9 is inspected on one of McGurk's lifts by Steve Pocock



John McGurk in McGurk Performance Cars' spacious and well-lit showroom

MEET THE EXPERT

MCGURK PERFORMANCE CARS

one of the UK's best-known dealers in the brand. It now sells around 200 Astons a year, supplying them all over the country.

John says they normally have up to 40 models in stock at any one time, all perfectly lined up in McGurk's spacious and well-lit showroom. As I wander down the two rows, they range from an early V8 Vantage 4.3 (which he says are great value) to a late AMR Roadster plus several DB9s and even a Vanquish. John prides himself on their presentation which is partly due to his full-time detailer, Andy Fairman, keeping them physically spotless and partly to only supplying cars that have a pedigree and history that's just as clean.

"Our simple view of selling Astons is we buy and sell the best," says John. "We want to have cars that the factory would be proud to sell."

It's this approach why he won't touch anything that's been modified, telling me originality is an important key to future



The 1962 DB5 that McGurk restored during the Covid-19 lockdowns of 2020 and 2021



MEET THE EXPERT

MCGURK PERFORMANCE CARS



The poor state of the car when McGurk took on the project

values. “We want to say to our customers this is how the car came out of the factory and that it’s been really well looked after.”

Obviously all of McGurk’s cars are fully serviced before being sold. This was initially outsourced but in 2010, and wanting more control, John added a service area. “When we got to a point where we were selling some serious numbers of cars, it was ridiculous having to take one all the way to Birmingham to our nearest main dealer.”

The workshop boasts three lifts plus full diagnostic equipment and John now employs three full-time technicians, including Steve Pocock and Steve Gray, both ex-factory and dealer network trained since the early Nineties. Initially only for McGurk’s own cars, it’s now open to all. On the morning of my visit, a V8 Vantage was having its brake discs changed plus a DB9 was having a service.



Just some of the 40 cars that McGurk has in stock at any one time

“We want to say to our customers this is how the car came out of the factory and that it’s been really well looked after.”

MEET THE EXPERT

MCGURK PERFORMANCE CARS



ABOVE: Steve Gray changes the brake pads in McGurk's well-equipped workshop

RIGHT: A beautiful Vantage AMR Roadster currently for sale

Due to the high quality of McGurk's work, not only does it receive cars from across Europe for servicing, but its name is becoming a sign of quality. "We're seeing more and more cars being advertised as being looked after by us," says John, "giving people that confidence that what they're buying must be good because it's been through here."

McGurk mainly specialises in models from the DB7 to those from 2018 but in amongst the modern machinery I spot a pair of classics, a beautiful DB5 from 1962 and an immaculate RS Williams-prepared 1969 DB6 Mk1. The former was offered to John during the Covid-19 pandemic and since its poor state required a full restoration, the car became a lockdown project. After his team stripped it, John then project-managed the renovation, sending the major components to several trusted outsourced specialists before it was then rebuilt onsite.

McGurk might not be that well known for its restorations – although as John



says, they're already doing some light recommissioning for early examples of the Vantage and DB9 such as sorting out rusty subframes etc – but the result is still a beautifully presented example that pays testament to his obvious attention for detail. Having enjoyed the experience, he's looking to take on more.

"We know exactly the right people to talk to, to get all of the work done," he says. "We've been there, seen it and done it and we know how to save somebody 100 grand."

John McGurk's view of selling cars might be old-fashioned these days, but

judging by how quickly the company's reputation for excellence has grown and the number of cars it regularly sells, it's clearly the right one. **AMD**



McGurk Performance Cars
6 Brook Business Park
Brookhampton Lane
Kineton, Warwickshire, CV35 0JA
Tel: 01926 691000
Email: sales@mcgurk.com
Web: www.mcgurk.com



BIG UP YOUR GARAGE

Build your dream garage
with **BIGDUG**

BIGDUG × *Edd China*



[BIGDUG.CO.UK](https://bigdug.co.uk)



One brand, all solutions

As a world-renowned manufacturer of the highest-quality motor oils, additives, vehicle care products, chemical repair aids as well as service products, adhesives and sealants, we offer you the full range for the technical and visual preservation of vehicle value. A unique variety of products that you can only find at LIQUI MOLY.

