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The Aston Workshop

Everything you need to know about the Aston Martin specialists. Established 1988.



ASTON WORKSHOP'S ULTIMATE DB5
SEE PAGE 8

The most famous car in the World

Breathing new life into the automotive works of art wearing the famous Aston Martin wings.

Amongst the great marques of the world, Aston Martin is one of the few to have earned a rightful place as a truly iconic brand. The cars that wear the Aston Martin badge combine beautiful design, innovative engineering and exquisite craftsmanship in a way that sets them apart from even the most desirable classics from around the world. At Aston Workshop we have made it our duty to care for these exceptional cars with our 45,000 sq ft headquarters in County Durham specifically designed to handle all aspects of Aston Martin sales, service and restoration.

Visit Aston Workshop and you'll be greeted by one of the largest collections of Aston Martins for sale in the UK. Our workshop, built and expanded upon over the past three and a half decades, houses the talented and experienced technicians whose life work is to care for the iconic vehicles from Aston Martin's back catalogue.

Combining traditional techniques with cutting edge engineering our goal is not only to sympathetically restore Astons to their former glory but improve and modernise them with the benefit of state-of-the-art tools and engineering skill. In a fast-paced world ever complicated by spiralling costs and the threat of climate

change, a visit to Aston Workshop will remind you of the simple pleasure of motoring. After 36 years of operation in the County Durham countryside it's hard to imagine the rolling Beamish hills without the sight, smell and sound of Aston Martins on their winding country lanes.



PROUD TO BE BASED IN COUNTY DURHAM



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ASTON WORKSHOP | ASTON MARTIN SPECIALISTS
SALES / RESTORATION / SERVICING / ENGINEERING / SPECIAL PROJECTS / PARTS

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Welcome to Aston Workshop

The leading Aston Martin specialist

Established over 35 years ago amongst the rolling hills of County Durham Aston Workshop has earned a reputation as one of the leading international Aston Martin specialists. With world-class facilities, state of the art equipment and hundreds of years of collective experience in our team, we take on some of the most challenging and exciting Aston Martin projects each year.

Our showroom plays host to one of the most outstanding collections of rare and sought-after Astons in the UK, while our modern servicing facilities feature the most up-to-date diagnostic tools needed for the current Aston Martin range. At the heart of our business lies our restoration program where we breathe new life into the iconic models from Aston Martins past incorporating a balance of traditional techniques and modern technology.

What sets Aston Workshop apart in the world of Aston Martin specialists is our commitment to innovation and evolution. Our DB4 GT Zagato recreations, built entirely bespoke to the owners' requirements, are world renowned for both their accuracy to the original 19 cars and the quality of their driving experience. For enthusiasts of the popular V8 powered models we have a number of options, including our Evolution 6.0 package and the V8 Superleggera detailed in our special V8 buying guide unique to this issue.

Over the following 28 pages, let us introduce you to everything Aston Workshop. Unique amongst Aston specialists (as shown by our collection of rare cars, seen below), our "all under one roof" approach to Aston Martin sales, service and restoration ensures Aston Workshop remains the home of this iconic marque in the North East of England.

Our history

Over 35 years ago the tiny hamlet of Red Row Beamish became the unlikely home of Aston Martin restoration in the North of England. In the outbuildings surrounding his stone farmhouse, Aston Workshop founder Bob Fountain's home restoration of his own DB5 was the first stage in a decades long obsession with all things Aston Martin. Fuelled by this early success, more space was constructed nearby in order to work on more cars simultaneously and employ more staff with the specialist skills needed to pursue the very best engineering and restoration solutions for his growing customer base.

Nowadays, on a former sheep field to the east of the farmhouse, Aston Workshop has progressively extended that first newly built workshop and now occupies a comprehensive 45,000 square feet facility on its 37-acre site. The business employs a 45-strong workforce with an incredibly diverse range of skills, a number of whom were trained at Aston Martin's headquarters. Bob remains in the driver's seat, surrounded by dedicated staff who share his passion and enthusiasm, while his son Fraser handles the day-to-day running of the business.

Aston Workshop can offer everything from complete restorations of vintage, classic and heritage cars to servicing and diagnostics of the very latest models by our factory trained technicians. Our on-site facilities have grown to include two showrooms with 80 car capacity, service bays, comprehensive restoration workshop, trim shop, body shop, engine assembly room and dyno, state-of-the-art spray booths, parts manufacturing and parts distribution. After such a long time in the Beamish countryside, just a stone's throw from its world-famous open-air museum, it is hard to imagine the local area without the daily sight and sound of Aston Martins on its winding country lanes.



History of The Aston Workshop Newspaper

With thousands of copies printed and distributed each year, the Aston Workshop newspaper represents our way of telling our story. Now in its fifth issue, and with more pages than ever before, 'The Aston Workshop' contains everything you need to know about the leading Aston Martin specialists.

Issue 1, produced in 2021, was put together in conjunction with a leading car magazine who distributed it to their subscribers, while Issue 2 was a gentle evolution to coincide with our annual appearance at Goodwood Revival. That started an annual tradition of the formal launch of each issue being at Goodwood, with Issues 3 and 4 expanded to show even more of what Aston Workshop is about.

Now in its fifth iteration, the Aston Workshop newspaper is produced entirely in-house by our marketing team in line with the 'all-under-one-roof' philosophy we apply to all of our Aston Martin projects.



DB2/4 Vignale



An award winner at every show it has visited, this one-of-one Aston Martin DB2/4 Vignale is something of a 'Halo Car' for Aston Workshop. Built in 1954 when Aston Martin delivered 12 DB2/4 chassis to a selection of Italian coachbuilders, the first owner was none other than King Baudouin of Belgium. The car has a storied past, detailed in full on our website, and was purchased by Aston Workshop in a state of complete disrepair. Subject to a restoration process lasting over a decade, this Michelotti-designed masterpiece has won awards at Goodwood Festival of Speed, Techno Classica Essen and Salon Privé London.

2 Litre Speed Model



Originally built to compete in the 1936 edition of the 24 Hours of Le Mans, the Aston Martin 2 Litre Speed Models were sold off as road cars following the cancellation of that year's race. Bob Fountain purchased this 2 Litre in the late 1990s ahead of a full restoration here at Aston Workshop. In line with the 2 Litre's original purpose of competition, Bob and Fraser have regularly used it for participation in historic rallies and it now has pride of place in the Aston Workshop showroom. The 2 Litre Sports Model was one of the final pre-war Astons, and as such our car represents a rare part of the marque's history.

Lagonda M45



Inspired by Aston Workshop founder Bob Fountain's love of historic road rallying, and his success in the 2007 Paris to Peking event, this entirely bespoke one-off Lagonda M45 was built at Aston Workshop with competition use in mind. A fully restored M45 chassis, strengthened to handle the stresses of rallying, forms the backbone of this unique pre-war racer. Bob specified a T2 body, widely considered the finest design Lagonda produced, and a period correct leather body finish and black mohair hood. Underneath the graceful body panels lies a rebuilt engine and Alvis gearbox. The car is now prepared for a series of national and international road rallies.

Our facility

A hidden treasure for the Aston Martin enthusiast

Nestled within the rolling hills of Beamish, County Durham is our 45,000 sq ft headquarters. With dedicated facilities for every part of Aston Martin sales, service and restoration we can safely claim to be the home of the marque in the North of England. We are always happy to give behind-the-scenes tours to our visitors, but until then we present the virtual version of our facility where every aspect of the rebirth of an Aston Martin takes place.

For more details call Alex on 01207 233525



Service Reception

Discuss your maintenance requirements and collect your customer courtesy car from our service department reception.



Sales Reception

Overlooking the home of our resident squirrel population, our peaceful sales reception is the first step on many owners route into Aston Martin ownership.

Showroom

Arranged around a central browsing aisle, our cars are presented as a timeline as you enter the showroom. Starting at the showroom entrance with cars from the 1930s visitors experience multiple models from each era for sale as they pass towards the selection of modern cars available.



Visit the Car Barn website at carbarn.co.uk



The Car Barn

Elsewhere on site we have the Car Barn, our 35 car sports, prestige and classic showroom and workshop.



Valeting Bays

Every car entrusted to us is cared for by the full time valet team, who provide cleaning, machine polishing and general detailing services.



Parts

As well as providing service to our restorers and service technicians, our team of parts advisors offer email, telephone and counter service from our well equipped stores.



For more details call our Parts Team on 01207 268932

For more details call Neil or Chris on 01207 233525



Heritage Workshop

With dedicated mechanical work bays for 12 cars, this central hub of our facility is always a busy area with cars at all stages of restoration and repair. Dedicated parts storage for all current restorations is made on the workshop mezzanine to ensure high levels of organisation and efficiency.



Trim Shop

All of the tools, materials and space required to make beautifully finished car interiors can be found here, ensuring our technicians provide the most exquisite finishing touches.



Paint Shop

Hand finishing aluminium bodies requires both patience and space to undertake successfully and it is this high level of preparation that happens here prior to going into our state-of-the-art booth for painting.



