

THE V8 VANTAGE EMBODIES POWER,
BEAUTY AND SOUL, QUALITIES THAT
ARE INTEGRAL TO EVERY ASTON MARTIN.
COMPACT SPORTS CARS RICH IN DYNAMIC
FEEDBACK AND SENSORY PLEASURES, BOTH
THE V8 VANTAGE COUPE AND ROADSTER
HAVE BEEN DESIGNED AND ENGINEERED
FOR AN UNRIVALLED DRIVING EXPERIENCE.
OPEN OR CLOSED, THEY COMBINE
EXHILARATING PERFORMANCE, EXQUISITE
CRAFTSMANSHIP AND ELEGANT DESIGN.
ASTON MARTIN UNITES THESE QUALITIES TO
CREATE A CAR THAT IS TRULY A WORK OF ART.

Power Beauty Soul

An Aston Martin is about power, and the V8 Vantage delivers power in abundance. Moulded in the finest two-seater sports car tradition, the V8 Vantage has outstanding abilities.

Its V8 engine provides high performance – remarkable acceleration and 313 kW (420 bhp), all delivered with pitch-perfect dynamics. The V8 Vantage has been engineered for poise, balance and grace, expressed aesthetically by the flowing, muscular bodywork.



An Aston Martin is about beauty, a perfectly proportioned composition of lines and curves. The design of the V8 Vantage is elegant and uncompromising, a single fluid form with characteristic attention to detail, both inside and out. The V8 Vantage pays homage to Aston Martins of the past while remaining a contemporary statement.

Power Beauty Soul



An Aston Martin is about soul, the skilful combination of engineering excellence, technological innovation and sheer physical perfection creating a package that inspires awe and respect. Every journey is an event to remember, from start to finish.

Power Beauty Soul





Following its excellent result in the 2006 Nürburgring 24-Hours, Aston Martin developed a customer version of the N24 race car, with a planned production run of just 24 units. However, high demand meant that production was extended and transferred to Aston Martin Racing. The V8 Vantage N24 is proving increasingly popular as the ultimate track-focused manifestation of this class-leading sports car.

In 2007, the V8 Vantage N24 featured in the FIA GT4 series, the VLN Endurance Championship at the Nürburgring, the UK Britcar Endurance Series and the UK Aston Martin Owners Club series. The Vantage N24 excelled again in the Nürburgring 24-Hours in 2008, finishing first, second and third in its class. Furthering the Vantage's global sporting credentials, a fleet of N24s are competing in the new Aston Martin Asia Cup, a series of 12 circuit races across Asia.



Instantly recognisable as an Aston Martin, the V8 Vantage is a unique and singular design statement that has been styled and engineered to excel from every angle.

The fabric hood on the Roadster stows neatly beneath a metal tonneau cover, its lines blending seamlessly into the muscular rear haunches. Driver and passenger are ensconced in leather-lined luxury within a cabin that displays Aston Martin's celebrated craft and technology skills.



At rest, the V8 Vantage retains a dynamic stance. Designed for speed and athleticism, it is an object of desire that exudes functionalism and purpose while retaining a sculptural beauty.



The V8 Vantage Coupe is taut and aggressive, a design rich in detail yet never over-complicated. Building on the key characteristics of Aston Martin's design heritage, the V8 Vantage is modern, distinctive and timeless.



The seamless flanks of the V8 Vantage's bodywork demonstrate Aston Martin's blend of modern technology and traditional hand-finishing. The powerful rear haunches wrap around the 19" alloy wheels, signalling the car's innate ability.















The intersection of every line and surface is carefully considered, creating a truly harmonious design. Yet the V8 Vantage Coupe's curves conceal real usability, offering a rear hatch and a spacious stowage area that can take a full set of bespoke luggage.

Technology is at the heart of the V8 Vantage, from the unique bonded structure to the sophisticated electronics that deliver both power and entertainment. The integrated Apple iPod® connection allows you to bring together two icons of contemporary design.





The Emotion Control Unit, or ECU, connects you to the heart of the car. This sophisticated stainless steel and glass device is inserted into the centre of the V8 Vantage's dash and then pressed to fire the glorious-sounding 313 kW (420 bhp) V8 engine.