With us, you get everything from a single source. This saves you a lot of time and money.

A strong argument for retailers, workshops and consumers alike. Benefit from this added value, and take advantage of our product range and product expertise!



FROM THE CLUBHOUSE



Aston Martin Owners Club



What were we missing out on?

WORDS: AMOC MEMBER, LIISA DANIELS PHOTOGRAPHY: LIISA DANIELS & MARK ROLFE



IT'S HUMAN nature to believe that whatever others are doing is more interesting, exciting and fun than whatever we have been enjoying. This is called fear of missing out or FOMO. Thanks to the accessibility and the warmth of our members, it's not something to suffer from when it comes to Aston Martin Owners Club events.

My husband and I have been AMOC members for over ten years but other than reading the interesting and informative magazines, we were originally what you'd call slumbering members, unaware of what we have been missing.

However, not long we had moved into a new area, there was an Aston Martin event at the nearby Burghley House supported by the club. We packed a picnic and drove to Lincolnshire in our newly washed DB5 with the plan to enjoy the journey and if we couldn't get in, explore the area.

Yet as we arrived at the venue, we saw a long line of Aston Martins, from early pre-war models up to those that looked like they had just left the showroom.

After purchasing our tickets, we were



instructed to follow the car in front (a stunning DB5 in a deep shade of black) while behind us a Silver Birch DB5 was burbling away.

The sight of so many Aston Martins in one place against the grand estate was truly breathtaking. Although I had been to car shows before, I had never been to a single-marque event before, made all the

more special by seeing so many Aston Martins in one place.

As we strolled around admiring the display, we talked with many other owners about their love for these classic cars. We were soon drawn in by the friendliness and enthusiasm of everyone who was there. The day had been fantastic and we later learnt it had been the largest



gathering of Aston Martins to date. We decided we had missed out and, to make sure we didn't experience any more FOMO, we would make more effort to attend the AMOC Concours and other events.

A few months later, I saw in the club's monthly magazine that our local area had a meeting at a pub that was no more than a five-minute drive away. Since I remembered someone mentioning at the show that we could just show up and as my other half was away on business and I had nothing else planned, I decided to attend. Worst-case scenario, I thought, I still wouldn't have to cook and I could always drive home the scenic route.

The pub car park was a miniature version of the previous event. People were standing around admiring and discussing cars. When I stepped out of my car, the area rep came over to introduce himself to me and other members, some of whom

were also attending for the first time.

It was soon clear there was a strong sense of camaraderie that went beyond being a group of people who enjoyed cars; they shared a passion for the club. It was also evident in the way they spoke about the history of the marque, the engineering and who to speak to when something goes wrong with their car. Little did I realise how much help this would be!

Fast-forward to the Covid-19 pandemic and following online meetings and socially distanced coffees, my own Prodrive V8 Vantage (featured elsewhere in this issue) had been sitting unused for almost nine months. When I finally decided to get it back on the road, I had a problem with the car's exhaust valve and the control. It had no feral growl and had clearly lost its mojo. I rang one of the local area members with an encyclopaedic knowledge. Even he was at a loss and suggested the forum. Forum? Yes, the AMOC forum, which until that point had passed me by. After a call to HQ, I was logged on.

The wealth of shared knowledge available was astounding and easy to navigate, with everything from model information and events to Aston Martin Heritage Trust and great driving roads to name just a few. Discussions varied, including technical issues, maintenance tips, upcoming events and a photo gallery. After being sidetracked for a bit, I was

WHY JOIN THE AMOC?

- Welcome pack and member offers/discounts
- Monthly and quarterly publications
- World class concours events
- Visit to places of interest with exclusive access and display space
- Tours – national and international
- Racing and track days
- Full access to the AMOC Forum (a great technical resource)
- AMOC approved insurance scheme
- Prestigious Club merchandise
- Members are welcome at any local event, anywhere in the world, including BBQs, picnics, displays at stately homes and museums, tours, holidays, car meets, etc.
- All members are also supporters of the Aston Martin Heritage Trust, which includes access to an amazing archive, artefacts collection and displays at the AMHT Museum (free entry) plus their annual journal, 'Aston'

soon back on track and searching for information on Prodrive cars. With so little information about this model, there was nothing specific on the forum about my car's issue, but there was someone who would know, Nicholas Mee & Co, since the specialist had once been an approved agent for the Prodrive-developed enhancements.