Body Repair Centre

Featuring dedicated booths for aluminium and steel fabrication, as well as for panel repairs and restoration, our panel-shaping tools located here ensure the exact fit for hand-built classics and their modern counterparts.



Engine Building

In its own tidy enclosed environment is our engine assembly room and adjacent engine dyno area where new and reconditioned engines are tested to ensure they meet our stringent performance requirements.



Manufacturing

Building bespoke cars brings with it the challenge of design and supply of components often in low volumes. By way of significant investment in modern technology our manufacturing department has state-of-the-art digital manufacturing machinery to make the bespoke parts we need, many of which are now manufactured in bulk and offered to trade and retail customers too.



Modern Workshop

Equipped with the very latest Aston Martin diagnostic equipment, including AMDS2 diagnostic tools as found in the main dealer network, our factory trained technicians are kept up-to-date with online updates and support from the manufacturer, meaning we regularly see a vast array of modern Aston Martins for routine maintenance and repair each year across our 3 bays.

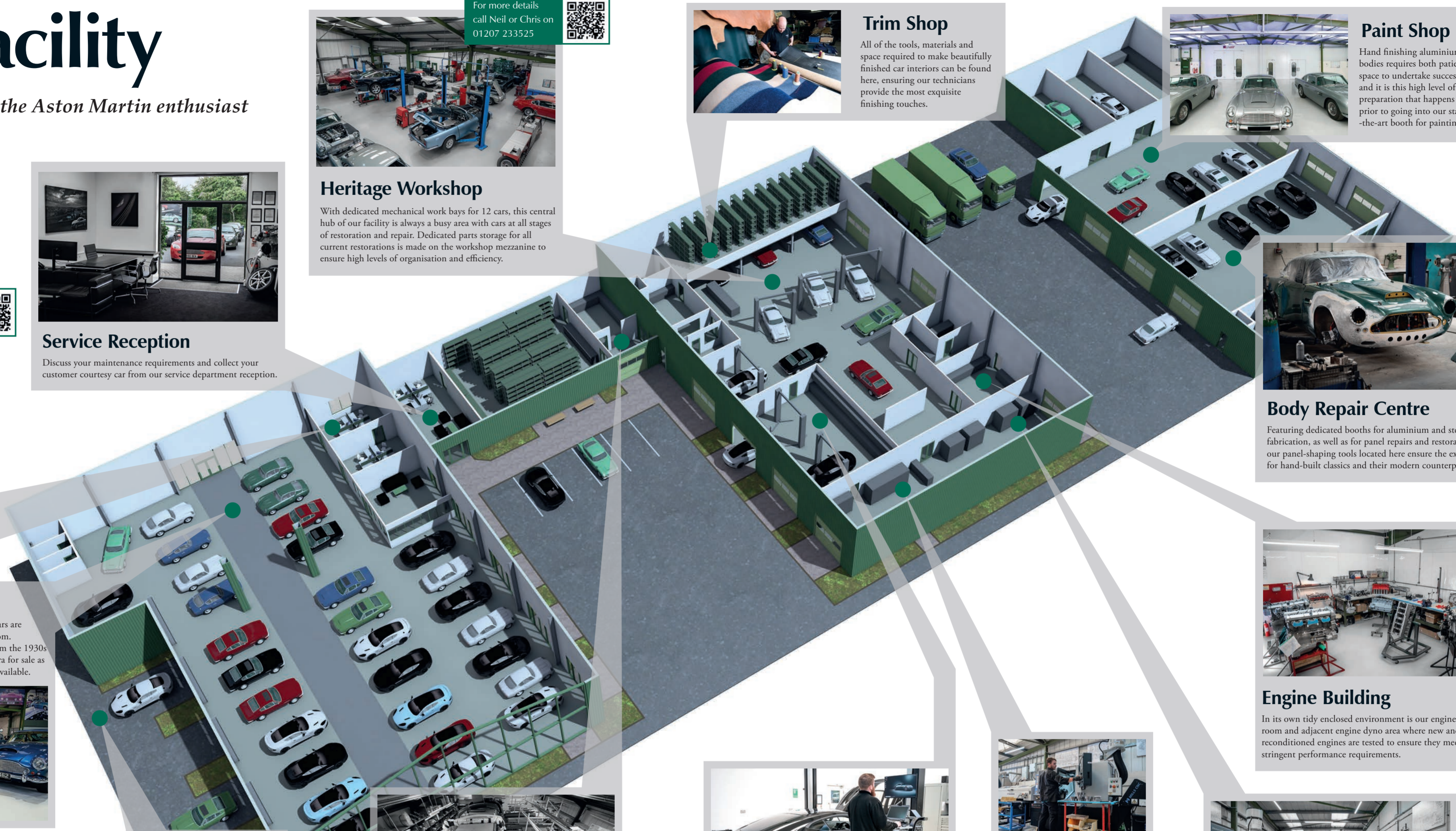
For more details call Neil or Chris on 01207 233525



Engineering

Our large engineering department is equipped with a vast array of machinery and tooling, both modern and traditional to provide the necessary reconditioning, repair and upgrade to all eras of Aston Martin engine whether 6 cylinder, V8 or V12.

Visit the engineering section of our website



Goodwood Revival



Our traditional appearance at Goodwood Revival continued in 2023, with our largest ever display of ongoing restorations, engineering projects and in-house produced parts. The only historic race meeting to be held entirely in a period theme, Goodwood Revival is an event like no other and Aston Workshop were delighted to be in attendance once again. Beneath the canopy of our one-of-a-kind tipi we had three cars on display; a DB5 in the early stages

of bespoke build, our California Sage DB6 Volante and the Earls Court Motor Show DB2 fresh from a full Aston Workshop restoration. A large collection from our Parts department included one of our in-house produced engine blocks as well as a number of rare and sought-after parts that we have begun to remanufacture. Goodwood remains one of our key events every year, and it also serves as the launch event for our annual newspaper.

DID YOU KNOW...

FROM 2024, THE GOODWOOD REVIVAL WILL RACE EXCLUSIVELY ON SUSTAINABLE FUEL, A KEY STEP FOR SECURING THE FUTURE OF THE CLASSIC ASTON MARTINS WE LOVE.

Salon Privé London



Following our success at the 2023 edition of Salon Privé London we returned to one of the finest classic car events of the year in the capital city. Our 1967 Aston Martin DB6 Volante, upgraded to Vantage specification and recommissioned at Aston Workshop, was one of the stars of the show alongside our DB2/4 MkII FHC.

The DB2/4, one of only 34 produced in the 'notchback' body style, was fully restored at Aston Workshop in 2008 before residing in one of the largest private Aston collections in the UK. Finished in its original colour of Peacock Blue with a Silver Birch roof, this fixed head coupe was originally one of the few UK-delivered cars and

has remained in the country since then. Although a relatively new event, Salon Privé London has quickly become one of the most important dates in the Aston Workshop calendar with the trip to Royal Hospital Chelsea a regular annual event.

Techno Classica Essen



As a truly international specialist, Aston Workshop has attended Techno Classica in Essen, Germany for a number of years. The world's largest classic car show, Techno Classica Essen 2024 featured over 2,700 cars, 1,100 exhibitors and visitors from 46 different nations. The Aston Workshop team (Fraser, Neil, Darren and Jack) made the annual journey back to north west Germany via the Netherlands with three cars and an extensive workshop display. Our DB2/4 Vignale, best in class winner at Techno Classica

in 2022, returned to the show alongside one of our DB4 GT Zagato recreations and our DB6 Volante. A brand new DB4 GT engine, destined to power the Zagato it was displayed alongside, was also on show as well as a range of parts produced at the Aston Workshop machine shop. This year's trip also coincided with the completion of a V8 manual conversion which we were able to handover to its European owner at the event.



The Hill 2024



First held in 2023, The Hill at Aston Workshop returned for its second year as our annual open day. The doors were thrown open as our neighbours from local area, and Aston Martin owners from around the country, were invited behind the scenes to see what goes on at one of the world's leading Aston Martin specialists. Workshop tours, engine dynamometer demonstrations and drop-in expert Q&A sessions were just some of what was on offer at our open-all-areas event. The Black Horse Beamish pub were also on hand with a selection of hot food, drinks and freshly baked cakes. The Hill will return in Summer 2025, so keep an eye on our website and social media accounts for more details.



Historic Festival Weekend at Croft Circuit

A new event on the Aston Workshop calendar, the Historic Festival and Show at Croft Circuit combined a traditional classic car show with a busy program of historic racing on track. The Aston Workshop stand was the centrepiece of the Aston Martin section

of the show, with Astons of all ages on display around us. On track there was a wide variety of racing to watch, ranging from various classes of historic Formula Ford to saloon cars and touring cars of the 60s, 70s and 80s.



