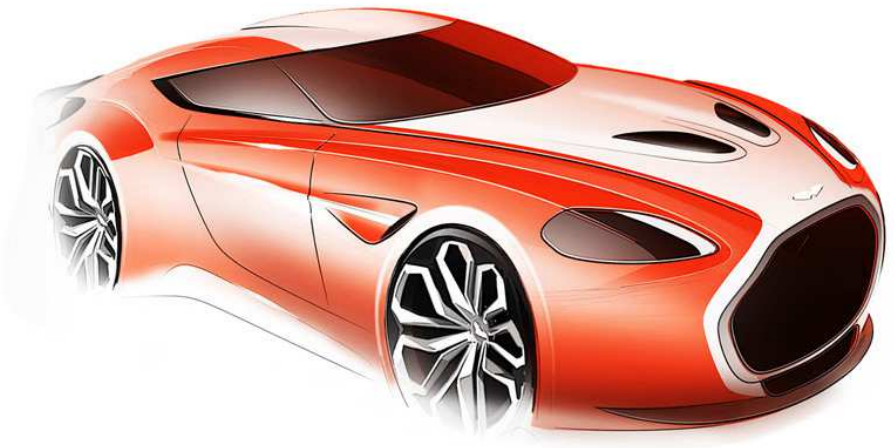
ASTON MARTIN

A PRODUCT OVERVIEW

Part V



The Future Today

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www.astonmartin.com

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

My son Matthew and I with my first Aston Martin

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

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

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

Philip Jones
Byron International

THE ASTON MARTIN CYGNET

Production dates:	2011 - 2016
Top Speed:	170 kph (106 mph)
Acceleration:	0 – 60 mph 11.8 secs
Chassis numbers:	
Length	3078 mm
Width	1680 mm without mirrors
Height	1500 mm
Ground clearance	
Track	**Front** **Rear**
Wheelbase	2000 mm
Turning circle	
Dry weight	988 Kg
Engine	1.33 litre 4 cylinder VVT-i
Capacity	1330 cc
Cylinder bore	
Compression ratio	11.5:1
Power output	97 bhp @ 6,000 rpm
Fuel Injection:	Electronic fuel injection system
Chassis	Monocoque with aluminium panels
Transmission	6-speed manual (with Stop & Start technology and gear shift indicator) Optional Continuously Variable Transmission (CVT) (with Eco Driving Indicator)
Front suspension	McPherson strut
Rear suspension	Torsion beam
Steering	Rack and pinion, Servotronic speed-sensitive power-assisted steering, 3.0 turns lock-to lock – column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), EBA (brake assist),TRC(Traction control) and VSC+ (Vehicle Stability Control +) Front: 255mm Ventilated discs Back: 259mm Solid discs
Exhaust System	Active sports system with by pass valves

There are plenty of theories about why Aston Martin decided to launch the Cygnet in 2011 – reducing the average CO2 emissions of the Aston Martin range was a favourite, but whatever the rationale, the Cygnet had a real Aston Martin signature on its finish if not its outright performance!.

Using the iQ as its foundation, Aston Martin chose not to alter the mechanical package at all. The Cygnet got the 1.33-litre VVT engine with 97bhp at 6000rpm and 92lb ft at 4400rpm. At launch, you could choose a six-speed manual at £30,995 or a CVT auto at £32,115. That made for pedestrian performance by normal Aston standards -it tops out at 106mph and covers the 0-62mph dash in 11.8 seconds. But on its home turf, zipping through city streets it was quick enough.

The real transformation is the exterior styling and the interior detailing. Externally the Cygnet only shared a roof panel with the iQ, everything else was bespoke. So there were new door skins, wings, bonnet, light units… the list goes on. Once all the panels were refitted the surface is flatted and then painted in Aston's own booth for the full Aston-quality finish. It certainly delivered a beautifully finished car and it wore its Aston Martin transformation well.

There was leather everywhere inside and Aston Martin claim is used the same number of hides to trim a Cygnet as it does a DB9 or Virage. The result was sometimes odd. the way the exquisite Aston materials occasionally butt up against the lower levels of trim quality of the donor vehicle. There were 22 different hides offered and 30 exterior colours. If you wanted a different colour, it would be an extra £5495.