It wasn't my only visit to the forum, and I regularly look for advice or tips on various Aston Martin-related items, as well as for seeing what events are upcoming if we have spare weekends or evenings.

Having been slumbering AMOC members for many years, we are now actively involved with the club, as much as our busy lives allow. We have yet to attend a track event or a speed series event, but it is on the cards but probably only as spectators.

We know where to ask for advice about our Aston Martins and enjoy the company of good friends who we see both at club events and socially. So, banish any FOMO and sign up to an event. To quote a long-standing AMOC member, "I joined for the cars and stayed for the friends". **AMD**

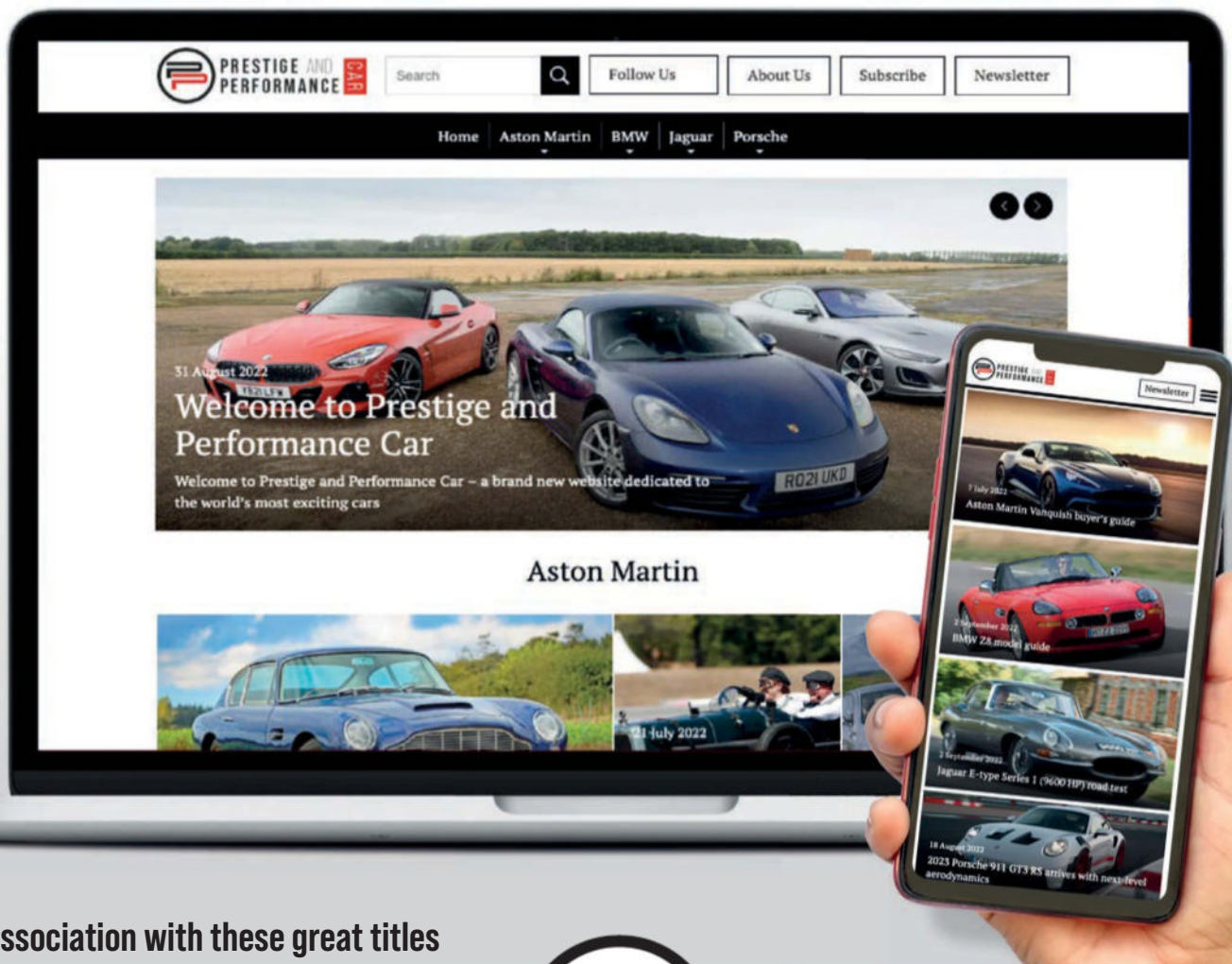
JOIN ON-LINE

- Tel: +44 (0)1865 400400
amoc.org/events
amoc.org/become-a-member
- Terms & conditions apply. Aston Martin Owners Club Limited.
 Drayton St. Leonard, Wallingford,
 OX10 7BG. Registered in England
 497630

A BRAND NEW WEBSITE DEDICATED TO THE WORLD'S MOST EXCITING CARS

The hub for in-depth, expert-written content for true enthusiasts of **Aston Martin**, **BMW**, **Jaguar** and **Porsche**

News // Road Tests // Buyer's Guides // Model Guides
Galleries // Tech // History



In association with these great titles

ASTON
MARTIN *driver*

TOTAL
BMW



JAGUAR
WORLD

911&Porsche
World

www.prestigeandperformancecar.com

MOTORFREE ADS

TO ADVERTISE VISIT

WWW.MOTORFREEADS.CO.UK



CURRENT LISTINGS

ASTON MARTIN DB9



38000 miles, £42,995. This very rare and highly collectable manual DB9 is one of only 157 manufactured. It can only go up in value!! First registered May 2008 (08 Reg) this beautiful DB9 Coupe with just 38,000 miles recorded has the rare and desirable six-speed manual Graziano Transmssioni gearbox; this provides an improved 0-60 mph acceleration time of 4.7 seconds when compared with the automatic variant, (5.0 Seconds) and naturally appeals to the more enthusiastic driver. Please call 01798 874477, South East. (T)