Your ultimate DB5

Aston Workshop returns these three iconic DB5s to silver-screen standards

Amongst all of the models Aston Martin have produced over the years, many of which are icons in their own right, the DB5 is without doubt the firm favourite amongst car fanatics the world over. Star of the 1964 James Bond classic Goldfinger (and another seven films in the franchise as a result) the DB5 is a part of car culture, of movie culture and of British culture in a way no other car has achieved. Rare even by Aston Martin standards, only 1,034 cars were produced between 1963 and 1965; the vast majority were saloons however a number of convertibles and a tiny amount of shooting brakes were also built.

At Aston Workshop we offer a bespoke DB5 service that combines a full nut-and-bolt restoration with a series of optional enhancements and custom details. Included in our bespoke service is the sourcing of an original DB5 to carry out the project with, allowing the owner to effectively purchase a custom DB5, made to their specifications, without the hassle of finding a car. The three cars shown here are all bespoke DB5 projects that we are currently carrying out at Aston Workshop, built to our Ultimate DB5 specification.



Commissioning



The first step on the journey of building an ultimate DB5 is for the owner to commission their bespoke specification. The obvious choices to make, such as interior and exterior colour, are often the simplest however the depth of our options list allows for even more personal choices. Engine size and specification, gearbox choice, whether the car will be right- or left- hand drive and a range of optional extras such as air conditioning and Vantage carburation ensure the car is suited exactly to its intended use case. We also have a range of handling kits available, upgraded brakes, modern upgrades to the power steering and up-to-date infotainment systems. Once our list of available options has been exhausted the owner can then choose to commission some truly bespoke choices; in the past we have built cars with custom body modifications and even a built-in dog bed in place of the rear seats.



Build



Once the bespoke specification has been signed-off the build of the car can commence in full. Due to the demand for DB5s we purchase cars for restoration whenever they come for sale rather than when a bespoke project requires one. This allows for the time intensive chassis and body restorations to be completed before a project is actually commissioned. It is standard practice for our bespoke projects to use as many original body panels as possible, with renewed panels used as needed, all of which are finely shaped at Aston Workshop before going to be painted. Our paint process, often taking more than 400 hours, produces a flawless finish which far surpasses the original factory paint, before the car is then built up in our Heritage Workshop. It is common for owners to request a new in-house produced engine block for reliability and performance purposes as well as one of our modern gearbox options.

AT A GLANCE: ORIGINAL DB5 COLOURS

The DB5's appearance in Goldfinger made it an international automotive icon, and there's no doubt that the success of the James Bond film franchise has helped Aston Martin over the years. The gadget laden DB5 that Bond uses is finished in Silver Birch, the most popular colour for DB5s in period with 137 of the 887 saloons finished in that particular colour.

Silver Birch has now become the default colour for DB5s with many undergoing colour changes during restorations, however our copies of original factory records suggest over 56 different colours were specified by customers when the DB5 was in production. Some colours, such as Bianco, Elusive Blue and Amaranto Roma, were only used once in period.

THE TOP 5 COLOURS USED ON DB5 SALOONS:

While Silver Birch is the single most popular shade, Blues and Reds were more common choices for DB5s than Silver Birch in the 1960s.

5. California Sage	61
4. Caribbean Pearl	80
3. Dubonnet Rosso	119
2. Sierra Blue	127
1. Silver Birch	137



Testing



By the end of the build process, we have assembled a stunning example of one of the most beautiful automotive works of art in the world. Our aim however is to produce a DB5 that drives as well as it looks and so an extensive testing program is carried out to ensure that every single aspect of the car is perfect. The engine is thoroughly tested before it goes into the car on our dynamometer, allowing for verification of our work as well as the fine tuning of the engine to provide the desired performance characteristics, all of which is possible due to the state-of-the-art capabilities of our dyno test rig. Once the car is fully built, an on-road testing process highlights any remaining snags for rectification. Our workshop managers have the final say on when a car is ready for delivery after hundreds of miles of testing, based on decades of experience driving examples of these iconic cars.

Delivery



Throughout the bespoke build process owners are regularly invited to view their car in build, but it isn't until the car is delivered that they see it complete for the first time. After testing is complete a full detail and ceramic coating is carried out before delivery is organised. For customers in the UK delivery is completed by our own in-house transport service while overseas customers benefit from our network of trusted delivery partners. We also offer a pick-up option for owners keen to meet the team that have built their car, with our on-site accommodation utilised before the new owner drives off in their pride and joy. The relationship doesn't stop there; we remain on call for technical support after the car is delivered, whether that is directly with the owner themselves or with a garage that stores and looks after their bespoke DB5.



Cutting edge parts manufacturing

Whether for our own restoration projects, other marque specialists or our global clientele, Aston Workshop is at the cutting edge of product manufacture.

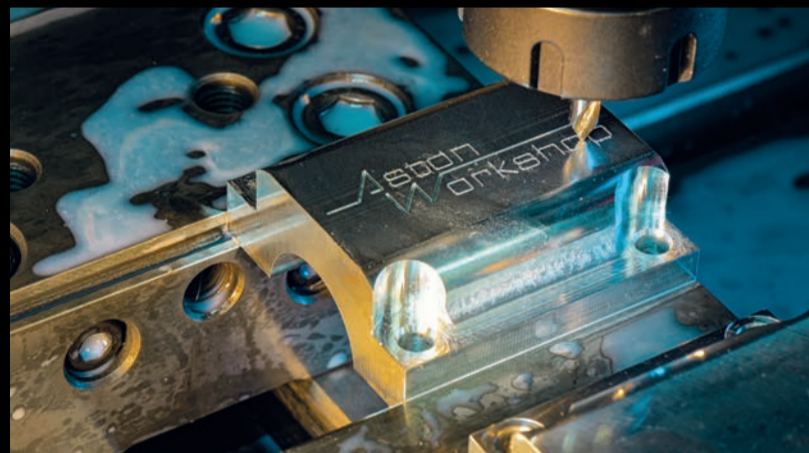
Aston Workshop's Engineering department is constantly improving upon period componentry, manufacturing and re-manufacturing parts to increase performance and reliability. Our machine shop, equipped with a range of traditional and CNC machining equipment, produces parts both for in-house use and for clients all around the world.

Projects range from the smallest details such as lightweight valve spring retainers (by using titanium we halved the weight compared to original components, increasing high-RPM valve control) to large parts such as our in-house produced engine blocks and cylinder heads. We often need to re-manufacture parts that are either no longer available, or are only available as poor quality remakes, in which case an original part is carefully measured to the finest degrees of accuracy by our experienced engineering team. These measurements form the basis for a digital 3D model that in turn is fed into specialised software that controls our CNC computer-aided machines. In some cases, for example when a new part is being produced that serves a

new function, a 3D printed mockup is fabricated to for test-fit purposes.

Often it is desirable, for originality's sake, to match the original material choice as closely as possible. In other cases, for example if the original part has reliability issues or would benefit from being lighter or stronger, a replacement material is found that gives desirable characteristics at a reasonable cost. Prototypes are then produced to check that the new part is fit for its desired use, and to test which machining practices give the finest quality final finish. These prototypes are thoroughly tested, before the part is signed off allowing the production run to begin.

Aston Workshop has 35 years of specialist marque experience, however we are often commissioned to produce parts for cars belonging to other premium brands. To see how Aston Workshop's engineering department can assist you with your own project, get in touch through the Enginology page of our website.



Enginology
by Aston
Workshop

Visit our website for more



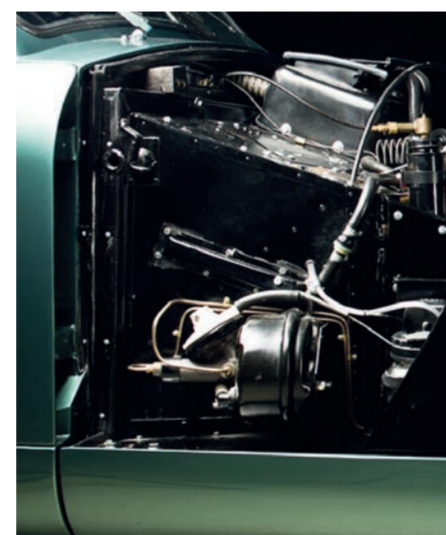
Upgrades and enhancements, developed at Aston Workshop

A small selection of which are shown here...

DB2 - DB MKIII

Telescopic Rear Damper Kit

One of the first production cars for sale in Britain with independent front suspension, the DB2 has a fine reputation for great handling and road holding. Where a great improvement can be made however is in the rear damping, where the use of lever-arm shock absorbers can improved upon after decades of engineering advancement. Our telescopic rear shock absorber kit vastly improves the handling characteristics of the car, and as more reliable modern components are used the chance of suspension failure is greatly reduced. For even greater improvements in handling we also offer a range of additional handling enhancements including a stiffer front anti-roll bar, fast road springs for the front and rear and uprated front shock absorbers, as well as stronger and lighter wheels and modern radial ply tyres.



Servo Kit

The non servo-assisted brakes of the DB2 were adequate for their time, but as roads get busier and traffic moves faster there is an increased desire for improved braking systems for these cars. The first step is to fit one of our Servo kits, reducing the required pedal pressures and improving braking performance. Alone, the servo kit gives much improved braking performance but we also offer additional enhancements including disc brake conversions or even twin-circuit braking systems.