The V8 Vantage Coupe and V8 Vantage Roadster were developed alongside one another, using the core strength of Aston Martin's VH platform to ensure that the Roadster delivers outstanding levels of rigidity.

When raised, the Roadster's lightweight fabric hood follows the Coupe's curves, creating an aggressive, powerful stance. When open, the Roadster's lines are unbroken, flowing smoothly from bonnet to rear spoiler.





The Roadster's design epitomises purity of vision and careful attention to detail. Every single element is arranged in harmony, complemented by Aston Martin's signature features: minimal shut lines, iconic grille and side strake.







Honed on one of the world's greatest race circuits, the Nürburgring's Nordschleife in Germany, the V8 Vantage exploits its near-perfect weight distribution and balance to deliver precision handling in a variety of conditions.

In addition, high-speed testing was undertaken at the famous Italian Nardo circuit, ensuring that the car has the outright performance to match its outstanding handling and braking capabilities.







The V8 Vantage is engineered for performance and precision, encouraging complete synthesis between driver and machine. From the aluminium dials on the driver-focused dashboard to the ergonomic simplicity of the switchgear, the interior feels just right, connecting the driver to the road like never before.





Ultra-fast paddle-shift-operated gear changes are made using the Sportshift option, an automated manual transmission developed by Aston Martin to integrate driver and machine even more closely.

Craftsmanship is a crucial part of Aston Martin's meticulous approach to building cars, demonstrated by the hand-stitching on the leather interior. This is a job that demands skills and precision honed over time.



Few open-topped sports cars offer the driver such an invigorating ride, especially through this landscape of contrasts and sudden changes. Both sports car and long-distance tourer, with either an exhilarating open cockpit or an all-enveloping hood, the V8 Vantage Roadster can be cold-blooded in its efficiency or the hottest car on the road.