120289

ASTON MARTIN V8



1974, £99,950. Finished in original Kentucky blue with bark blue trim this car was purchased from Work Service some tow years ago for the purpose of taking part in Classic Rally's in Europe. The most recent being the Gataag Rally in 2020. But due to limited use the car is now for sale. Prior to its use the owner spent over £50,000 on engine rebuild, suspension upgrade and AP braking system. Please call 01993 849610, South East. (T)
116558

ASTON MARTIN VANTAGE



1998, POA. Registered 20th May 1998 this Supercharged Vantage to full V600 'works dynamics' specification is finished in the most desirable colour combinations of Royal blue metallic with parchment piped blue leather and dark blue carpets. Please call 01993 849610, South East. (T)

116560

ASTON MARTIN VANTAGE



52500 miles, £38,495. First registered January 2012 (61 Reg) this V8 Vantage 4.7 Manual looks fabulous in Onyx Black with Obsidian Black Leather. Please call 01798 874477, East of England. (T)
120290

ASTON MARTIN VANTAGE



2007, £39,950. Finished in the most desirable colour of Onyx Black with Obsidian Black leather and a black mohair hood this car has had just two previous owners, has covered just 48000 miles with full dealer and specialist service history with no expense spared. The car is powered by the 4.3 litre V8 engine and 'sport shift' manual gearbox. In 2016 the car had a replacement clutch fitted and has covered just 6000 miles since. Please call 01993 849610, South East. (T)

116559

ASTON MARTIN DB7



2004, £279,000. The DB7 Zagato was introduced at the Pebble Beach Concours d'Elegance in August 2002 and later shown at the Paris Motor Show the following October. It was only offered for the 2003 model year, with a limited run of 99 cars built (a 100th car was produced for the Aston Martin museum), all of which immediately sold out. Please call 01993 849610, South East. (T)

116561



FEATURE YOUR **MOTOR** IN YOUR FAVOURITE MAGS!

OR FIND YOUR NEXT!