Aluminium Fuel Tank

Of all the components in a classic Aston Martin, the fuel tank is perhaps most capable of causing headaches for owners. Small leaks can quickly cause serious damage to interior trim or exterior paint, not to mention the unpleasant smells that can ruin a drive in your classic car. More catastrophic failures can cause unacceptable fire risks, while aging fuel tanks are often the root cause of contaminated fuel systems that cause damage to fuel lines, the fuel pump and even carburettors. A new aluminium fuel tank is a fantastic modern enhancement that gives peace of mind and protection against contamination issues, and at Aston Workshop we custom build our fuel tanks to have the same shape, size and positioning as the standard tank so as to maintain originality as much as possible.

For over 100 years Aston Martin have combined timeless design with cutting edge engineering. As one of the leading independent Aston Martin specialists, Aston Workshop have continued that tradition with constant research and development looking to improve on the iconic Astons of yesteryear.

Our in-house developed and produced upgrade kits aim to subtly modernise heritage Aston Martins while retaining the character that makes them stand out from the classic car crowd.

When looking to upgrade or enhance an Aston Martin we go through each and every aspect of the car in detail. Often, a small improvement in a handful of areas around the car add up to a vastly improved driving experience. Our Evolution 6.0 project for example (page 19) represents a finely balanced package of individual upgrades developed at Aston Workshop, all of which can be purchased and fitted to your V8 individually.

Our subtle upgrades and enhancements can either be carried out at Aston Workshop or supplied in kit form directly to the owner or to another specialist. Designed to integrate with your classic Aston without major modification to the car, the Aston Workshop range of upgrades and enhancements are ideal for subtle modernisation and improvement of your Aston Martin.

DB4 - DB6



Monte Carlo Handling Kit

Developed at Aston Workshop this kit represents a sizable improvement in road holding and handling characteristics of the DB4, DB5 and DB6. Comprising of a stiffer anti-roll bar and uprated front and rear springs, the kit aims to improve general handling while optimising the car for modern radial tyres. Additional enhancements include adjustable coil-over shock absorbers and rear telescopic shock absorbers.

Power Steering Kit

Aston Martins were ahead of the competition in the 1960s, with power steering offered as an optional extra on the DB6. These original hydraulic systems are prone to leaks however, and as the DB4 and DB5 weren't offered with power steering there is an understandable demand for modern power steering kits that complement the original driving characteristics. Our electric power steering upgrade involves the removal of the steering column and its modification with an electric actuator and torque sensor. Some minor changes to the wiring are simple to carry out and adjustment of the steering assistance can be made with the addition of a discreet knob to the car's dashboard. Externally invisible but allowing for a vast improvement in low-speed drivability, our power steering upgrade is available as a kit or can be fitted in our workshop.



DB4 GT Head

A new development at Aston Workshop is our in-house manufactured DB4 GT cylinder heads. The DB4 GT head features twin ignition systems with two distributors and two spark plugs per cylinder, and was originally developed to give improved reliability for the Aston Martin race cars of the 1960s. Benefiting from decades of advancement in material science and machining practices, our heads allow for engine rebuilds of brand new crate engine builds to DB4 GT specification.



New Old Stock Parts

While Aston Workshop has a worldwide reputation as a source of brand-new parts for heritage Aston Martins, we also keep a stock of original parts in as-new condition. The benefits of newly produced parts are obvious, but originality is just as important and as such we are constantly on the lookout for original parts for our stores. As an example, this year we were able to source the constituent parts of a V8 door for a customer in Japan, after his was damaged beyond repair. Each individual part was an as-new old stock part with its original factory labelling, and the car is now back on the road with no damage to the cars originality and character.

V8

Manual Conversion

We offer manual transmission upgrade and conversion kits for all heritage Aston Martins, and the V8 is a model that especially benefits from a manual conversion that makes the most of that incredible engine. Where the original automatic transmission can be slow to react and sluggish to drive, our manual options add an extra sporting aspect to the V8. For owners focused on retaining originality as much as possible we can carry out conversions utilising the original V8 manual gearbox. Our recommended upgrade however is to use our modern manual gearbox conversion utilising an up to date 6-speed transmission. With a crisper and more direct shift at all speeds, our modern upgrade also allows for a lower engine speed when cruising on the motorway leading to a quieter cabin and more economical drive.



6-piston Brake Kit

The all-disc braking system of the V8, complete with in-board rear discs, was quite advanced for its time however the twin-pot calliper system could be particularly physical to operate and the V8 is not a particularly light car and therefore needs optimal stopping power. We have a range of upgrade kits available for V8 braking, but our most popular by far is the six piston calipers paired with ventilated discs.

Air Conditioning Kit

While air conditioning was available on the V8 in period, modern systems are far superior and can be tailored to suit the climate the car operates in. Our in-house developed air conditioning kits are designed to handle climates where temperatures over 40 degrees centigrade are common, and the benefits can be attributed to three major changes. Firstly, an upgraded air con compressor and larger condenser are used. The second major change is the fitment of a second evaporator situated below the shelf under the rear window. Finally, a more capable ventilation system is used to move air more efficiently and make the best use of the upgraded air con components. Our air conditioning kits are especially popular with our clients in the Middle East, South East Asia and the Americas.

V12 Vanquish Manual Conversion

by Aston Workshop



Aston Workshop are delighted to bring to market our in-house developed manual conversion for the V12 Vanquish and V12 Vanquish S. The result of an extensive R&D program, the conversion process is carried out at our County Durham facility and can be completed within four weeks.



Utilising the car's original Tremec T56 6-speed gearbox, which is stripped and rebuilt with modified internals giving a positive 'gated' feel, a traditional gear knob and linkage are fitted as well as a bespoke pedal assembly to give correct pedal spacing and adequate footwell space.



An Aston Martin gear knob is subtly adjusted to show the Tremec gate pattern, and a custom surround is fitted that ensures an OEM-style look can be achieved. The redundant shift paddles are removed and capped off, while the gear-select buttons on the dash can either be repurposed or deleted.

The conversion is priced from **£19,995 + VAT**, can be completed within four weeks from delivery to our workshop and is covered by an extensive 12-month warranty. For more information or to drive a demonstrator vehicle, please contact our Workshop on **+44 (0) 1207 233525** or email **astonworkshop@aston.co.uk**



Scan for more information

Visit [aston.co.uk/gallery/v12-vanquish-manual](https://www.aston.co.uk/gallery/v12-vanquish-manual)

The Aston Martin V12

The engine that drove Aston Martin into the 21st century

Aston Martin recently celebrated their 110th anniversary, and over that incredible period of time there have been some iconic engines. The W.O. Bentley 6-cylinder proved instrumental to Aston's post-war growth, the Tadek Marek-designed replacement powered Aston Martins from the late 1950s to the early 1970s after which his iconic V8 design was in production for almost three decades. Of all those iconic engines however, nothing has ever matched the fame, drama and performance of the iconic Aston Martin V12.

The first sign that an Aston Martin V12 was on the way came in the form of the Ford Indigo concept, unveiled at the 1996 Detroit Auto Show to celebrate Ford's recent Indy 500 win. The 6.0L V12 engine at the heart of the Indigo was essentially two Duratec V6 units welded together. Contrary to popular belief the AML V12 differs

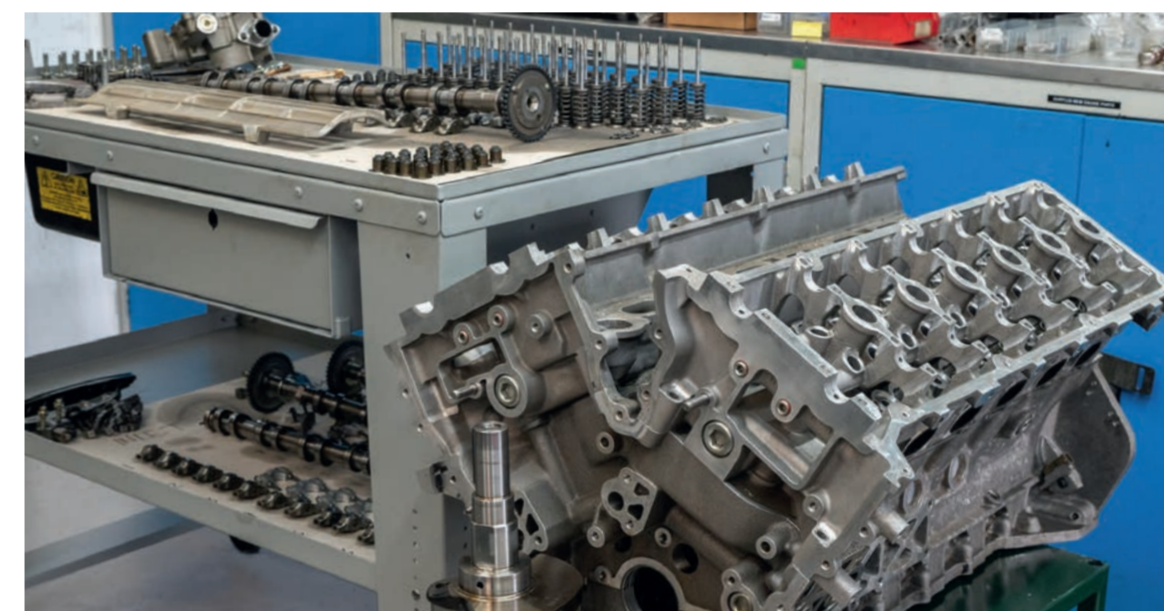
greatly from that original "welded Duratec" prototype, with higher grade aluminium used, new combustion chambers, a higher compression ratio, cross-bolted main bearing caps and a new larger cooling system.

