

ASTON MARTIN VANTAGE GT4



ASTON MARTIN
RACING

Vantage GT4

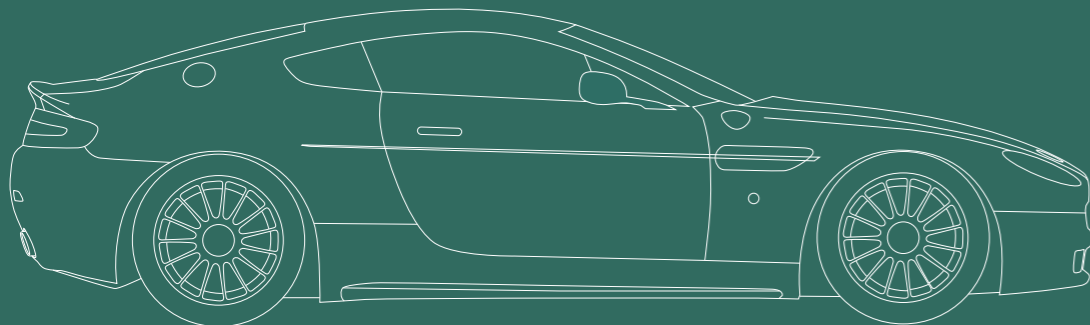








THE VANTAGE GT4 IS AN
UNCOMPROMISING RACING CAR,
BUT ABOVE ALL ELSE, IT'S AN
ASTON MARTIN



BORN ON THE ROAD, BUILT TO RACE

In June 2006 a near standard V8 Vantage finished 24th overall out of 220 starters at the Nürburgring 24 Hour race – a staggering achievement among a field of mostly specialised race homologated entrants.

The Nürburgring 24 Hour led to the car being named the Vantage N24. Over the next two years a succession of cars were built by Aston Martin Racing for private teams and individuals to compete at some of the most arduous race

circuits in the world, as well as in championship series.

In 2008, the N24 was first, second and third in its class at the Nürburgring 24 Hours; was second, third and fourth overall in the Britcar 24 Hour race, despite competing against cars in higher classes; and won five races in the FIA GT4 Championship.

The new 2009 Vantage GT4 from Aston Martin Racing builds on the success of the N24, but with many new

updates for 2009, including a new 4.7 litre engine, to enhance the performance and reliability of the car.

Each Vantage GT4 is hand-built by Aston Martin Racing, a partnership between Aston Martin and world-leading motorsport specialist, Prodrive. It is built to Aston Martin's exacting standards and is available to private teams and individuals to compete in national and international race series; as a track day car; or simply to savour and enjoy in a

collection. The Vantage GT4 provides the perfect base for a wide variety of motorsport uses and is ideal for club racing among other categories. It is eligible to compete in series including: the FIA GT4 European Cup; VLN Endurance Championship at the Nürburgring; Britcar Endurance Series; Dutch Supercar Challenge; Australian Endurance Championship; British GT4 Championship; German GT4 Championship; American SCCA Championship; and Dutch GT4 Championship.



THE V8 VANTAGE IS THE PERFECT PLATFORM FOR A RACING CAR

A GREAT FOUNDATION

The Vantage GT4 is based on the new European specification V8 Vantage, with modifications to prepare the car for racing. The V8 Vantage was originally launched in 2005, having undergone the most extensive test programme of any Aston

Martin, in total over 1.5 million kilometres.

In 2008, Aston Martin announced the new technically enhanced Vantage V8.

In production form, the V8 Vantage's 4.7 litre engine

produces 313 kW (420 bhp), giving the car a maximum speed of 290 kph (180 mph) and a 0-100 kph time of 4.8 sec (0-60 mph in 4.7 sec).

Aston Martin's unique aluminium bonded architecture

gives class-leading strength and rigidity, with a front mid-mounted V8 engine creating optimum front to rear weight distribution and a low centre of gravity – the perfect foundation for a successful race car.

THE CAR HAS BEEN RE-ENGINEERED FOR COMPETITION

DESIGNED FOR RACING

The Vantage GT4's foundation, is the V8 Vantage. Under the bonnet, the engine is modified to enhance throttle response and outright performance and the engine management system is recalibrated for race use.

The Vantage GT4 also has a free flow exhaust system and air filters. The standard V8 dry sump lubrication system is retained, helping to prevent oil surge during extreme cornering.

The Vantage GT4 can be supplied with either a six speed manual, or a Sportshift transmission with paddle controls. A Valeo twin-plate cerametallic racing clutch and

lightweight flywheel complete the powertrain specification.

At 1,330 kg (2,930 lb), the Vantage GT4 is 300 kg (660 lb) lighter than the standard car. This has been achieved through a range of weight reduction measures. The interior trim is removed with the exception of the fascia moulding which is re-trimmed in Alcantara, and the console and door casings are replaced by new lightweight mouldings.

The chassis has been fitted with a high-strength steel rollcage and Recaro competition seats. A suede-trimmed steering wheel with a quick

release mechanism is also fitted as standard. The Vantage GT4's safety features are completed with a Sabelt six-point safety harness with a push-button release and Lifeline Zero 360 gas extinguisher system.