This was a car aimed at those with an addiction to luxury brands and deep enough pockets not to worry about the odd zero here and there. Judging by the market reaction to the Cygnet, it certainly didn't go unnoticed and plenty of people considered the car beautiful – certainly enough to sell over 400 in the first year of production and, whilst production of left hand drive versions stopped in early 2013, the final sales tally means that this won't necessarily be Aston's last foray into the small car market!

ASTON MARTIN DBS

Production dates:	2006 - 2012
Top Speed:	307 kph (191 mph)
Acceleration:	0 – 60 mph 4.3 secs
Chassis numbers:	2,000 manufactured
Length	184 ½ inches (4697mm)
Width	74 inches (1875 mm) without mirrors
Height	50.5 inches (1270 mm)
Ground clearance	
Track	**Front** **Rear**
Wheelbase	108 inches (2740 mm)
Turning circle	
Dry weight	3770 lbs (1710 Kg)
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.9:1
Power output	510 bhp @ 6,500 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Graziano six speed manual transaxle or Touchtronic Graziano six speed automatic. Limited slip differential Alloy torque tube with carbon fibre prop shaft
Front suspension	Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Active sports system with by pass valves

In 1966, the first cars to wear the DBS badge were the Motor Show prototype two seaters produced by Touring of Milan. Forty years later on 4th May 2006 the first photographs of the latest version from Aston Martin was unveiled after very secret development by the Aston Martin Director of Design Marek Reichman and his team. The new DBS shared the V/H architecture of all the modern Aston Martins and, based on the DB9 has aluminium roof, bonnet and rear wings along with its composite front wings and boot bonded to the aluminium monocoque frame. It contains some elements of the DBR 9 racer including twin bonnet air vents, a huge air vent below the grille, bootlid spoiler, carbon fibre splitter and sculpted sills.

The design was not just about looks and rigidity, it was about perfect weight distribution, 85% of the weight of the car is positioned within the wheelbase. As a further aid to handling Aston Martin had developed an Active Damping System (ADS) which uses two separate valves to adjust the dampers to five different positions. The damper settings are determined by an electronic control unit, which takes sensor readings from the car's systems, including throttle position, brake position, steering wheel rotation and vehicle speed. This data establishes the prevailing driving conditions and the demands the driver is making on the car and automatically adjusts the ride.

The car's braking system feature another innovation, for the first time Carbon Ceramic Matrix (CCM) brakes were used on a road-going Aston Martin. The end result is shorter stopping distances with excellent resistance to fade in even the most demanding driving conditions. CCM brakes are also some 12.5 kg lighter than a conventional system, reducing the weight of the car overall as well as the unsprung weight and rotational masses, further enhancing the performance of the suspension. The 6.0-litre V12 features a number of power-increasing enhancements. These include a 'by-pass' engine air intake port that opens above 5500 rpm to allow more air into the engine, and re-profiled air inlet ports that further improve airflow into the combustion chamber. Delivering 510 bhp, it pushed the speed of the car over 300 kph and delivers a startling 0-60 mph time of 4.3 seconds.

Lightweight and hugely powerful, the DBS could not have been the flagship of the Aston Martin range without luxury for the driver and passenger. To start the DBS is pure theatre. Ignition is controlled by a stainless steel and sapphire ECU (Emotion Control Unit), as refined and elegant as a fine timepiece. Once inserted into the dashboard, the ECU glows red in delicious anticipation of the glorious sound of the V12 engine. Aston Martin's designers have used special semi-aniline leather, with its softer, more sensual feel and distinctive aroma. The Alcantara and semi-aniline leather sports seats are electrically adjustable and bear the DBS signature stitch patterning and logo. Created from sandwiched layers of carbon-fibre and Kevlar®, specially developed optional lightweight seats are available to more enthusiastic drivers. The main instrument cluster features white numerals on a dark graphite background. The centre console is a blend of analogue instruments and digital technology, including an advanced audio system, MP3 player connectivity and satellite navigation, regulated by controls fashioned from solid, turned aluminium.

The range was completed with the addition of the DBS Volante and two special editions, the DBS Carbon Black and the DBS Ultimate.