The physical dimensions of the V12 were also different to the Duratec V6, with a bank-to-bank offset approximately 15mm less than the Duratec unit.

Concurrently to development of the V12 engine, Aston Martin started work on designing a new 'hero' model for the range. The DB7, in straight-6 guise, had done fantastically well for Aston but a replacement for the aging Virage-based supercars was needed that would show the world that Aston Martin was a modern carmaker ready for the 21st century. The result was Project Vantage, essentially a pre-production V12 Vanquish fitted with the new 5.9L AML V12.

Hand built but featuring modern materials including carbon fibre composites, the V12 Vanquish finally brought the Aston Martin V12 engine to production.

The AML V12 engine was soon shoehorned into the DB7 for the Vantage variant, before becoming a mainstay of the VH era of Gaydon-produced Aston Martins. The DB9, DBS, Rapide, Virage and Vanquish were all powered by the 5.9L V12, as were variants of the Vantage including the stunning V12 Zagato. A 7.3L version of the V12 was at the heart of the incredible One-77 concept, but with tightening restrictions on emissions the AML V12 bowed out after featuring in the one-off Victor. A new 5.2L twin-turbo V12 took over as the mainstay engine of the Aston range, while a 6.5L Cosworth developed unit went on to power the Valkyrie hypercar.

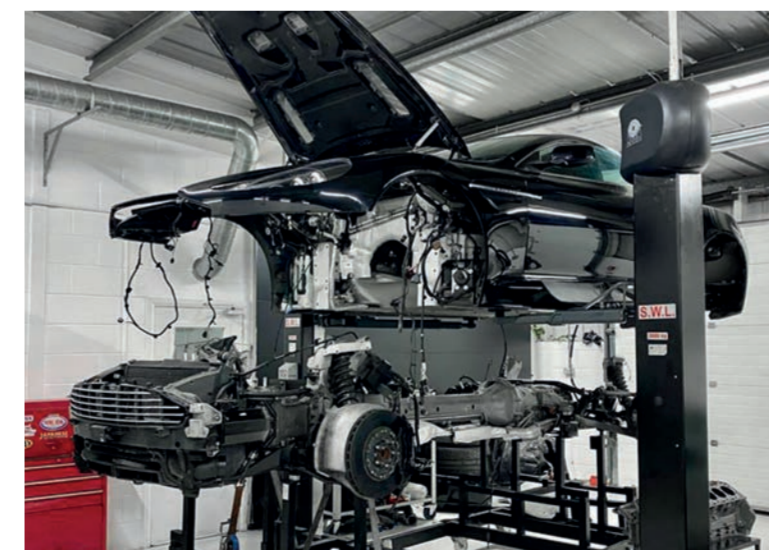


What we do

In production for almost two decades, the AML V12 is an iconic engine that featured in some of the most popular Aston Martin models. Aston Workshop have a huge amount of experience working on the V12, with our services ranging from simple annual servicing to full engine rebuilds. Despite being one of the most complex engines the marque has produced the AML V12 is a very robust powerplant with a minimal failure rate. The issues we see are normally limited to oil starvation to

the crank shaft, a failure of the breather system leading to oil consumption and occasionally valve sticking. These can normally be traced back to low use of the car, and not checking oil levels regularly enough. More catastrophic failures are often talked about but in our extensive experience are exceptionally rare. Where a major failure does occur we offer a range of options. Firstly, we can repair the original engine which keeps the matching numbers provenance of

the car. One option is to order a new engine from the factory, but with the 5.9L V12 now being out of production for a number of years supply from the factory is inconsistent. For a quicker fix we offer an exchange service where we take your original engine and fit one of our fully rebuilt ones to your car. Our factory trained technicians, equipped with the most up to date diagnostic and repair tools, ensure that our V12 engine rebuilds are done to exacting standards in line with the original factory processes.



Project Vantage concept car is shown at the Detroit Motor Show with a prototype 5.9L V12 engine

1998

DB7 Vantage is launched as the first production Aston Martin to feature a V12 engine

1999

The V12 Vanquish, based on the Project Vantage concept, is launched with a 460bhp variant of the V12

2001

The DB9 is released, going on to be one of the most successful Astons produced as well as the basis for the DBS

2004

A 7.3L variant of the Aston V12 is produced for the One-77, a 220mph carbon fibre supercar

2009

'New Vanquish' is announced as a replacement for the DBS, with One-77 styling cues

2012

Track-only Vulcan is produced in limited numbers with a 800bhp 7.0L V12 variant

2015

After almost two decades of production the 5.9L V12 is retired in favour of a new twin-turbo 5.2L unit

2017

Production begins on the Valkyrie hypercar featuring an all new, Cosworth developed 6.5L V12

2021



Aston Workshop, a year in pictures





In-house redesigned and produced engine blocks

Updating 1960s design for the 21st Century

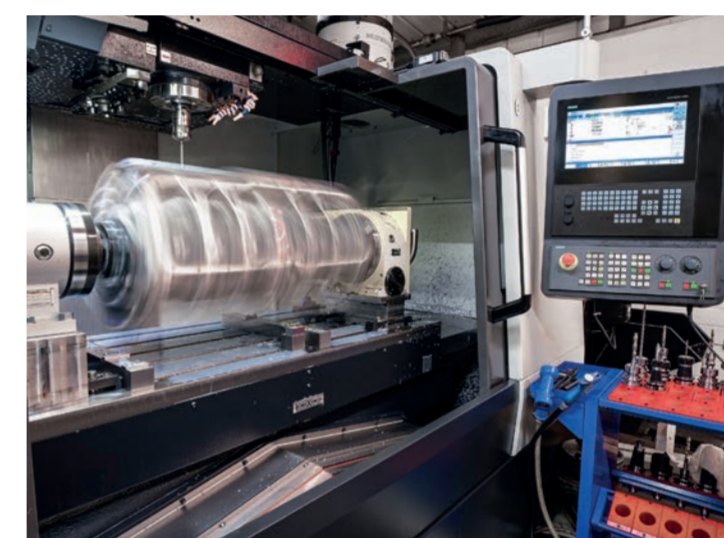
For our Aston Martin projects, a common issue with heritage engine blocks is cracking from the bottom of the cylinder liner location through to the main bearing tunnel. Finding a reliable source of new, high-quality, 6-cylinder engine blocks has historically proved challenging. To rectify this, a project was instigated to investigate the feasibility of producing the blocks ourselves in keeping with our 'In-House' approach to Aston Martin restorations. Over a period of over three years our dream has come to fruition and we are now able to offer our blocks to our engine services customers.

An initial feasibility study was undertaken, after which it was agreed to partner with a leading UK foundry to produce raw castings working from our designs based on original Aston Martin DB4, DB5, DB6 and DBS 6-cylinder engines. Following that, an 18-month development and testing programme finely adjusted every detail ranging from the processes and workflow through to the individual tools and programming needed to produce the highest quality product. The raw castings are fully CNC machined here at Aston Workshop to the finest tolerances. With unrivalled

quality as a result of 35 years of Aston Martin specialist experience, our blocks are visual replacements of O/E engines and are seamlessly compatible with original componentry.

60 years of development in engineering practices have allowed Aston Workshop to manufacture engine blocks not susceptible to the faults found in the original design. For example, after thorough development we arrived at 4-bolt main bearing caps for the inner housings.

The outer 2 bearing housings are 3D machined to replicate the visual appearance of the O/E caps, however the material (as for all the caps) has been changed from cast aluminium to high grade billet alloy, chosen for its high strength and rigidity within the application parameters. The increased strength allows for smoother, more free-revving engines.