The V8 Vantage road car's suspension has required only minor adjustments for optimal track performance. These include larger diameter front and rear anti-roll bars and adjustable ride height aluminium dampers, as well as single rate, flat ground springs with separate helper springs. The front subframe is modified for extra camber and castor.

Cast magnesium front and rear wheels are standard fit with high performance Yokohama A048-R tyres. The brakes are updated with Pagid RS 29 race pads.

As further endorsement of the standard V8 Vantage underframe, the active safety systems are directly carried over to the Vantage GT4, including: dynamic stability control, traction control, ABS and electronic brakeforce distribution, providing reassurance and enhanced control in slippery conditions.







VANTAGE GT4 SPECIFICATION

The specification is based on a European left hand drive V8 Vantage with the following modifications:

CHASSIS

- FIA approved full rollcage in 40 mm x 1.5 mm 15CDV6 high-strength steel
- Preparation for pneumatic jacks incorporating tapping plates
- Motorsport towing eyes
- Polycarbonate side and rear windows
- Re-styled side sill with exposed carbon fibre rib
- Quick-release bonnet/tail safety latching with hinges retained
- Lightweight aluminium side strakes

SUSPENSION

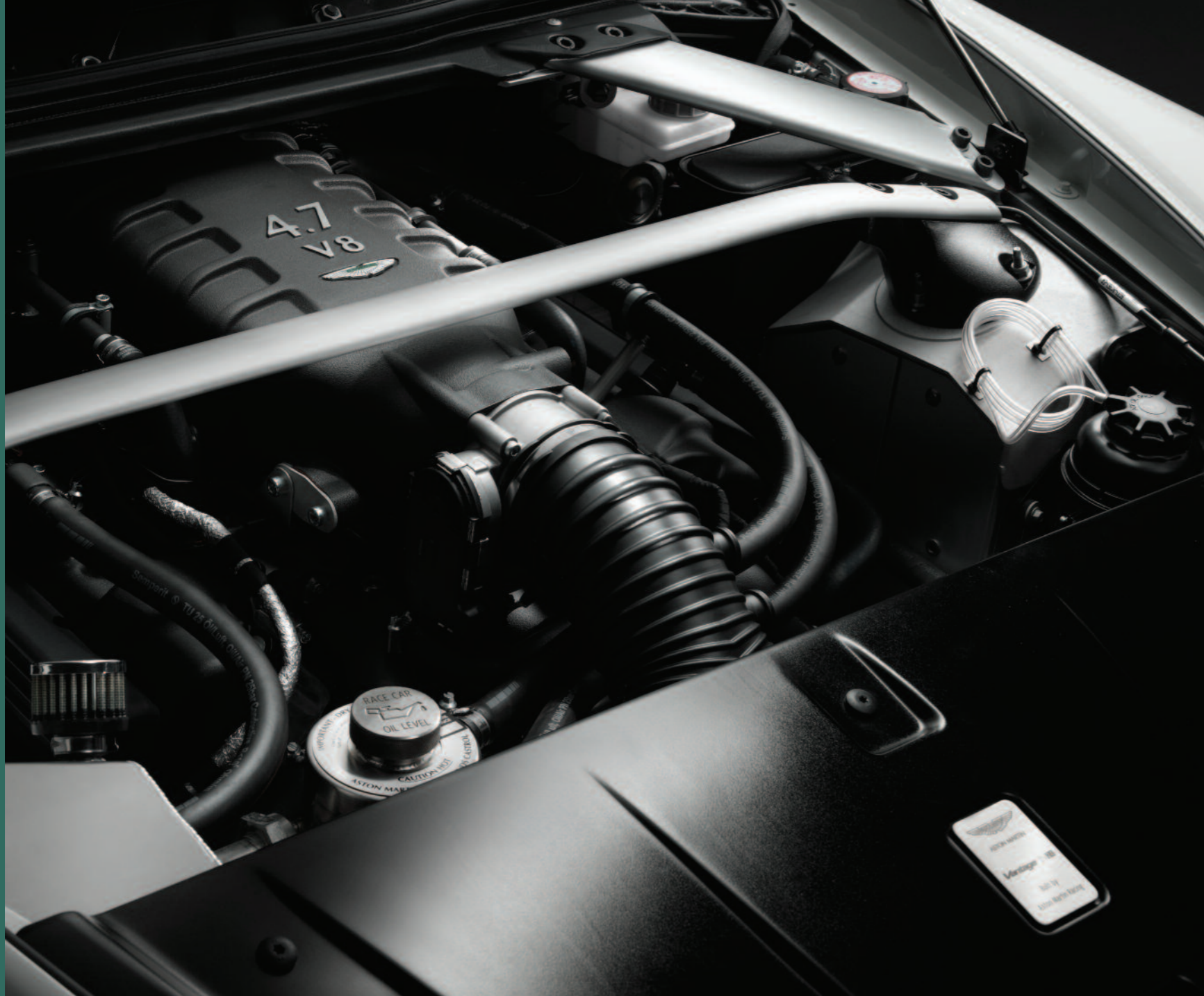
- Single-rate, flat ground, 2.5 in ID Eibach springs with separate helper springs
- Stiffened front and rear anti-roll bars
- Bilstein suspension, adjustable ride height, aluminium dampers
- Front subframe modified for extra camber and castor