ASTON MARTIN DBS



1969, £145,000. Registered 1st August 1969 this Aston Martin DBS coupe has been residing in France over recent years. Prior to this the history file includes details of engine and suspension rebuilds. Where MOT certificates indicate very little use over the last 15 years, the car has more recently benefited from a replacement five speed Tremec gearbox, a full repaint in California Sage and a complete interior re trim. Supplied fully serviced with 12 months MOT. Please call 01993 849610, South East. (T)

116562

ASTON MARTIN VANTAGE



£125,000. First registered 22/06/2015 Aston Martin Vantage S sport shift, finished in the most stunning colour combination of Sunburst Yellow with Obsidian black leather with yellow features and stitching along with a black mohair hood. Please call 01993 849610, South East. (T)

116568

ASTON MARTIN VIRAGE



£125,000. Finished in Royal blue metallic with parchment piped blue leather trim and blue carpets this monster Virage 6.3 manual gearbox muscle car is not for the faint hearted. This low mileage example of the massive Aston Martin Works service upgrade is the second car to be completed back in the day. Please call 01993 849610, South East. (T)

116569

ASTON MARTIN V8 VANTAGE



£399,000. Here we have a very unique V8 rebuilt at no expense spared in developing the car into a 450 + BHP (with 520 ft lb or torque), super Vantage fuel injection car. Finished in Cumberland Grey, 'Black Connolly' trim, with contrasting grey carpets, (James Bond Living Daylights Spec). Please call 01993 849610, South East. (T)

116570

ASTON MARTIN VANQUISH



£59,995. A new Aston Martin for the 21st Century, the V12-engined Vanquish coupé debuted at the Geneva Auto Show in March 2001. Styled by Ian Callum, the man responsible for the DB7, the Vanquish was inspired by one of Aston Martin's most celebrated models: the DB4 GT Zagato. Debuted in the DB7 Vantage, and Aston Martin's first power unit of its type. Please call 01798 874477, South East. (T)

116685

ASTON MARTIN LAGONDA



£99,950. 1988/F Aston Martin Lagonda Series 4. Finished in Coniston Sand (one of only 5 manufactured in this colour), with glass sunroof to the rear and Parchment interior with contrasting Dark Brown piping, Beige carpets and Walnut veneers.. Please call 02085 679729, Greater London. (T)

117336

ASTON MARTIN DB4



1960, Aston Martin / DB4 / Coupe / Green / 3900cc. Being sold on behalf of Solicitors executing a deceased estate. From long term family ownership, FURTHER DETAILS TO FOLLOW. Starting at 12:00pm on Wednesday 14th Dec 2022, Bidding ends for the first lots from 12:00pm on Thursday 15th Dec 2022. Please call 01233506266, South East. (T)

117481

ASTON MARTIN DB9



2005, £35,000 Full service history with full vehicle check recently undertaken by Aston Martin, Newport Pagnell. Brand new Michelin tyres and refurbished alloys. Original unmarked paintwork and interior. The car is well cared for, and importantly , has been used. This car is one of the best you will find in the UK..Please Call 07484824240, South East.

115148

ASTON MARTIN DB6



1967, £170,000. A generally good, smart, sound example, but offered as a project, due to a seized engine and the need for re-commissioning. Please call 01248602649, Wales. (T)

114827

MARKET TRENDS

NEXT ISSUE:

ON SALE
3 NOVEMBER 2023



LAGONDA

We take an in-depth look at the remarkable
William Towns-designed Lagonda



VIRAGE BUYING GUIDE

Everything needed to know to buy the original Virage and its V8
Coupe replacement



DB7 GTS

Developed by one of Aston Martin's largest
dealers, the GTS gave the DB7 a sportier edge

SUBSCRIBE TODAY
SEE PAGE 12 FOR FULL DETAILS



SAVE
UP TO
£12

08000 811900
crocodile.co.uk



Request a
FREE Survey

Make life easier Crocodile style



Crocodile garage doors

Homecomings and goings are so much simpler with a Crocodile Stowaway Automatic Garage Door. Smart in appearance and ingeniously space-saving in operation. It adds style, security and perhaps even value to your home, it's the perfect combination of design and function.