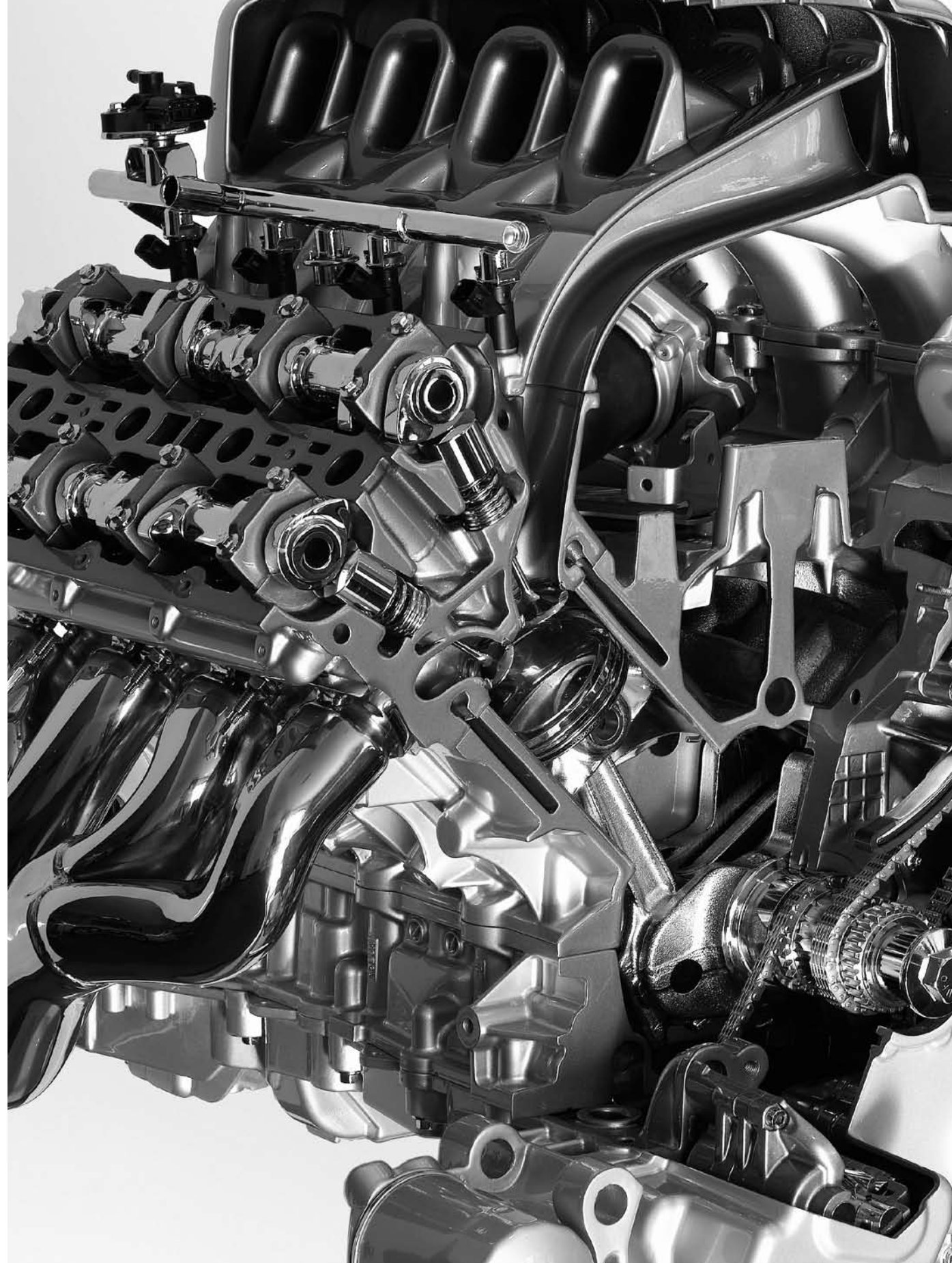
ASTON MARTIN V8 VANTAGE

The Aston Martin V8 Vantage is a supreme example of modern automotive design, a hand-crafted sports car that offers exceptional performance, outstanding agility and everyday usability.

At the heart of every great sports car is a great engine, and the V8 Vantage Coupe and Roadster are powered by Aston Martin's 313 kW (420 bhp) 4.7-litre V8, developed for both flexibility and outright performance. The V8 also sounds spectacular and is capable of propelling the car to a maximum speed of 290 km/h (180 mph).

The V8 Vantage is a true high-performance sports car. The engine is so willing, 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 winding country roads or even a demanding race circuit.

The V8 Vantage epitomises Aston Martin's approach to design: a commitment to engineering excellence without aesthetic compromise. Each model shares the same beautiful form, undeniably modern yet with a direct lineage to some of the great Aston Martin models of the past, such as the DB2, DB2/4 and DB4. As either a closed coupe with rakishly sleek lines, or a convertible of unmatched elegance, the V8 Vantage combines beauty with power and practicality.



PERFORMANCE

The V8 Vantage offers superb all-round performance and, like all Aston Martins, delivers some impressive statistics: 0-100 km/h (62 mph) in 4.9 seconds and a potential maximum speed of 290 km/h (180 mph).

Such figures do not tell the whole story, however, for the V8 Vantage represents the epitome of design and engineering excellence, most notably through the use of lightweight materials, excellent weight distribution, efficient aerodynamics and a truly remarkable engine. Aston Martin's 4.7-litre V8 is hand-assembled at the company's purpose-built engine facility in Cologne, Germany. A light, compact, all-alloy unit, it provides high performance, yet is responsive even at the lower end of the rev range. At 5000 rpm, the engine delivers maximum torque of 470 Nm (346 lb ft), 77 per cent of which is delivered at just 1500 rpm – barely more than idle – making the cars extremely tractable and great fun to drive. Push harder, and the V8 revs freely, delivering refined, exhilarating pace.

Power and torque are not the only reasons for the V8 Vantage's thunderous performance. Just as important is its lightweight, all-alloy structure, which gives the car class-leading strength and rigidity. The front mid-engined layout and rear mid-mounted transmission help to provide the optimum front-to-rear weight distribution, as well as creating a low centre of gravity. The result is agility, inspired balance and perfect handling.

True to Aston Martin tradition, the V8 is as musical as it is muscular, an engine that entertains in every sense. The bore and stroke dimensions are optimised to provide an excellent balance between outright power and torque, while a resonance induction system improves tractability and performance, as well as contributing to that inspired engine note. Variable inlet camshaft timing also provides improved low-end throttle response and mid-range torque.