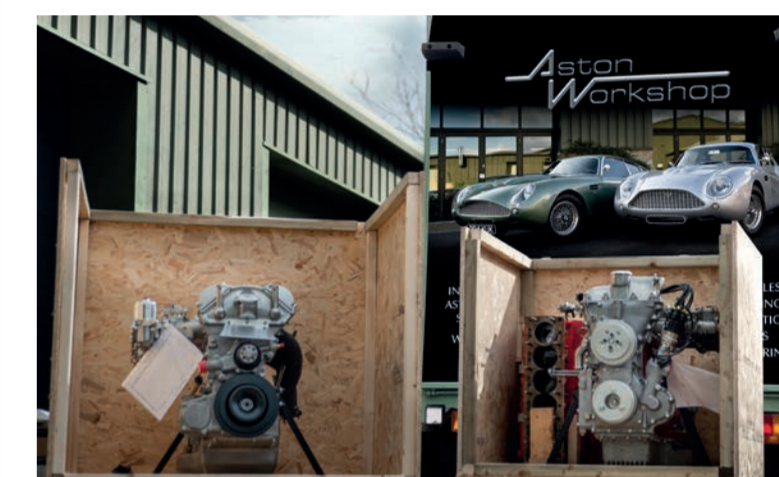


Aston Workshop Crate Engines

Our engineering department is globally recognised as one of the leading locations for Aston Martin engine rebuilds, with the experience, facilities and specialist equipment required to build exceptional Aston engines. A recent investment into a new state-of-the-art dynamometer machine has enhanced our capabilities even further with our engines prepared to more exacting standards than ever. The information our new dyno provides even allows for engines to be set up for specific climate conditions ensuring the engine runs at optimal performance for its final location.

The Aston Workshop crate engine service is designed to best suit our

customers all over the world. We can organise the collection of your engine and delivery to our County Durham facility, and always carry out a thorough inspection and evaluation before beginning the rebuild work. Alternatively, a brand-new engine can be commissioned using our in-house produced blocks and heads. Once the specification, budget and time scale are agreed the rebuild can commence, with the whole process documented with images and frequent progress reports. All Aston Workshop engines are dyno-tested, after which we organise delivery of the engine back to the customer with a full 10 year guarantee and remain on standby to offer any technical assistance as required.



Our new Dynamometer

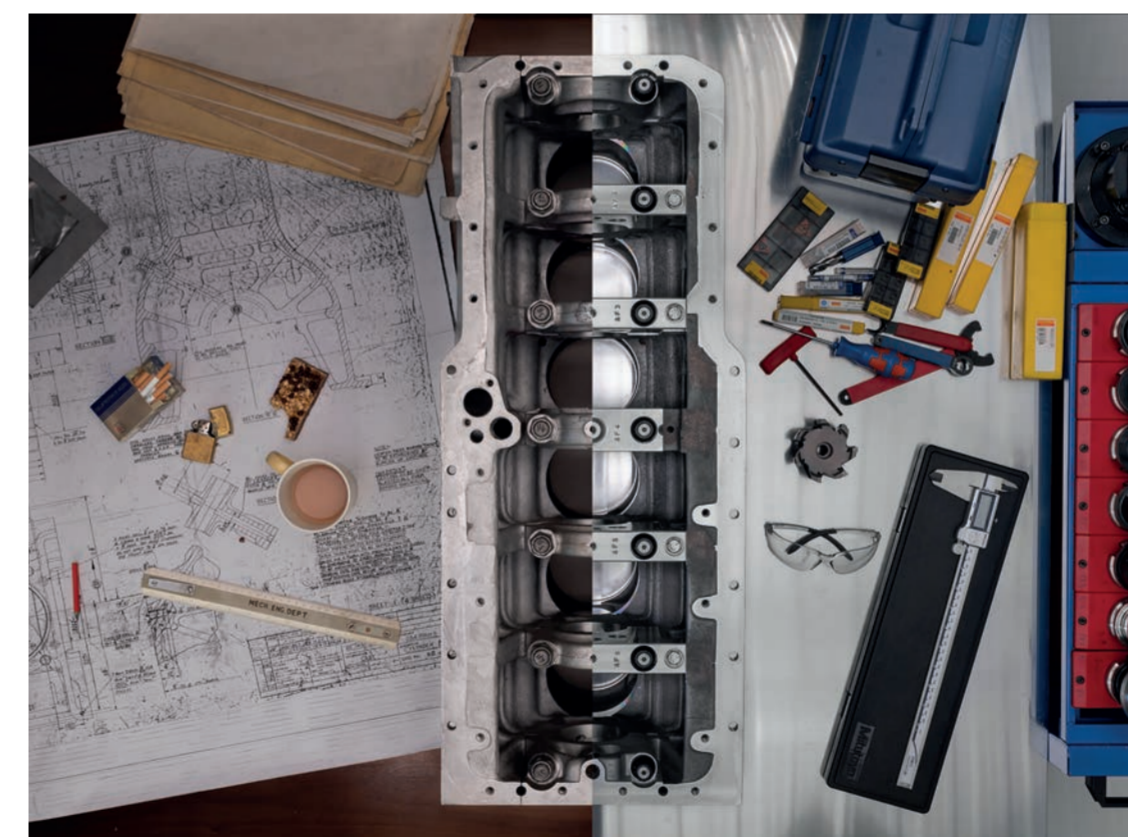
Engine testing capabilities have been a part of the Aston Workshop set-up for decades, however in 2024 our Managing Director lead a project to upgrade to a brand new engine dynamometer. Our new Superflow dyno is part of our state-of-the-art engine testing rig, and it allows for more in-depth engine development while saving time and effort for our engineering team.

When building engines, whether for one of our restoration projects, for other marque specialists or as a crate engine to be shipped around the world, it is first important to establish some clear goals.

While some customers may require the maximum possible power figures or need an engine for racing purposes, most of our engines are built for road-going

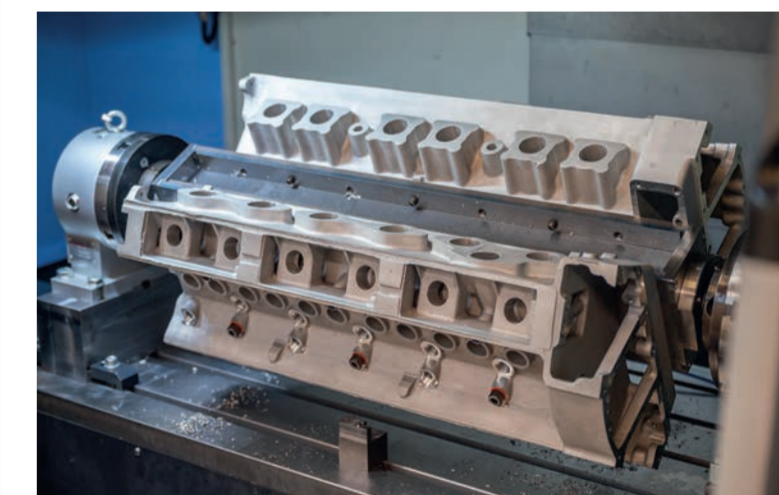
cars and as such we aim to produce a tractable, driveable engine instead. A smooth power curve, with plenty of torque low down in the RPM range, makes for a fantastic engine for Grand Touring which is of course what the Astons of the 1950s, 60's and beyond were designed to do.

Our new engine dyno provides our engine builder with all the required information, in real time, to tune the engines he produces for the smoothest and most enjoyable driving experience. This new addition to our engineering department has had an instant impact, with engines already tested and in cars that are running even better than when the left the Aston Martin factory.



Cylinder heads

The next chapter in the Aston Workshop straight-6 story



With our project to reproduce straight-6 engine blocks from scratch now complete, attention has turned to the reproduction of cylinder heads to match. As with the blocks, finding reliable sources of cylinder heads has always been a struggle and with our decades of experience as engine builders, as well as the expertise learned during our block project, the natural step was to start production in house.

Recently we have seen increased demand for DB4 GT specification heads. The pinnacle of the 1960s straight-6 era, the DB4 GT head allows for a twin-plug setup designed to increase reliability during endurance races. The raw castings

arrive at Aston Workshop where the machining is carried out, utilising the specialist tools in our machine shop. A mixture of traditional and CNC machining practices are required to accurately produce a high-quality final product, and with over 6 decades of engineering progress since the original production run it is possible to make improvements in the machining process that contribute to better performance and reliability. Crucially, our cylinder heads are also CNC ported allowing for a better finish and more reliable and consistent production.

Our DB4 GT cylinder heads are now available to purchase, and have already made their way into our DB4 GT Zagato recreations.

V8 buying guide

Following two decades of straight-6 powered sports cars and grand tourers, the AM V8 offered a radically different view on the direction Aston Martin would be taking. Tadek Marek, father of the six-cylinder engine that made the DB4, DB5 and DB6 some of the world's best GT cars, had been working on a V8 engine for some time. His V8 powered DB5 testbed has become an icon in its own right, but it was the lessons learned when Aston took the V8 to Le Mans in 1967 that shaped the development of the V8. The Lola T70 MkIII team cars might not have been instant successes, but the V8 engine was improved through the experience learned powering them.

Following the introduction of the DBS V8 in 1970, evolution rather than revolution was the mindset at Aston Martin for a number of decades. In production right up until 1989, the V8, in its many variations, was a motoring icon of the period. The clean lines of the DBS V8, the muscular redesign that became the AM V8 and the out-and-out supercar that was the V8 Vantage are all looked upon as quintessential models in the Aston Martin back catalogue. When looking for an Aston Martin V8 there are a few key areas to pay particular attention to. Like most Aston Martins, the body is made from aluminium. Where the aluminium panels meet the steel of the chassis corrosion can form, while the chassis itself needs inspection like any other car of that age. Check the sills and floor for signs of corrosion or repairs to corroded areas; poor quality repairs are just as expensive to rectify as sections of rust. Other areas susceptible to corrosion are the A and B pillars and inner door skins.