ASTON MARTIN DBS Volante

Production dates:	2009 – 2012
Top Speed:	305 kph (190 mph) Touchtronic II limited to 295kph (183mph)
Acceleration:	0 – 62 mph 4.3 secs
Chassis numbers:	852 manufactured
Length	184 ½ inches (4697mm)
Width	74 inches (1875 mm) without mirrors
Height	50.5 inches (1270 mm)
Ground clearance	
Track	**Front** **Rear**
Wheelbase	108 inches (2740 mm)
Turning circle	
Dry weight	3770 lbs (1710 Kg)
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	89 mm (stroke 79.5 mm)
Compression ratio	10.9:1
Power output	510 bhp @ 6,500 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted, six-speed manual transmission Rear mid-mounted 'Touchtronic 2' six-speed transmission with electronic shift-by-wire control system available as an option Limited slip differential Final Drive Ratio Manual: 3.71:1 Final Drive Ratio Touchtronic II: 3.46:1 Alloy torque tube with carbon fibre prop shaft
Front suspension	Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – Servotronic speed-sensitive power-assisted steering, 3.0 turns lock-to-lock column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Active sports system with by pass valves

Specification Upgrades:

DBS Carbon Black

In addition to the standard specification

- Carbon Black, Flame Orange or Ceramic Grey metallic paintwork
- Rear mid-mounted 'Touchtronic 2' six-speed transmission with electronic shift-by-wire control system
- 2+2 seating configuration or lightweight seats with six-way electrical adjustment
- 10-spoke gloss black diamond turned wheels with a reversed diamond turned or full gloss black finish
- Obsidian Black, Madagascar Orange semi-aniline leather
- Quilted leather headlining
- Carbon fibre facia with carbon weave centre console trim
- Carbon fibre tipped Touchtronic paddles
- Carbon black sill plaques

DBS Ultimate

Exterior

- Body Style: Coupe & Volante
- Transmission: Manual & Automatic
- Exterior Colours: Silver Fox, Quantum Silver, Carbon Black
- Wheels: Black Diamond Turned
- Carbon Fibre Detailing: Wing Mirror Caps, Lamp In-fills
- Rear Lamps: Smoked
- Calipers: Yellow, Red, Black
- Exterior Badging: Unique DBS Ultimate badge with red in-fill

Interior

- Leather Colour: Obsidian Black
- Diamond Quilted Leather: Door Inner, Front and rear seats
- Diamond Quilted Alcantara: Headlining
- Headrest Embroidery: Unique DBS Ultimate badge with red in-fill
- Gear Paddle Inserts: Spicy red leather
- Facia: Carbon fibre

ASTON MARTIN ONE-77

Production dates:	2010 – 2012
Top Speed:	354 kph (220 mph)
Acceleration:	0 – 62 mph 3.7 secs
Chassis numbers:	77 manufactured
Length	4601mm
Width	2204 mm with mirrors 1999.5mm without mirrors
Height	1222 mm
Ground clearance	
Track	**Front** 1706 mm **Rear** 1627 mm
Wheelbase	2971 mm
Turning circle	12.705 metres
Dry weight	1630 Kg
Engine	7.3 litre V12
Capacity	7312 cc
Cylinder bore	
Compression ratio	10.9:1
Power output	750 bhp
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted, six-speed automated manual gearbox with auto shift manual/select shift manual (ASM/SSM) electric hydraulic control system Limited slip differential Final Drive Ratio Manual: 3.538:1 Alloy torque tube with carbon fibre prop shaft
Front suspension	Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – power-assisted steering, 3.0 turns lock-to-lock
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Fully catalysed stainless steel lightweight sports exhaust system with active bypass valves

In establishing the project to build the Aston Martin ONE-77, Marek Reichmann, Director of Design at Aston Martin declared his aim was "To create a car closer to art than the automobile."

The ONE-77 is the culmination of this endeavour - a car sublime in every detail.

Aston Martin has a rich heritage of craftsmanship and the ONE-77 builds on this, seamlessly blending the highest calibre of contemporary engineering with the craft and beauty of the artisan's work. It is the very essence of Aston Martin.

ONE-77 fuses advanced technology with stunning design to create possibly the world's most desirable automotive art form. In simple "automobile" terms, it is a two seat, two door coupe derived from a carbon fibre monocoque structure with hand crafted aluminium panels. Carbon fibre makes up the front splitters and the rear diffuser that integrates the transaxle cooler. The dynamism of the body is complemented by the active aerodynamics of a deployable spoiler while the illumination comes from single bi-xenon headlamps with LED side lights, indicators and brake lights.

This work of art sits on 20" forged alloy wheels – 7 or 10 spoke with bespoke finishes while the outstanding performance demands Pirelli P Zero Corsa tyres 255/35ZR 20's on the front with 335/30ZR 20's on the rear.