The exhaust system is highly effective. Each bank of cylinders features a four-into-two-into-one manifold – an arrangement more usually found on race cars – which improves breathing and therefore performance. Special bypass valves allow a quieter exhaust note at low speeds; at higher speeds these open to reduce the pressure in the exhaust system, raising the power output as well as generating a rousing aural accompaniment.



DESIGN

The V8 Vantage is one of the world's most beautiful cars: elegant, yet with a controlled aggression; perfectly proportioned, with a low, purposeful stance; modern, yet incorporating classic Aston Martin design cues. A stunning example of design purity, the V8 Vantage is, above all, instantly recognisable as an Aston Martin.

The long, low bonnet line and two-seater cabin provide the perfect balance between beauty and sporting intent. The V8 Vantage sits low and close to the road, while the front and rear overhangs have been purposely minimised. The side profile forms a simple sweep, a curved line like a bow under tension, while the rear haunches are wide and muscular, like the flanks of a powerful animal.

From the outset, Aston Martin's engineers and designers focused on reducing size and weight, as well as optimising weight distribution, to maximise agility. At just 4380 mm (172.5") long, not only is the V8 Vantage the smallest model in the Aston Martin range, but it also benefits from the inherent agility that accompanies compact design and excellent weight distribution.

Craft and technology play a crucial role. Hand-finished body panels ensure a perfect fit, while an all-alloy underbody structure – derived from aerospace manufacturing – incorporates bonded aluminium extrusions and castings for superb rigidity and minimal weight. The large side panels are single, hand-finished, steel pressings, ensuring that the side and rear three-quarter views are especially clean, with a minimum of unsightly shut lines.

Inside, traditional craftsmanship is combined with 21st century technology. Hand-trimmed using the finest materials, the cabin places the driver at the heart of an authentic sports car. The two-seater cabin offers generous space, not just for driver and passenger, but for luggage too, making the V8 Vantage the perfect ally for a weekend away. The Coupe's rear hatchback opens to reveal a substantial 300-litre (10.6 cu ft) luggage area, offering up to three times more space than some rivals, while the V8 Vantage Roadster's 144-litre (5.0 cu ft) luggage capacity is also class-leading. A large fuel tank means that long stretches between refuelling are easy.

The V8 Vantage Roadster builds upon the acclaimed design of the Coupe to create a highly desirable convertible. The design team's brief was to give the V8 Vantage Roadster the look of a well-toned athlete wearing a skin-tight suit, an identity that encapsulates the fusion of craftsmanship, technology, innovation and design excellence.

Aston Martin has ensured that the Roadster preserves the V8 Vantage Coupe's light weight, allowing the convertible to exploit its compact size, agility and power to the full. When closed, the fabric hood closely follows the outline of the Coupe, retaining that car's dynamic and fluid profile. When open, there is an unbroken, flowing line from front to rear, supremely elegant in its simplicity. The hood, which stows neatly beneath the aluminium rear tonneau cover, can be deployed in just 18 seconds and at speeds of up to 50 km/h (30 mph).

The V8 Vantage Roadster is Aston Martin's 14th convertible model since 1950, a direct descendant of iconic open-top models such as the DB2, DB5, DB6 and DB7. It is a pure sports car that heightens sensations and provides a driving experience that is synonymous with Aston Martin, offering both high performance and thrilling dynamics.



CONTROL

The V8 Vantage delivers superb, responsive handling. Aston Martin's unique all-alloy VH (Vertical Horizontal) architecture provides an excellent backbone, while the use of lightweight alloys, magnesium and advanced composites reduces body weight and creates class-leading rigidity.

The car's natural agility is also aided by a low polar moment of inertia and excellent weight distribution. Engineered to accommodate as much weight as possible within the wheelbase, the engine is positioned well behind the front axle line, just ahead of the cabin in a front mid-engined layout. Dry sump lubrication enables the engine to sit much lower in the car, significantly reducing the centre of gravity and preventing cornering G-forces from restricting oil supply to the engine.

The transmission is rear mid-mounted forward of the rear axle line, improving weight distribution still further. The transmission is connected to the engine by a rigid, cast aluminium torque tube, housing 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.