The V8 engine itself is robust, although any noticeably unusual sounds should be investigated before purchase. If used regularly and maintained properly, you're unlikely to have many major issues. Early fuel injection systems were notoriously unreliable, so don't be put off if the cars have been converted to carburation; if the conversion was done properly, you'll have a better car for it. The original automatic transmission is quite reliable, while the dog-leg manual gearbox is rarer and therefore more desirable. Modern gearbox conversions are available at Aston Workshop for owners wanting a more modern driving experience.

Finally, one of our main pieces of advice when buying an Aston Martin V8 is to be wary of restorations carried out at non-marque specialists. Astons are complex hand-built machines, and we have seen plenty of examples sold as fully restored cars where the restoration work has been very poor quality. Aston Martin specialists are much more likely to carry out quality work, and we are happy to organise an inspection before you purchase a car to check that any work that has been carried out has been done properly.

Below we have picked out some specific models from the V8 range that we believe to be the finest of the breed, but in all honesty every Aston Martin V8 that left the factory is a worthwhile purchase. We also have a number of special projects utilising V8 donor cars, as seen on the right of this page, developed using decades of experience as an AM V8 specialist. Our upgrade and enhancement kits for all models of V8 can transform a car while maintaining the character of the iconic V8 engine; for more information, or some obligation-free advice contact the Aston Workshop team.



DBS V8



The car that the mighty Aston Martin V8 engine was designed to power, and a radical new direction for Aston Martin following their 1960s successes, the DBS V8 could be said to be the genesis point for three decades worth of V8-powered Astons. The William Towns designed DBS was perhaps too modern for the time, but these cars are now looked upon as stylish and reasonably affordable entries into Aston Martin V8 ownership.

Series III AM V8 (Weber Carbs)



The switch from mechanical fuel injection to Weber carburation was officially made to comply with ever-tightening US emission control regulations, but it was no secret that the Bosch FI system was unreliable and tricky to set up correctly. The larger bonnet bulge suits the shape of the car well, while the performance of the Weber V8s is plenty for daily driving even in modern traffic. The most numerous of V8 variants these cars make for great usable Astons.

V8 Vantage X-Pack



Following the release of the limited edition V8 Vantage Zagato in 1986, Aston Martin carried the same performance upgrades over to the regular V8 Vantage. Engine enhancements including 48mm Weber carbs, Cosworth pistons and higher lift camshafts ensure that the 410bhp V8 Vantage X-Pack was one of the top supercars of the 1980s, reaching 60mph in 5.2 seconds on the way to a 168mph top speed. Considered the finest cars in the V8 production run, X-Pack cars are worth their hefty price tags.

Evolution 6.0

With decades of experience as one of the leading Aston Martin specialists, Aston Workshop have unparalleled knowledge of the V8 platform. This expertise has been channelled into our Evolution 6.0 special project, the culmination of years of research and development into V8 enhancements and upgrades.

At the heart of the Evolution 6.0 is the engine that gives the car its name. The original Aston Martin V8 is taken from 5.3L in capacity to 6.0L, with a torque and power increase to match. The cylinder block is machined to accept oversize cylinder liners and fitted with new lightweight, low-friction, high-compression forged pistons. Extensive cylinder head work capitalises on the capacity increase, and includes uprated camshafts, gas-flowed inlet and exhaust ports, plus enlarged valve seats, springs and camshaft followers.

The next step is to fit our in-house developed Electronic Fuel Injection system. Far more modern and refined than the factory E.F.I. set-ups, our bespoke fuel injection system has been calibrated to perfection on our dynamometer and during thousands of miles of on-road testing. Reliability is increased with improved ease of starting and no need to regularly tune the car as you would with a Weber carb set-up. The improvement in power, torque and fuel economy is evident throughout the rev range, while the entire E.F.I. system fits neatly within the factory airbox leaving no visual trace of its existence. With this huge increase in engine performance there is a need to update the other vital aspects of the car. We offer a choice of modern manual or automatic transmissions that are both nicer to use and more able to make use of the fantastic performance than the original gearboxes. The chassis undergoes a program of strengthening to deal with the increase in torque, before modern braking and suspension components are fitted. Uprated springs, shock absorbers and anti-roll bars give a tauter, more responsive driving experience, while wider low-profile tyres help deliver the enormous power to the road. Our six-piston big brake kit complete with 295mm ventilated discs provides exceptional levels of stopping power and far greater driver control.

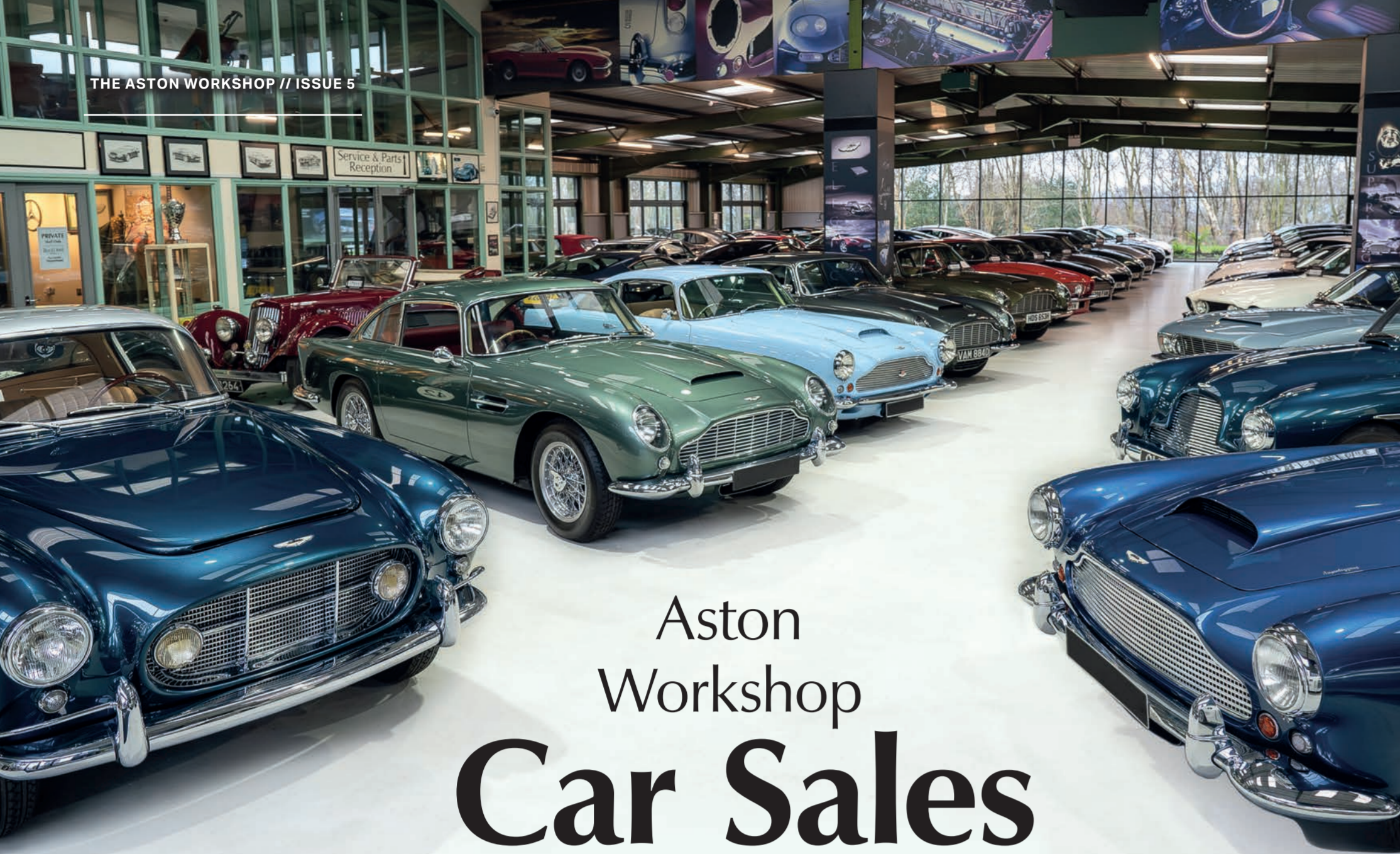
The Evolution 6.0 starts, goes and stops far better than the V8s that left the Aston Martin factory, yet the character of the car is maintained. More capable than ever, yet undoubtedly Aston Martin, the Evolution 6.0 represents the ultimate Aston Martin V8.



V8 Superleggera

While the design of the V8 was radical and controversial when the car was launched, the muscle-car looks became to be seen as quintessential 'brute in a suit' Aston Martin. Despite the favourable opinions the world of Aston Martin has towards the William Towns design, at Aston Workshop we have always wondered what the V8 would have looked like if it was more evolutionary than revolutionary. Taking design cues from the iconic DB5, the elegant DB4 GT Zagato and the muscular AM V8, the V8 Superleggera is Aston Workshop's attempt to evolve the iconic 1960s Aston Martin design language for the V8 platform. Utilising an original AM V8 donor car, a new aluminium body is sculpted while performance comes from the comprehensive Evolution 6.0 package of upgrades.