The light weight of the car along with the 7.3 litre 750BHP quad cam 48 valve engine powers the car to 62 mph in just 3.7 seconds before taking the occupants to a startling top speed of 220 mph.

The interior of the car is sparse but by no means Spartan – leather, electrically adjusted memory seats, leather trimmed steering wheel, glass switches, LED lighting and automatic temperature control mean that the cabin occupants and not forgotten.

The million pound price tag did not dissuade the buyers of the one-77 – but did it meet Marek Reichmann's original aim – perhaps the last word should go to the Aston Martin CEO when the car was built, Dr Ulrich Bez.

"ONE-77 expresses all the ingenuity that Aston Martin has acquired in recent years. It is the culmination of all the beauty and emotion that we can bring into the car and by this, it is an expression of what Aston Martin stands for"


DieselStation.com


ONE-77

THE ASTON MARTIN RAPIDE "S"

Rapide Production dates:	2009 - 2013.
Rapide S Production dates:	2013 -
Top Speed:	306 kph (190 mph)
Acceleration:	0 – 62 mph 4.9 secs
Chassis numbers:	
Length	5020 mm
Width	2140 mm with mirrors
Height	1350 mm
Ground clearance	
Track	**Front** **Rear**
Wheelbase	2989 mm
Turning circle	
Dry weight	1990 kg
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	
Compression ratio	
Power output	550 bhp @ 6,750 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted 'Touchtronic 2' six-speed transmission with electronic shift-by-wire control system Limited slip differential Final Drive Ratio Manual: 3.46:1 Alloy torque tube with carbon fibre prop shaft
Front suspension	Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – servotronic speed-sensitive power-assisted steering, 3.0 turns lock-to-lock
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Fully catalysed stainless steel lightweight sports exhaust system with active bypass valves

Aston Martin announced in 2007 that their four door sports car, the Rapide would enter production by late in 2009. During the next two years, the Rapide was frequently spotted testing both on the roads around Gaydon and on the Nürburgring; videos were posted on the web by many people.

The Rapide began life as the first Aston production to be built outside of the UK. A deal was made by with Magna Steyr to build the Rapide in a specialist facility in Graz, Austria and known as the Aston Martin Rapide Plant (AMRP). The AMRP had a production capacity for 2,000 Rapides per annum..

Although conceptually based on the DB9, when it was launched, the Rapide didn't share any panels with its smaller brother. The headlights were larger than the DB9 extending further back along the wings and there were other styling cues from the V8 Vantage.

The Aston Martin Rapide was officially unveiled in September 2009 at the 63rd Frankfurt Motor Show with production starting shortly afterwards. Early production cars appeared at dealers during launch events in the early Spring 2010 with customers taking delivery of cars from April 2010.

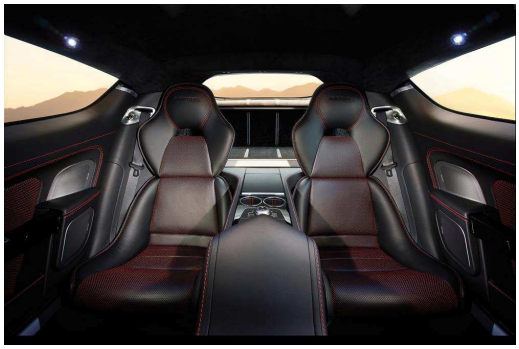
Following the economic slowdown and following recession that began in 2007, AM production decreased leaving spare capacity for the Rapide in the UK. Production of the Rapide ended at the AMRP in Austria in the Summer of 2012 and was transferred to Gaydon from the Autumn of 2012.

Production of the regular Rapide ended in early 2013 with 2872 examples completed and the replacement car, the Rapide "S" made its bow. The designers and engineers at Aston Martin made significant improvements to the body and the engine - a new rear deck profile enhanced the aerodynamics while a new full-face aluminium grille honed as a single piece by hand creates a striking front profile.

A profile that could be honed by lowering the engine by 20 mm, creating a car weighing just 1990 kg but with near perfect weight distribution of 48:52 front/rear but with plenty of room and luxury for four adults. And the engine produces 17% more power than its predecessor!

THE NEW ASTON MARTIN RAPIDE S
STANDARD EQUIPMENT 2013.