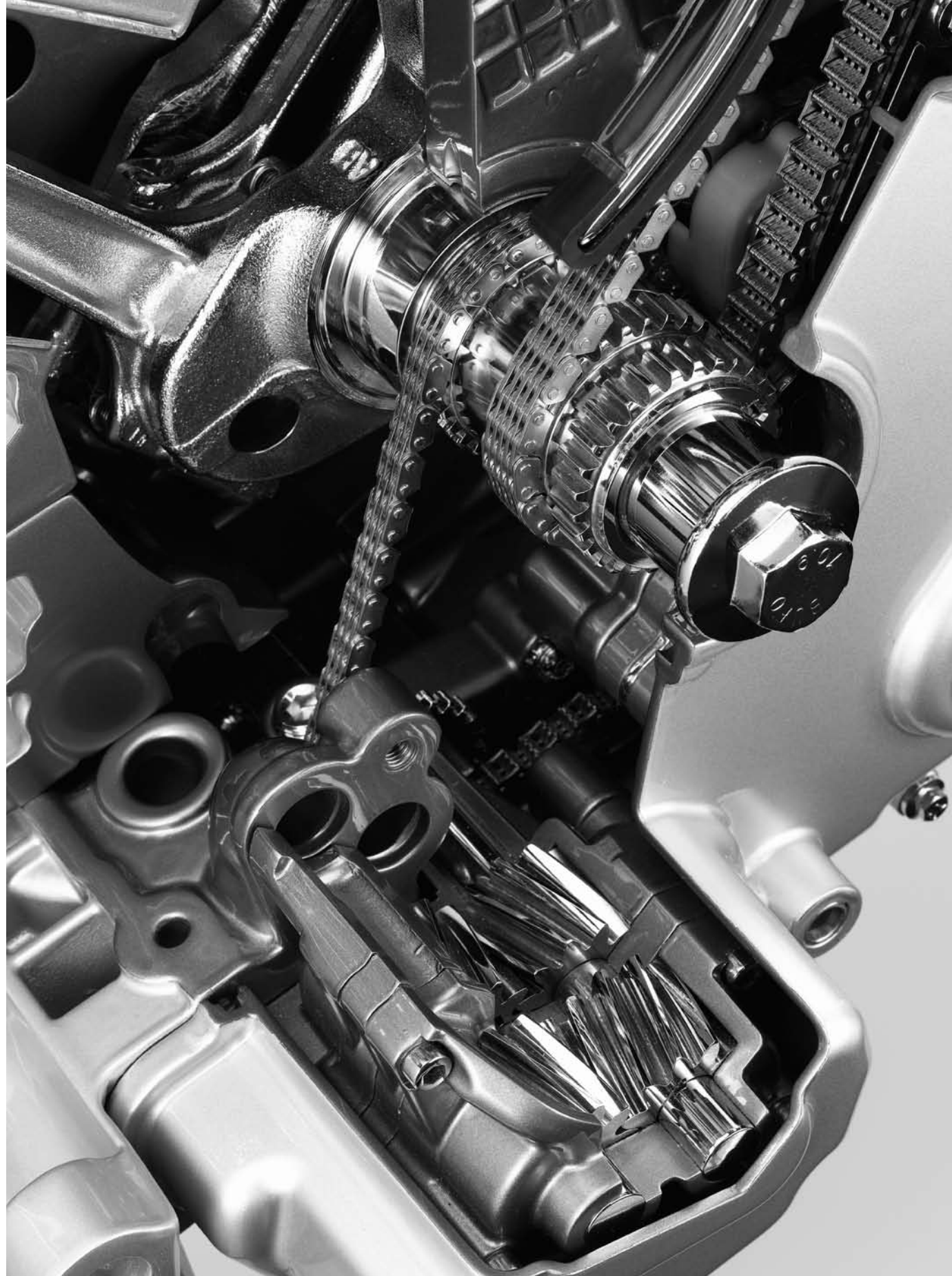
Aston Martin's acclaimed electro-hydraulic Sportshift transmission is available as an option. Offering precision gear shifts in around 200 milliseconds, the paddle-operated gearbox brings the sporting driver even closer to the car. When the paddles are not in use, Sportshift includes a user-selected 'Auto Drive' mode that will automatically select the right gear for the conditions. A 'comfort' setting allows for more relaxed changes.

