

V8 VANTAGE



ASTON MARTIN

ASTON MARTIN V8 VANTAGE

The V8 Vantage is a hand-crafted sports car that offers electrifying performance and outstanding agility.

The most affordable of all Aston Martins, it fuses traditional Aston Martin style and everyday usability.

The result is the world's most desirable sports car.

V8 Vantage



EXHILARATING PERFORMANCE AGILITY, LIGHT WEIGHT AND OUTSTANDING HANDLING

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

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



CLASS-LEADING RIGIDITY THE KEY TO DRIVING ENJOYMENT AND GOOD HANDLING

The advanced body structure of the V8 Vantage is the key to its superb handling and responsiveness. The unique-to-Aston Martin all-alloy VH (Vertical Horizontal) architecture provides an excellent backbone, while the use of sophisticated materials such as lightweight alloys, magnesium and advanced composites for the body further contributes to the car's low weight and class-leading rigidity.

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



WEIGHTING GAME NATURALLY BALANCED FROM THE OUTSET

If a car is to have natural agility it must also have a low polar moment of inertia and excellent weight distribution. In order to achieve this, the V8 Vantage is designed to concentrate as much weight as possible within the wheelbase, with minimal front and rear overhangs. The engine is positioned ahead of the cabin but well behind the front axle line, making the V8 Vantage a front mid-engined car. Dry sump lubrication, normally a motorsport application, enables the engine to sit lower in the car, which further improves handling by lowering the centre of gravity. Dry sump lubrication also allows for greater cornering speeds, as there is minimal danger of g-forces denying oil supply to the engine.

Improving weight distribution still further, the transmission is mid-rear mounted – forward of the rear ‘axle’ line – and connected to the engine by a rigid, cast aluminium torque tube, which houses the immensely strong and light carbon-fibre propeller shaft. A fast-shifting, six-speed manual gearbox is standard, its ratios perfectly matched to the performance of the V8 engine.

DYNAMIC DELIGHT DRIVER AND CAR IN PERFECT HARMONY

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

On-road communication and feel are essential to a sports car, for any elasticity between the driver and the contact point of the tyre diminishes the driving experience. The driver needs to know exactly how the car is

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

The flexibility of the engine and the easy-to-use controls make everyday town or city driving simple and uncomplicated. Electronic safety controls provide further reassurance. Braking power is awesome, with massive disc brakes – 335 mm diameter at the front, 330 mm at the rear

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



CLASSIC ASTON MARTIN STYLE

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

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





The long, low bonnet line and two-seater cabin of the V8 Vantage offer an attractive balance between beauty and pure aggression. The car sits low and close to the road, while the front and rear overhangs have been purposely minimised.

Essentially, it's a sports car with a simple goal - to provide maximum exhilaration - yet it is also one of the world's most beautiful cars. The side profile is an elegant, simple sweep, creating a curved line rather like a bow under tension, while the rear haunches are wide and muscular, like those of a powerful animal. It is a pure, elegant design - but, above all, instantly recognisable as an Aston Martin.

DESIGN V8 VANTAGE

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

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

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

The V8 Vantage could not be anything else but an Aston Martin. It is a modern shape that bears a direct lineage to some of the great Aston Martin models of the past, such as the Aston Martin DB2 - praised at the time as 'one of the most beautiful cars in the world' by *Motor Magazine* in April 1950 - and its successors, the DB2/4 and DB4. They were not just handsome, but very fast sports cars that were also immensely practical and could be used every day. Just like the V8 Vantage.



THE V8 VANTAGE BEAUTY FROM WITHIN
HAND CRAFTSMANSHIP FOR SUPERIOR STYLE



Like all Aston Martins, the V8 Vantage is hand-assembled and hand-finished. Hand-craftsmanship not only improves quality, but can also improve styling. Aston Martin's designers enjoy fewer constraints than those faced in mass production, giving them the freedom to produce the perfect form.

Hand-assembly also avoids unsightly solutions to the inflexibility of mass production. For instance, the bonnet of the V8 Vantage has shut lines that travel all the way to the front of the car, without the need for a separate nose cone, so providing a cleaner, crisper design. Furthermore, the V8 Vantage uses metal mesh grilles and trims instead of the typical plastic alternatives. Integrity is a key cornerstone at Aston Martin and we believe that everything has to be right.



SOUL MATE AN INSPIRING, EXCITING DRIVING ENVIRONMENT

From the moment you first sit in the V8 Vantage, you connect with it. It's a bond created partly by the natural agility of the car, but also by the embrace of the authentic sports car cabin. Hand-trimmed in the finest quality materials, it is simple, logical and beautifully designed; everything you and your passenger touch is unique to Aston Martin.

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

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

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

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





21ST CENTURY CRAFTSMANSHIP AN ALLURING BLEND OF TECHNOLOGY AND TRADITION

All Aston Martins are built by hand – not for sentimental reasons but because only craftsmen can deliver the design details and level of finish that Aston Martin engineers and designers demand. This level of detail and finish is simply not possible in high-volume manufacture.