- Full-grain leather interior
- Walnut facia trim with graphite centre console finish and iridium silver surround
- Leather sports steering wheel
- Electrically adjustable sports seats with side airbags
- Memory seats & exterior mirrors (three positions)
- Dual-stage driver/front passenger front airbags
- Powerfold exterior heated mirrors
- Heated front seats (sports seats only)
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- Trip computer
- Cruise control
- Bluetooth® telephone preparation
- Satellite navigation
- Auto-dimming interior rear-view mirror
- Auto-dimming interior rear-view mirror with garage door opener (USA and Canada only)
- Satellite radio system (USA only)
- Front and rear parking sensors
- Tyre pressure monitoring system
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Glass ECU
- Tracking device (UK only)
- LED map-reading lights
- Boot-mounted umbrella
- Lamy pen and pen holder
- 1000-watt Bang & Olufsen BeoSound audio system with ICEpower® technology
- Integrated Apple iPod®,4 connector
- USB Connector with Waveform Audio Format (WAF), Windows Media Audio (WMA) and MPEG (MP3) audio file compatibility
- USB Connector with Waveform Audio Format (WAF), Windows Media Audio (WMA) and MPEG (MP3) audio file compatibility
- 3.5 mm auxiliary input socket



THE NEW ASTON MARTIN RAPIDE S
OPTIONAL EQUIPMENT 2013.

- 20-inch multi-spoke alloy gloss black painted wheels with diamond turned finish
- 20-inch ten-spoke alloy silver painted wheels with diamond-turned finish
- 20-inch ten-spoke alloy black painted wheels with diamond-turned finish
- 20-inch 20-spoke polished alloy wheels
- Magnum Silver rear lamp infills
- Model badge
- Protective tape
- Carbon Exterior Pack
- Optional facia trims - Piano Black, Bamboo, Tamo Ash, Mahogany
- Piano Black Pack
- Matching wood door trim
- Personalised sill plaques
- Semi-aniline leather
- Black and red perforated duotone leather
- Colour-keyed steering wheel
- Embroidered Rapide S seat logo
- Carbon Interior Pack
- Twin-screen rear-seat entertainment system with six-disc DVD player, auxiliary input, wireless headphones and remote control
- Auto-dimming interior rear-view mirror with garage door opener
- Alarm upgrade (volumetric and tilt sensor)
- Ventilated front and rear seats
- Smoker's pack (ashtray and cigar lighter)
- Second glass key
- Tracking device (UK category five)
- First-aid kit

THE ASTON MARTIN VANQUISH

Production dates:	2013 -
Top Speed:	295 kph (183 mph)
Acceleration:	0 – 62 mph 4.1 secs
Chassis numbers:	
Length	4728mm
Width	2067 mm with mirrors
Height	1294 mm
Ground clearance	
Wheelbase	2740 mm
Turning circle	
Dry weight	1739 kg (Coupe) 1844 kg (Volante)
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	
Compression ratio	11.0:1
Power output	565 bhp @ 6,750 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted 'Touchtronic 2' six-speed transmission Limited slip differential Final Drive Ratio Manual: 3.46:1 Alloy torque tube with carbon fibre prop shaft
Suspension:	Lightweight aluminium front subframe with hollow castings. Three-stage adjustable Adaptive Damping System (ADS) with Normal, Sport and Track modes
Front:	Independent double wishbone incorporating anti-dive geometry, coil springs, anti-roll bar and monotube adaptive dampers
Rear:	Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube adaptive dampers
Steering	Speed-dependent electronically controlled rack and pinion power-assisted steering, 2.62 turns lock-to-lock. Column tilt and reach adjustment
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ventilated Carbon Ceramic discs six piston calipers Back: 360mm Ventilated Carbon Ceramic four piston callipers
Exhaust System	Fully catalysed stainless steel lightweight sports exhaust system with active bypass valves

2013 marked Aston Martin's Centenary and, as well as the celebrations for100 years of history that had produced some of the most beautiful and iconic cars of their age, Aston Martin wanted to produce a car that could would lead them into the next 100 years.

They wanted a flagship – one that articulated what the company was about - the most advanced engineering, the most beautiful design and the finest materials.

And they created the new Vanquish – Power, Beauty, Soul

Power comes from the New AM11 Gen4 V12 - the most powerful production engine in Aston Martin history. Vanquish has the greatest performance numbers ever reached in production Aston Martn, it's not so much a Grand Toureras a Super Grand Tourer.