The light, strong body structure of the V8 Vantage is combined with fully independent double wishbone suspension, resulting in outstanding handling and excellent ride quality. The suspension wishbones and dampers are aluminium, while the steering rack is solidly mounted forward of the front wheels – common on race cars but rarely seen on road cars – for better control, and to provide the driver with greater feedback and response.

The optional Sports Pack consists of forged, lightweight, five-spoke alloy wheels, revised dampers with an improved dynamic response, uprated springs and, for the Coupe, a revised rear anti-roll bar. The Sports Pack option provides improved high-speed body control, greater agility and more precise driver feedback.

The rigid body structure of the V8 Vantage ensures maximum communication between road and hand, relaying the car's behaviour faithfully and accurately, and providing an undiluted driving experience that is well mannered and predictable at any speed.

The V8 Vantage Roadster utilises the VH platform's inherent strength to deliver class-leading levels of torsional rigidity. This strength enables the body to form a highly stable platform from which the suspension can control the car, ensuring a strong dynamic 'feel' for the driver. As a result, the V8 Vantage Roadster is one of the most dynamically capable open-top cars on the road.



ENGINEERING

The V8 Vantage is inherently strong and agile. Its all-alloy structure creates a tough passenger cell, and further protection is provided by deformable front and rear crumple zones designed to absorb crash energy. 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. 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. The mid-mounted, aluminium-encased fuel cell is not only safe but also helps improve balance and handling.

A suite of electronic safety aids helps to keep the V8 Vantage away from accidents. In addition to ABS and Traction Control, Dynamic Stability Control (DSC) prevents wheel slippage or loss of traction, Electronic Brakeforce Distribution (EBD) achieves optimal braking balance and Emergency Brake Assist (EBA) automatically applies full braking power in an emergency situation. Positive Torque Control (PTC) also acts to help prevent the rear wheels from locking under engine braking.

Monumental braking power is provided by sizeable disc brakes – 355 mm diameter at the front, 330 mm at the rear – which are both ventilated and grooved.

Front LED indicators and side lamps are joined by rear lamps employing 360 LEDs for lights, brakes and indicators, while optional xenon dipped beam headlights are also available. The ultra-quick illumination of the LEDs provides crucial additional reaction time for the car behind in the event of an emergency stop. In a potential roll-over situation, sensors in the V8 Vantage Roadster instantly deploy two roll-hoops from the rear tonneau cover.

The V8 Vantage underwent an extensive testing and development programme, during which 50 prototypes were vigorously tested over more than half a million miles. Over 12,000 miles of desert driving, including maximum speed runs, were carried out in Dubai, where the ambient temperature regularly hit 48 degrees C and the bodywork of the cars reached 87 degrees C. Some 37,000 miles of high-speed testing were conducted at the Nardo test track in Italy, as well as on the Nürburgring Nordschleife in Germany, the world's most daunting motor-racing circuit. Cold-weather endurance testing was undertaken in Sweden, in temperatures as low as minus 30 degrees C.



CRAFTSMANSHIP

Starting an Aston Martin is a moment to savour. Sit behind the three-spoke steering wheel and set the multi-position, electrically adjustable seats. Feel the quality of the hand-stitched leather rim and sense the intuitive layout of the primary controls.

The driver's first interaction with the powerful V8 engine is a blend of tradition and high technology, with a touch of theatre. The ignition is controlled by a stainless steel and glass Emotion Control Unit (ECU), designed to be as tactile and refined as a fine timepiece. The ECU is inserted into a special docking station set within the traditional clear glass starter button. Pressing the ECU fully into the starter button fires the engine. After pressing once again to stop the engine, the ECU rises slowly out of its slot within the button so that it can be removed.

The instrument pack is carefully crafted from aluminium and has a three-dimensional profile for easy reading. To maintain a clear, simple design, the warning lights are hidden behind aluminium mesh faces, becoming visible only when illuminated. The central message displays use Organic Electroluminescence (OEL) – a process pioneered by Aston Martin – making them easier to read than conventional LCDs.