At Gaydon in England, Aston Martin's new headquarters, hand-made meets high technology. The all-alloy structure, the lightweight body, the hand-assembled V8 engine, the sophisticated electronic controls and audio systems: all are engineered to a level of technology rarely seen in the automotive industry. This mix of technology, tradition and low volume makes for an exclusive, advanced and uniquely desirable sports car.



PEOPLE POWER THE BEAUTY THAT'S BEYOND ANY MACHINE

True, there is a certain cachet to a car being hand-built and modern – it is rare these days and getting rarer all the time. But there are a host of sensible engineering and design reasons why Aston Martins are still hand-assembled. Expert craftsmen can perform the complicated, labour-intensive work that robots on production lines cannot. They can craft designs and finishes that defeat machines. Take, for instance, the single aperture cuts for the headlamps in the front wings of the V8 Vantage. This design can be achieved only because the V8 Vantage is painstakingly built by hand.

Then there is the beautiful stitching of the leather seats. Automated machines can stitch leather, but they cannot do it with the same lively care, or quality, as craftsmen. The same is applicable to the finish of the bodies. Mass-produced cars frequently need plastic finisher's to hide awkward production line joins, but cosmetic make-up is unnecessary at Aston Martin, where each car is expertly hand-finished and tended by craftsmen.

Engines, too, are individually hand-assembled, just as they always have been at Aston Martin, although now at a brand-new, dedicated, high-technology facility in Cologne, Germany. There is no rush with hand-assembly; the over-riding concern is always quality. That is why Aston Martins – all Aston Martins – are built by hand, and it is why all the world's finest luxury goods, from suits to watches, are still hand-made. When low volumes are desirable, and exclusivity is demanded, it is quite simply the best way.





UNIQUELY ASTON MARTIN FEEL THE QUALITY, LOVE THE DRIVE

At Aston Martin's headquarters in rural Warwickshire, England, heritage is fused with high technology. Highly trained engineers work alongside master craftsmen in a large, open, airy and hushed facility.

A special area is allocated to the hand-crafting of the cabins, and here you'll find the many different materials that feature inside the V8 Vantage. There are aluminium alloys used for switches, instruments and the fascia; fabric and leather in myriad colours and finishes, including many different stitching treatments, as well as optional piano black wood trim.

All of these come together to make an interior that is unique to Aston Martin. Many of the cabin details are aluminium – such as the instrument pack and the door handles – and the coolness of the metal is complemented perfectly by the warm, hand-finished, hand-stitched leather upholstery.

You just have to step inside the car to know that it is something special. Sit behind the three-spoke steering wheel and set the multi-position, electronically adjustable seats. Put your hands on the wheel and immediately you feel the quality of that chunky, hand-stitched leather rim.

Turn the key and watch the glass starter button colour change from blue to red, as ignition is engaged. Depress the start button and hear the V8 engine burst into life. Move off and you'll be amazed by the precise gears - and reassured by the excellent visibility from the generously glazed cabin. Of course, all the switches and controls are perfectly placed, for driving enjoyment is the priority in this cabin built around you, the driver.





POWER
BEAUTY
SOUL

ASTON MARTIN



AIRBAG



FM 100.1 Classic



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

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





This is a car that will thrill you on the track, yet serve you just as well in town. It's an exhilarating drive on the world's most demanding race circuits, yet is quite happy on motorways, in traffic or across country. One of the world's most inspiring after-hours sports cars, it is nonetheless quite happy labouring from nine to five.

As you would expect of an Aston Martin, it has been thoroughly – and painstakingly – tested. The V8 Vantage has endured the most extensive testing and development programme in the company's long history, during which 50 prototypes were vigorously tested over more than half a million miles. Over 12,000 miles of testing, including maximum speed runs, were carried out in Dubai, where the ambient

temperature regularly hit 48°C and the bodywork of the cars reached 87°C. 37,000 miles of high-speed testing was also conducted at the Nardo test track in Italy, where the car ran at high speed for hours on end. Extensive testing was carried out at Nürburgring's Nordschleife in Germany, the world's most daunting motor racing circuit, and cold weather testing, in temperatures as low as minus 30°C, was undertaken in Sweden.



USABILITY V8 VANTAGE

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

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



FULL STRENGTH SAFETY TO MATCH ITS PERFORMANCE

The V8 Vantage is one of the safest Aston Martin sports cars ever made – thanks in part to an array of electronic safety features, but also to the inherent strength of the car itself. Its all-alloy structure makes for a very strong passenger cell and further protection is offered by deformable front and rear crumple zones, which absorb crash energy so that the driver and passenger do not. Excellent side impact protection is also inbuilt, thanks to the large sills, strong roof pillars, door impact beams, and the substantial dashboard and footwell structures. The fuel cell, meanwhile, is mounted amidships – good not only for safety but also for balance

and handling – and encased in its own aluminium compartment. Both driver and passenger benefit from dual-stage airbags (deployed in one of two stages depending on the severity of the accident) and side airbags.