Beauty comes from clothing an engine in a body phenomenal rigidity and razor-sharp agility. But it had to be sculpted and there was only one material that met all these criteria and could match achieve the level of performance – aerospace engineered carbon-fibre.

Every body-panel is constructed from the most advanced carbon available, producing a staggering strength-to-weight ratio and ensuring Vanquish is the pinnacle of a century of engineering expertise. But not just as a coupe – Vanquish had to be presented in a Volante form as well. An all new aerodynamically tuned decklid and tonneau, a new full-height windscreen with glass directly meeting roof and a three layer lightweight fabric roof that could fold down in just 14 seconds at up to 30 mph. Rigidity that allowed the equivalence in performance from the first fully carbon-fibre skinned Volante.

The Soul comes from living with a car – Aston Martin produced an interior that matched the design concept for advanced technology without compromising their famous luxury. An all-new interior includes a state-of-the-art infotainment system enabling efficient and easy control of the cabin environment. Hand-crafted capacitive glass buttons now include illumination and revolutionary 'haptic feedback'.

New lightweight seats not only contribute to a weight reduction of 17kg per seat but offer driver and passenger rigidity, lateral support, and sporting performance, an advanced composite structure includes both Kevlar® and carbon-fibre. With an exposed carbon-fibre weave on the rear and exquisite hand-trimmed leather and alcantara on specially designed front panels, the new lightweight Vanquish seats combine sports tailoring with sports performance.

Combining all new ergonomic interior environment groupings and carbon fibre interior finishes, contrasting seat accent colours and unique hour-glass stitching – the new Vanquish takes Aston Martin to a new level but some things never change – they used to talk about the number of hides that contributed to luxury – after 100 years of history, even in this marvel of modern technology, Aston Martin proudly state that a million stitches go into every Vanquish.

THE NEW ASTON MARTIN V12 ZAGATO

Production dates:	2013 -
Top Speed:	305 kph (190 mph)
Acceleration:	0 – 62 mph 4.2 secs
Chassis numbers:	
Length	4385mm
Width	2022mm with mirrors
Height	1250 mm
Ground clearance	
Track	**Front** 1570 mm **Rear** 1575 mm
Wheelbase	2600 mm
Turning circle	11.8 m
Dry weight	1680 kg
Engine	6.0 litre V12
Capacity	5935 cc
Cylinder bore	
Compression ratio	10.9:1
Power output	510 bhp @ 6,500 rpm
Fuel Injection:	Sequential electronic fuel injection system with SCP/Can Interface to engine management control system
Chassis	Extruded aluminium bonded monocoque
Transmission	Rear mid-mounted manual six-speed transmission Limited slip differential Final Drive Ratio Manual: 3.71:1 Alloy torque tube with carbon fibre prop shaft
Front suspension	Independent with double aluminium wishbones. Anti dive geometry. Coil springs, monotube dampers, anti roll bar.
Rear suspension	Independent with double aluminium wishbones. Coil springs, monotube dampers, anti roll bar
Steering	Rack and pinion – power-assisted steering, 3.0 turns lock-to-lock
Brakes	Stability control system with ABS, EBD (brake distribution), TC (traction control), EBA (brake assist) and DSC (dynamic stability control) Front: 398mm Ceramic six piston calipers Back: 360mm Ceramic four piston calipers
Exhaust System	Fully catalysed stainless steel lightweight sports exhaust system with active bypass valves

Aston Martin's relationship with Zagato goes back to the 1960's when the first and iconic collaboration, the DB4GT Zagato, was produced. In the 1980's the design house created the V8 Zagato in Coupe and Volante then the first of the "modern" Astons took its turn on the design board, producing the DB7 Zagato.

Designing any Aston Martin is an incredible challenge, designing a new car in the legendary collaboration of Aston Martin and Zagato, a partnership that has created some of the greatest cars in the world, that was a real challenge.

Aston Martin took their cue from the classic design of the DB4 GT Zagato, and created a 21st century concept. Their designers went "head-to-head" with Zagato's famed design team to deliver an Aston Martin Zagato fit for today. Two designs, one car – the Aston Martin V12 Zagato.

Unveiled at the 2011 Villa d'Este Concours d'Elegance, the V12 Zagato was awarded the Concorso d'Eleganza Design Award for Concept Cars and Prototypes.