The V8 Vantage is hand-assembled and hand-finished. Only craftsmen can deliver the design details and level of finish that Aston Martin engineers and designers demand, creating a quality that is simply not possible in high-volume manufacture. Machines can stitch leather, for example, but they cannot do it with the same degree of care as experienced craftsmen.

The use of hand-crafted processes and finishing not only means painstaking attention to detail, inside and out, but also gives Aston Martin's designers freedom to produce the perfect form, avoiding the unsightly solutions generated by the inflexibility of mass production. Mass-produced cars frequently need plastic finishers to hide awkward production line joins, but such cosmetic make-up is unnecessary at Aston Martin. For instance, the shut lines on the bonnet of the V8 Vantage run all the way to the front of the car without the need for a separate nose cone, creating a cleaner, crisper design. Hand-finished metal mesh grilles and trims are used instead of plastic alternatives, while the single aperture cuts for the headlamps in the front wings of the V8 Vantage could not be matched by any machine.

There is no rush with hand assembly; the over-riding concern is always quality. That is why 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 only way to achieve the best finish. Integrity is a key cornerstone of Aston Martin and we believe that everything has to be right.

N24



HERITAGE

Aston Martin is one of the world's most distinguished sports car manufacturers, with over 90 years of experience in producing exclusive, hand-crafted cars. Some 45,000 Aston Martins have been built, of which more than 80 per cent are still in use, cherished, driven and raced by enthusiastic owners around the world.

The founders of the company, Lionel Martin and Robert Bamford, began with a clear vision: to create sports cars with a distinctive character; cars built to a high standard that were exhilarating to drive and own; cars with power, beauty and soul. These values remain integral to our approach.

In 1947, Aston Martin was acquired by the industrialist David (later Sir David) Brown, and soon produced the first of the famous 'DB' series of cars. These iconic models were among the most beautiful and desirable of all sports cars of the 1950s and 1960s, helping to define Aston Martin's image and ethos, and securing the company's long-term future.

David Brown's period of ownership also saw the Aston Martin DBR1 win at Le Mans in 1959, going on to secure victory in that year's World Sportscar Championship.

In 1964, Aston Martin made its big-screen debut when a specially customised DB5 appeared alongside Sean Connery in Goldfinger, the third James Bond film. The special relationship with 007 has endured: the legendary British secret agent drives an Aston Martin in both Casino Royale and Quantum of Solace.

Racing remains embedded in the company's DNA, as illustrated by Aston Martin's evocative return to international sports car racing with a comprehensive line-up of competition-prepared V8 Vantages and DB9s. The Vantage N24 has excelled in the gruelling Nürburgring 24-Hours, the event after which it was named, finishing first, second and third in its class in 2008. The DBR9, meanwhile, scored back-to-back wins in the coveted GT1 supercar category at the famous Le Mans 24-Hours in 2007 and 2008.

Aston Martin's core values of Power, Beauty and Soul are embodied in the company's current range of award-winning products. In addition to the V8 Vantage Coupe and Roadster, the range consists of the V12-engined DB9 Coupe, DB9 Volante and the recently launched DBS, Aston Martin's flagship luxury sports car. In 2009, Aston Martin will launch the Rapide, a four-door grand tourer that brings together exceptional style, grace and comfort with sensational performance.

Customers are invited to experience this rich combination of heritage and innovation: a visit to the HQ and factory at Gaydon in Warwickshire forms an important part of the unique Aston Martin buying experience.

DBR1



SPECIFICATION

1 Not available in all markets.

2 Complies with UK Thatcham Category 5 requirements. Excludes subscription. Standard in UK.

3 Data not applicable to North American market.

4 iPod is a trademark of Apple Inc., registered in the USA and other countries.