Bespoke Design
Solutions



Striking
Quality



Expert Free
Installation



4.6 Trustscore



ISO Certified



Made in the UK

Crocodile
PRODUCTS

ASTON MARTIN *drivers*

St John 'Jock' Horsfall was responsible for one of Aston Martin's most important post-war victories yet he's arguably best known for his work for the

DUE TO ITS SECRECY, St John Horsfall never received any recognition for the speed in which he covered the 420-mile journey from London to a Scottish naval base, but because of what he was carrying in his van, it was one of his most important races. With Horsfall working for MI5, the journey would play a minor but important role in the Allies' victory in the second world war.

Born on 31 July 1910 in Morningthorpe, a few miles outside Norwich, Horsfall (known as 'Jock' by his family and friends) initially enjoyed a successful career as a stockbroker. But despite suffering from poor eyesight, motor racing was always his true passion and in 1933 he bought an old Aston Martin. Although he had no training in engineering, he prepared the car himself and in June 1934 won a special award in class at Brooklands.

In 1937 Horsfall bought a year-old Aston Martin 2-Litre Speed Model that was fitted with an Ulster-style of body that would later be known as the 'Black Car'. To tow the car to races, he used a Fordson van with an engine he'd rebuilt with performance parts that could apparently reach 100mph.

In July 1937 he won the Leinster Trophy Race held on the Tallaght Road course located on the outskirts of Dublin before taking a fine second place (and first in class) in the 1938 RAC Tourist Trophy at Donington behind the more powerful 3.0-litre Delage D6-70 of Louis Gérard.

For the following season he often shared the Prince B. Bira's former ERA – the famous Remus – with its new owner, the future Le Mans winner, Tony Rolt.

When racing came to a halt due to the outbreak of war in September of the same year, because of his driving skills, he was

recruited by British intelligence, MI5, to transport secret agents.

In 1943 he was involved in Operation Mincemeat, an espionage plan to divert attention from the Allies' planned invasion of Sicily in July the same year. A homeless man who had been found dead in London – later named as Glyndwr Michael from Wales – was made to look like a British officer whose plane had crashed off Spain's southern Atlantic coast. The misinformation he was carrying in a briefcase, chained to his hand, was designed to convince the Germans that the Allies would invade the Balkans and Sardinia instead.



During the early hours of the 17 April, Horsfall transported the body to Greenock Dock in west Scotland where it would be transported by a British submarine, HMS Seraph. Behind the wheel of his fast Fordson van, he drove through the night, his headlights heavily obscured by their wartime blackout covers. With the two MI5 agents responsible for the ruse, Charles Cholmondeley and Ewen Montagu, in the rear, Horsfall came close to crashing several times. Thankfully, he reached his secret destination in one piece and the body together with the two British spies were loaded on to the sub.

After the body was found floating in the sea by local fishermen near Huelva almost

two weeks later, the information it carried was sent to Berlin. With the Germans believing the misdirection, there was less resistance to the Allies' Sicily invasion than expected.

When hostilities ended, Horsfall quickly returned to racing. In 1946 he travelled to the continent and won the 2,000cc support race of the Belgium Grand Prix with the Black Car at the Bois de la Cambre track in Brussels.

Two years later and together with Leslie Johnson, Horsfall returned to Belgium to drive the prototype of a new Aston Martin model, later known as the 2-Litre Sports, at the arduous Spa 24-hour race in July. Although the car was largely untested, the pair won comfortably.

"This convincing victory by this new British high-performance car puts Aston Martin right on the map again in a sphere of competition activity in which this make has always excelled," was *Motorsport* magazine's view in its August 1948 issue.

At the same race the following year, despite arranging to share the Black Car with the Belgian driver Paul Frère, Horsfall decided to drive alone. Amazingly, he still finished the 24-hour race in a credible fourth overall plus second in the 2.0-litre class.

But this would be Horsfall's final major success. While driving an ERA R11B at the first edition of the International Daily Express Trophy Race at Silverstone in August the same year, he lost control at Stowe corner. After hitting a straw bale, Horsfall was thrown out when the car rolled and killed instantly when it landed on him.