In addition to all this, the V8 Vantage incorporates a suite of electronic safety aids to help keep it away from accidents. These include Dynamic Stability Control (DSC) to prevent wheel slippage or loss of traction, Electronic Brakeforce Distribution (EBD) to achieve optimal braking balance, and Emergency Brake Assist (EBA) which automatically applies full braking power in an emergency. Positive Torque Control (PTC)

also acts to help prevent the rear wheels from locking in an engine braking situation. Headlamps feature innovative LED (light emitting diode) indicators and side lights, and optional xenon dipped beam headlights are available. The rear lamps employ 360 LEDs for lights, brake and indicators. As a result, they illuminate 200 milliseconds faster than conventional brake lights, providing an additional full car length of stopping distance at 100 km/h (62 mph) for the following car. In real-life situations, that kind of detail can be critical, so it is reassuring to know that the V8 Vantage pays as much attention to safety as it does to performance and handling.



V8 VANTAGE SPECIFICATION

BODY

Two seat, two door body with rear tailgate
Bonded aluminium structure
Aluminium alloy, steel, composite, and magnesium alloy body
Extruded aluminium side impact bars
Halogen projector headlamps
LED rear lamps

ENGINE

All alloy quad overhead camshaft 32 valve, 4.3 litre V8
Variable inlet camshaft timing
Dry sump lubrication system
Fully catalysed stainless steel exhaust system with active bypass valves
Front mid-mounted engine
Rear wheel drive
Maximum power
283 kW (380 bhp)
@ 7000 rpm
Maximum torque
410 Nm (302 lb.ft)
@ 5000 rpm
Maximum speed
280 km/h (175mph)
Acceleration
0-100 km/h (62 mph) in 5.0 seconds
0-60 mph in 4.9 seconds

TRANSMISSION

Rear mid-mounted six speed manual gearbox
Alloy torque tube with carbon fibre propeller shaft
Limited slip differential
Final drive ratio 3.909:1

STEERING

Rack and pinion power assisted steering
Column reach and tilt adjust

WHEELS & TYRES

10 spoke lightweight aluminium alloy wheels (standard)
Front 8.5J x 18"
Rear 9.5J x 18"
Bridgestone Potenza tyres
Front 235/45 ZR18
Rear 275/40 ZR18
7 spoke lightweight aluminium alloy wheels (optional)
Front 8.5J x 19"
Rear 9.5J x 19"
Bridgestone Potenza tyres
Front 235/40 ZR19
Rear 275/35 ZR19

SUSPENSION

Independent double aluminium wishbones
Coil over aluminium monotube dampers
Front and rear anti-roll bars

BRAKES

Radial-mounted four piston monobloc calipers
Dynamic Stability Control (DSC)
Traction Control
Anti-lock Braking System (ABS)
Electronic Brakeforce Distribution (EBD)
Emergency Brake Assist (EBA)
Positive Torque Control
Ventilated and grooved steel discs (355mm front, 330mm rear)

INTERIOR

Technical grain leather and fabric interior
Alcantara headlining
Alloy facia
Anthracite interior fittings
10 way electrically adjustable seats
Automatic temperature control
Heated rear screen
Reversing sensors
Battery Disconnect Switch (BDS)
Trip computer
Dual stage driver and passenger airbags
Side airbags
Alarm and immobiliser
Tyre pressure monitoring

IN-CAR ENTERTAINMENT

160W Radio tuner and 6 CD autochanger

OPTIONS

Full natural grain leather
Alternative facia trim (piano black)
High Intensity Discharge (HID) headlamps (dipped beam) with powerwash
Bright finish grille
Alternative brake caliper finish (black, red, silver)
Heated seats
Heated front screen
Cruise control
Battery conditioner
Powerfold mirrors
Voice activated Bluetooth telephone preparation*
Integrated GSM telephone[▲]
Colour satellite navigation system with optional Traffic Messaging Channel (TMC)[▲]
Tracker Horizon (UK only)
Alarm upgrade - tilt and volumetric sensor
Smoker's pack
Personalised sill plaques
First aid kit
Boot mounted umbrella
700W Aston martin System with Dolby Pro Logic II

DIMENSIONS

Length
4382 mm (172.5 inches)
Width
1866 mm (73.5 inches) (excluding mirrors)
2022 mm (79.6 inches) (including mirrors)
Height
1255 mm (49.4 inches)
Wheelbase
2600 mm (102.4 inches)
Front track
1568 mm (61.7 inches)
Rear track
1562 mm (61.5 inches)
Turning circle (kerb to kerb)
11.1 m (36 feet 5 inches)
Boot capacity
300 litres (10.6 cu.ft)
Fuel capacity
77 litres (16.8 UK gal / 20.2 US gal)
Cd
0.34
Weight
1630 kg (3593 lb)

FUEL CONSUMPTION*

Litres/100 km (mpg)
Urban 25.2 (11.2)
Extra Urban 12.5 (22.6)
Combined 17.2 (16.4)

GAS MILEAGE

(North America)
City 13 mpg
Highway 19 mpg

CO₂ EMISSIONS

406 g/km

SMOG INDEX

(North America)
0.57

[▲] Not available in all markets, please consult your dealer for details

* Data not applicable to North American market





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