WHEELS & TYRES

- Front - 10 in x 18 in cast magnesium
- Rear - 11 in x 18 in cast magnesium

BRAKING SYSTEM

- Standard radial-mounted four-piston monoblock calipers fitted with high-performance Pagid RS 29 race pads
- Updated two-piece front brake discs
- Front cooling ducts to enhance brake cooling



ENGINE & TRANSMISSION

- Aston Martin Racing 4.7 litre V8 GT4 engine
- ITG cylindrical foam air filters
- Reduced cell density primary catalyts
- Revised engine calibration (97 RON fuel)
- EGR and secondary air system removed
- Simplified oil breather system with catch tank
- Weight-reduced rear muffler without by-pass valves
- FIA-approved ATL bag type fuel tank with twin fuel pumps – 100 litre (22 gallon) capacity
- Standard six-speed manual transmission or Sportshift (ASM) transmission – fitted with breather catch tank Valeo twin-plate cerametallic clutch (215 mm) with lightweight flywheel



ELECTRICAL

- Reduced weight and optimised route wiring harness
- Optima gel lightweight battery
- Battery cut-off relay
- New switch panel mounted in centre console incorporating re-settable circuit breakers for each fuel pump, extinguisher button, battery cut-off button, heater controls, mirror switch and toggle switches for fog lights, hazard lights, traction control and heated front screen
- Panel graphics illuminated by electroluminescent film

INTERIOR

- Recaro competition shell seat embroidered with Aston Martin logo
- Sabelt six-point safety harness – push-button release
- FIA compliant Lifeline Zero 360 plumbed-in extinguisher system (gas) – four engine bay and two interior nozzles
- Raised driver's footrest
- New simple door casings moulded in 'Twintex' for weight saving and compatibility with rollcage
- Weight-reduced facia, trimmed in Alcantara
- Shortened one-piece carbon fibre centre console
- Quick-release, suede-trimmed steering wheel



OPTIONS

- Two-way adjustable dampers
- Passenger seat and safety harness
- Dry break fuel filler
- Dual fuel filler
- HANS seat and safety harness
- Air jacks including lance
- Pair of GT4 xenon spot lights
- Endurance fuel tank - 120 litre capacity
- Pi Clubman display & datalogger
- Shift light (only available with Pi Clubman)
- Rear rain light
- Air conditioning

DIMENSIONS

Length	172.5 in (4,380 mm)
Width	73.5 in (1,865 mm) (excluding mirrors) 80 in (2,025 mm) (including mirrors)
Height	47.5 in (1,210 mm)
Wheelbase	102.5 in (2,600 mm)
Front track	62.2 in (1,580 mm)
Rear track	62.6 in (1,590 mm)
Kerb weight	1,350 kg (excluding fuel)
Fuel tank size	100 litre

SEPARATED BY 50 YEARS,
UNITED IN VICTORY

ASTON MARTIN RACING PEDIGREE

Aston Martin's international racing debut was at the 1923 French Grand Prix, but it was not until industrialist David Brown acquired the company in 1947, that a new era of racing was ushered in, with a series of high-powered DB-badged sports and racing cars.

As well as winning the 1957 Belgian Grand Prix and 1958 Goodwood Tourist Trophy, the team clinched the Le Mans 24 Hours in 1959 with Roy Salvadori and Carroll Shelby. Following that famous victory, there was no factory Aston

Martin presence for more than 40 years, when in 2004, Aston Martin and Prodrive formed Aston Martin Racing to lead the marque in a successful return to sports car racing.

Prodrive is one of the most successful motorsport businesses in the world, winning six World Rally titles with Subaru, five British Touring Car Championships with BMW, Alfa Romeo and Ford, and the GTS class at the 24 Hours of Le Mans in 2003 with a privately entered Ferrari 550.

In 2007, Aston Martin Racing took a class win at Le Mans with the DBR9, just over two years after the car's winning debut at the 12 Hours of Sebring in 2005. The team followed this up in 2008 with a second successive GT1 class win, this time in the iconic colours of Gulf Oil.

In 2005, Aston Martin Racing developed the DBRS9, also based on the DB9 road car, but built to FIA GT3 regulations. Like the DBR9, this car is competing in the hands of private teams in international

and national sports car series including the FIA GT3 Championship; the American Le Mans Series and the British GT3 Championship.

In 2008, Aston Martin Racing completed its GT car line up with the launch of the Vantage GT2. Like the GT4, this car is also based on the V8 Vantage road car and was the first Aston Martin Racing car to be designed to run on bio-fuels.



IN 2008, THE 009 ASTON MARTIN DBR9
ONCE AGAIN TOOK GT1 CLASS
HONOURS AT THE 24 HOURS OF
LE MANS, THIS TIME IN THE ICONIC
LIVERY OF GULF OIL INTERNATIONAL





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