But for Aston Martin, design without performance is no good – even though the plaudits for the Aston Martin V12 Zagato had been for a concept car, the decision was taken to race the car – not just any race, the gruelling Nurburgring 24hr Race!

Just two weeks after basking in the glory of Villa dEste, Aston Marin had rebuilt and race prepared the car – but not just a single car – they entered two. They both completed the race, 24hrs averaging over 120mph, nose to tail with some of the greatest GT cars in the world. Once again iconic design had been married with race track proven engineering.

Two months after appearing at Villa d'Este the response had become overwhelming. So the decision was made and the creation of a strictly limited run of V12 Zagato road-cars was announced.

Clothed in lightweight hand-rolled aluminium and carbon fibre body panels, over 2000 hours of craftsmanship are involved in the construction of the V12 Zagato. This represents the extreme application of Aston Martin's know-how and the technologies, materials and techniques that have been gained by creating the current generation of Aston Martin cars making the Aston Martin Zagato a contemporary Aston Martin like no other.

A unique blend of power, beauty, soul, refinement, and dynamic agility, the V12 Zagato is built on Aston Martin's VH bonded aluminium chassis. Beneath the louvred bonnet lies the highly acclaimed 6.0-litre V12 engine, its 510 bhp (380 kW / 517 PS), and 570 nm (420 lb ft) of torque delivering spectacular power to stir the senses of the exclusive few

The sculpted aluminium double-bubble roof and bulging haunches are Zagato trademarks while the rear wing, diffuser and splitter, formed from the revolutionary, race-bred carbon fibre material, showcase the beautiful carbon fibre weave and hint at the V12 Zagato's huge performance.

There are just four special colours for this exclusive car - Carbon Black's deep, a rich shade of black to accentuates the curves and creases of the bodywork, Alloro Green, pays homage to the original Aston Martin racing green, Alba Blue recalls the very last DB4 GT Zagato sold in 1962, registered 37PH and finished in Caribbean Pearl and finally Scintilla Silver finish transforms the Zagato into a piece of dramatic, purposeful sculpture.


ASTON MARTIN
E.I. STURDZA
YOKOHAMA
ENDLESS

CC100

Created by Aston Martin's world-class design team, the vision was simple yet enormously testing: create a car reflecting a century of Aston Martin heritage but one that also signals the future of the brand. Lead by Director of Design Marek Reichman and Chief Exterior Designer Miles Nurnberger the idea of an iconic speedster concept with nods to the Le Mans- and Nürburgring-winning cars of 1959 soon emerged.

Early sketches drew clear inspiration from the legendary DBR1; open cockpit, two seats, uninhibited driver vision and flowing exterior lines from a smooth aerodynamic form. With initial themed imagery showing an overall shape with sharper, contemporary styling, the team took their ideas for CC100 and moved from paper to clay.

Expert modellers worked intensively to turn these initial designs into a tangible, physical form. All Aston Martins are initially created by hand, shaping each line, measuring each dimension precisely and working to create perfect aesthetics. Finely honed to create the exact blend of sporting aggression and beauty CC100 had become more than a concept.

As an open-topped speedster, the interior and exterior boundaries merged together and from the start CC100's racing cockpit was an integral element of the concept. The team wanted a lightweight, race car environment and used inspiration from DBR1 to design a slim dashboard proportion with compact racing seats. Further design cues came from a theme of post-war aeronautical engineering, giving rise to complex interior panelling and dynamic wing forms.

Trimming and finishing the interior meant using the same material artistry found on our road cars. Lightweight carbon fibre provides structural rigidity with a unique weave also creating a dynamic cockpit environment. Racing seats are clothed in the finest Bridge of Weir leather but fitted with full safety harness. Glass control buttons and the same distinctive glass ECU starter match those found throughout the Aston Martin model range.

"*The need to create a truly fitting tribute to 100 years of the Aston Martin brand has brought out the creativity and talent that makes Aston Martin such an exceptional luxury sports car maker.*"

Aston Martin Director of Design - Marek Reichman

Revealed to the world at the ADAC Zurich 24 Hours of Nürburgring race, CC100 was driven on its debut by Aston Martin CEO Dr Ulrich Bez. Alongside him on this unique celebratory lap of the iconic Nordschleife was DBR1, the same car that completed the 1000km of Nürburgring in 1959, crewed by the same man - Sir Stirling Moss.

CC100 - the ultimate expression of Aston Martin's first century.