Although not a household name today, Horsfall's importance with Aston Martin's early motorsport successes cannot be overlooked and since 1950 the AMOC has held a race for pre-war cars in his name. **AMD**

Telephone
01753 644599

RUNNYMEDE
MOTOR COMPANY

Mobile
07836 222111

ASTON MARTIN IN THE THAMES VALLEY



2007 Aston Martin DB9 Coupe finished in Mendip Blue with Pacific Blue and Parchment hide interior with best quality Wilton carpet throughout. 23,000 miles only and a successful competitor in concours events. Recent servicing by Aston Martin in Sevenoaks, most recently in June 2023. Prior to that it has 6 service stamps from Aston Martin dealers and 3 from McGurk. The mileage and condition of this car are closer to a 2020 model, rather than a car of this age. Excellent value at **£39,950**



2006 Aston Martin DB9 Volante, finished in Meteorite Grey with sand beige hide interior and a new Piano black centre console. Fitted with an anthracite grey electric soft top, multi-spoke sports alloy wheels with pale grey callipers, Satellite navigation, air conditioning and a black finish grille. This 2 owner motor car has covered just 63,500 miles from new and has a full service history. A well cared for example, very attractively priced at **£33,750**



1958 Aston Martin DB MkIII, finished in Midnight blue with tan hide interior. This superb example was previously owned by an elderly gentleman and was sold by us to its current owner in 2010. The car has been in regular use ever since with numerous visits to the Goodwood Revival. Various improvements carried out over the past 13 years have included a repaint by Mitchell Motors in 2019, an engine and gearbox strip down and overhaul by Davron in 2014 including an unleaded conversion and an axle rebuild in 2018, thus spending in excess of £60,000 during his ownership. Now in really nice condition and a joy to drive. We believe under-priced. **£175,000**



1955 Aston Martin DB2/4, finished in Elusive Blue with pale grey hide interior with Walnut finished centre dash panel, all in absolutely superb condition throughout. Recently taken in part exchange from a delightful Octogenarian when he purchased a newer car. Previously sold by The Aston Workshop in County Durham, where it was the subject of considerable refurbishment prior to sale. Everything about this car suggests that it has been really well cared-for over a long period of time and whilst it is now 68 years old, it still delivers a nice turn of speed. Realistically priced at **£145,000**



2001 Aston Martin DB7 Vantage finished in Skye Silver with Obsidian Black hide interior with best quality Wilton carpet throughout complimented with the original Walnut trims. This is an exceptionally nice example supplied by us to the 2 most recent owners and during the past 14 years it has covered less than 1,000 miles per annum. The car is superb to drive and is fitted with most available options which include Touchtronic transmission, White dials, heated electric seats, Climate control, big bore sports exhaust, 18" alloys, electric heated seats and a fully adjustable steering column. It is complete with its service records and MOT history and is excellent value for one in this condition at **£27,950**



2002 Aston Martin DB7 Vantage Volante, Finished in Silver with black hide interior and a black mohair electric soft top. Supplied by us to the last owner when it was only 3 years old in 2005 when the mileage was only 25,000. This beautiful motor car has always been garaged and has covered only a further 17,000 miles in his ownership. It has been used solely for high days and holidays and has remained in superb condition throughout. It comes with a full service history and the specification includes Touchtronic transmission, 19" alloys with high speed rated tyres, Up-rated Hifi, alloy pedals and a well-fitting leather hood cover for when the soft top is in the lowered position. From an insurance point of view, these cars have now reached "Classic" status meaning that premiums are generally lower. We consider this car to be excellent value at **£31,950**



ASTON MARTIN
HERITAGE PARTS



Walton-on-Thames

THE WORLD'S OLDEST AUTHORISED ASTON MARTIN DEALERSHIP AND LARGEST SUPPLIER OF ASTON MARTIN PARTS.



For more information on Aston Martin modern and heritage Parts,
contact Aston Martin Walton on Thames.



FLYING TECHNICIAN LET US COME TO YOU






Have your Aston Martin serviced by one of our Aston Martin technicians at your home, at your work or wherever your car is stored.

The cost to use this facility is £99.00 in addition to the standard cost of the service.

To book our Flying Technician service, or to learn more, visit flyingtechnician.co.uk or call us on **01932 240611**



HWM Aston Martin
New Zealand Ave
Walton-on-Thames
KT12 1AT
01932 240611
www.hwmastonmartin.co.uk

   @hwmastonmartin
  @hwm_astonmartin