5 Sportshift trademark is used under licence from Prodrive (Holdings) Ltd.

Body

- Two-seat, two-door coupe or soft-cover convertible
- Bonded aluminium structure
- Aluminium, magnesium alloy, composite and steel body
- Extruded aluminium door side-impact beams
- Halogen projector headlamps
- LED rear lamps

Engine

- All-alloy, quad overhead camshaft, 32-valve, 4735 cc V8
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless steel exhaust system with active bypass valves
- Compression ratio 11.3:1
- **Max power** 313 kW (420 bhp/426 PS) at 7300 rpm
- **Max torque** 470 Nm (346 lb ft) at 5000 rpm
- **Acceleration** 0-60 mph in 4.7 seconds; 100 km/h (0-62 mph) in 4.9 seconds
- **Max speed** 290 km/h (180 mph)

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, 3.0 turns lock-to-lock
- Column tilt and reach adjustment

Wheels & tyres

- 19" alloy wheels – 20-spoke diamond-turned with a silver painted finish
- **Front** 8.5J x 19" Bridgestone Potenza 235/40 ZR19
- **Rear** 9.5J x 19" Bridgestone Potenza 275/35 ZR19

Suspension

- **Front** Independent double wishbones incorporating anti-dive geometry, coil springs, anti-roll bar and monotube dampers
- **Rear** Independent double wishbones with anti-squat and anti-lift geometry, coil springs, anti-roll bar and monotube dampers

Brakes

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

Interior

- Full grain leather interior
- Alcantara headlining
- Gunmetal alloy fascia trim and Graphite centre console finish
- Electrically adjustable seats
- Dual-stage driver/passenger front airbags
- Side airbags
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- Trip computer
- Glass ECU
- LED map-reading lights
- Rear parking sensors
- Tyre-pressure monitoring¹
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Battery disconnect switch

In-car entertainment

- 160 W Aston Martin Audio System with six-CD autochanger
- Integrated Apple iPod® connector⁴
- USB connectors with Waveform Audio Format (WAF), Windows Media Player (WMA) and MPEG (MP3) audio file compatibility

Options

- Sportshift⁵ automated manual transmission
- Hard Disk Drive (HDD) satellite navigation system¹
- High-intensity discharge headlamps (main beam)
- Satellite radio system (USA only)
- Piano Black fascia trim
- Personalised sill plaques
- Auto-dimming interior rear-view mirror¹
- Auto-dimming interior rear-view mirror with garage door opener¹
- Alarm upgrade (volumetric and tilt sensors)
- Memory seats and exterior mirrors (three positions)
- Heated seats
- Front parking sensors
- Tracking device^{1,2}
- First-aid kit
- Ashtray and cigar lighter
- Cruise control
- Bluetooth telephone preparation
- Powerfold exterior mirrors
- Boot-mounted umbrella
- Battery conditioner
- 700 W Aston Martin Premium Audio System with Dolby® Pro Logic II®
- Sports Pack
- Alternative brake caliper finish – black, red, silver
- 19" alloy wheels – 20-spoke diamond-turned with a Graphite painted finish

Dimensions

- **Length** 4380 mm (172.5")
- **Width** 1865 mm (73.5") excluding mirrors; 2025 mm (80.0") including mirrors
- **Height (Coupe)** 1255 mm (49.5")
- **Height (Roadster)** 1265 mm (50.0")
- **Wheelbase** 2600 mm (102.5")
- **Front track** 1570 mm (62.0")
- **Rear track** 1560 mm (61.5")
- **Turning circle** (kerb to kerb) 11.1 m (36.5 ft)
- **Boot capacity (Coupe)** 300 litres (10.6 cu ft)
- **Boot capacity (Roadster)** 144 litres (5.0 cu ft)
- **Fuel tank capacity** 80 litres (17.6 UK gal, 21.1 US gal)
- **Weight (Coupe)** 1630 kg (3595 lb)
- **Weight (Roadster)** 1710 kg (3770 lb)

Fuel consumption³ – manual

Litres/100 km (mpg)

- **Urban** 19.9 (14.2)
- **Extra-urban** 10.4 (27.3)
- **Combined** 13.9 (20.4)

Fuel consumption³ – Sportshift⁵

Litres/100 km (mpg)

- **Urban** 19.4 (14.6)
- **Extra-urban** 9.6 (29.5)
- **Combined** 13.2 (21.4)

Gas mileage (North America only) – manual

- **City** 12 mpg
- **Highway** 19 mpg

Gas mileage (North America only) – Sportshift⁵

- **City** 13 mpg
- **Highway** 19 mpg

CO₂ emissions³

- 328 g/km – manual
- 312 g/km – Sportshift⁵

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Designed and produced by John Brown.