Aston Workshop Car Sales

Over 30 cars in our showroom with global shipping available. See our website for latest stock: aston.co.uk/cars-for-sale

Aston Workshop is a trusted name to depend on when buying or selling your Aston Martin with over 35 years specialising in the marque, an international client base and over 30 Aston Martins offered for sale at any one moment. We charge no fees, sales are made only in line with the seller's agreed price, and we are experts in consigning vehicles internationally. And while Aston Workshop offers all eras of Aston Martin for sale we deal only with the very finest examples, all of which are meticulously inspected and prepared in-house. Few specialists go as far to make the buying and selling process more convenient or more reassuring.

CARS WE'VE SOLD RECENTLY



FULL NATIONAL / INTERNATIONAL TRANSPORT SERVICE OPERATING DAILY
SEE PAGE 24 FOR MORE DETAILS



ALEX HENDERSON
SALES MANAGER

With over 40 years' experience, sales manager Alex Henderson has previously enjoyed comparable roles at Aston Martin, Mercedes-Benz, VW, Audi and BMW. The Chester-le-Street native has sold some of the rarest and most luxurious Aston Martins ever produced during his time with Aston Workshop, and remains dedicated to customer satisfaction. Alex is also devoted to his wife, two children and three grandchildren – and wakes up at 5am to walk his Cairn Terriers!



Visit our website
30+
more cars
available online

CAR FINDER SERVICE

Potential buyers are invited to register their interest for specific models via Aston Workshop's online car-finder system. You can specify vehicle model, left or right-hand drive and body style, or simply receive details on all our cars. It is simple to unsubscribe at any time.

CARS WANTED

Due to high demand, we are currently looking for Aston Martins of all vintages. We have customers ready and waiting with specific requirements, so whether it is a classic DB5 or modern Gaydon or Second Century car get in touch now to sell your Aston Martin.

THE BENEFITS OF SELLING WITH US



Industry Experts

With over 30 cars for sale at any one time, Aston Workshop is considered one of the largest Aston Martin dealers in the country. With a collective experience of over 400 years, the Aston Workshop team prides itself on leading the way in selling, buying, and restoring vehicles from the British brand.



Professional Marketing

We provide a multitude of marketing opportunities including a professional listing on our site and in a selection of globally recognised modern and classic car third-party sites. Each car features in a monthly email marketing campaign as well as being photographed expertly to stand out from the crowd.



No Fees

At Aston Workshop there are no fees involved with selling your car and a sale is only made in contingency with your agreed price.



Finance

For people buying an Aston Martin from Aston Workshop, they have the ability to utilise the finance packages we have available. This increases the potential audience that can buy your vehicle, aiding in a faster time to sell.



Transport with Peace of Mind

Our dedicated Aston Transport division prides itself on making the selling and buying process as stress-free and safe as possible. With one simple phone call to our team, we can have your vehicle collected, transported, and insured from A to B.



Private Customer Database

With over 30 years of experience, Aston Workshop has an eclectic range of customers from all over the world. These customers are passionate and knowledgeable about the Aston Martin range and always looking to buy a modern or classic Aston.



Complimentary Pre-Sale Inspection

Before any Aston Martin is sold from Aston Workshop, we will offer a complimentary pre-sale inspection. This ensures the Astons are showroom ready and correctly optimised to meet the customer's demands.



Warranty

We provide a no-obligation warranty with your vehicle to help achieve the sale and we are dedicated to making the buying process as smooth as possible.

Meet the team

We are very proud of the 45 strong team of enthusiasts at Aston Workshop who work together to restore, rebuild, maintain and improve the wide variety of cars entrusted to us. Of the many characters among us, below you will meet a few of the more public-facing staff who regularly meet customers both at Beamish and at the many national and international events we attend annually.



FRASER FOUNTAIN
MANAGING DIRECTOR

As the son of Aston Workshop Founder and CEO Bob Fountain, Fraser started working for the company from a young age and has lived on site for his whole life. He cut his teeth restoring a Land Rover in a garden shed and then moved onto restoring Aston Martins for the company. Fraser spent some time away from Beamish, living in London and studying mechanical engineering. He then secured a job working in a prestigious supercar garage. Since moving back to Beamish he has worked both in the workshop and the marketing team before taking on the role of Managing Director in 2023.



JOHN GRAY
WORKSHOP MANAGER

John was brought up in his family run workshop, carrying out mechanical work to all makes of cars and became fully employed in the business at 16. He worked through to managing the business and then stepped away to run his own personal workshop. After a brief detour into the pub and restaurant trade, John returned to the motor trade and was employed by the Aston Workshop as Workshop Manager, a position he has had for the last 15 years, more recently in a part-time role. Married since 1967 and with 12 children, grandchildren and great-grandchildren, John is Aston Martin through and through, and he is a long term member of the Aston Martin Owners Club.



NEIL CALVERT
WORKSHOP MANAGER

Neil Calvert has worked at Aston Workshop for 15 years, having previously worked for BMW between 2001-2007, where he completed his apprenticeship. Having spent many years of his childhood in and around Aston Workshop as a result of his father working for the company between the late 1980's and the early 2000's, he joined us himself, and spent 10 years as a Technician, working on Gaydon era cars (having been factory trained at Aston Martin headquarters in Gaydon, Warwickshire). Neil then became Assistant Workshop Manager in 2017. He is married with two children and classes cars as a hobby, which gives him a real passion for his work.



CHRIS BATEMAN
SERVICE MANAGER

Service Manager Chris Bateman has been in the motor trade for the entirety of his 42-year working life, serving as a Heavy Goods Vehicle Mechanic and rising through the ranks to be Workshop Manager for Mercedes-Benz (Passenger cars). Chris spent 14 years with Mercedes-Benz before moving with his family to the Sultanate of Oman where he looked after the Sultan's personal vehicles, spending 7 years there. He was first introduced to the Aston Martin marque on his return to the UK and has worked with Aston Martin for 10 years on two separate occasions. Chris is married, and a father. He has a keen interest in motorcycles, football and golf and follows Middlesbrough Football Club.



ROBERT HUNTER
HEAD DRIVER

With 15 years of experience driving everything from parcel delivery vans to articulated lorries, Rob heads up the driving team for our transport division. Rob has been driving for Aston Workshop for two years, delivering cars up and down the country. A Sunderland A.F.C. fan, he has been local to Aston Workshop since growing up not far from here. A keen interest in all things automotive extends to his hobby of making detailed model cars, and he considers coming to work at Aston Workshop every day a real treat. If you see one of the vehicles from our transport fleet out and about on the nations road, it'll probably be Rob at the wheel!



All your transport solutions covered

Full National and International transport service operating daily from the North East

Aston Transport is our own car transportation division, offering door-to-door transport for customers nationwide. Working 7 days a week to ensure our transport is as convenient as possible, our fleet of covered transporters is on hand to provide a fully insured, reliable and professional transport service. Able to organise collection or delivery right to your door, including not only the car but any parts and loose items associated with it as well,

we aim to provide the exact service appropriate to every customer. Between our two covered transporters and our smaller open transporter we are able to transfer four vehicles at once, ideal for anyone moving their garage collection or attending shows. Whether an

Aston Martin or any other car, Aston Transport are available for one-way and return trips anywhere within the UK. For customers further afield our network of trusted partners can deliver your car anywhere in the world.



Global projects

One of County Durham's finest exports

Aston Martin is a marque that is admired and held in the highest regard the world over. It is therefore unsurprising that we regularly receive enquiries and orders from all over the world for bespoke projects, new and used parts, engines, restorations and sales. Over the last four decades Aston Workshop has grown to offer a truly global service to meet our customers varying needs. We have significant experience in import/export procedures and have developed a network of trusted shipping partners. A selection of our recent projects and global customer locations are mapped in this illustration. Wherever you are in the world, rest assured that our team are able to meet the needs of the Aston Martin Enthusiast.

- DB4 GT ZAGATO** (Flag: United Kingdom)
- V8** (Flag: United Kingdom)
- V8 MANUAL CONVERSION** (Flag: United Kingdom)
- V8 EVOLUTION 6.0** (Flag: Taiwan)
- DB2** (Flag: Wales)
- DB6 MKII VANTAGE** (Flag: Netherlands)
- V12 VANQUISH MANUAL** (Flag: Hong Kong)
- DB6 ENGINE** (Flag: Portugal)
- DB2/4 MKII FHC** (Flag: Italy)

● Denotes Aston Workshop business in these areas

RHD TO LHD CONVERSIONS

With only 10 per cent of Aston Martins produced prior to the DB7 manufactured in left-hand drive, Aston Workshop is happy to meet demand for right/left-hand drive conversions upon customer request. The work is carried out on-site to the very highest standards, and we manufacture or acquire all the necessary components, including the

hand-crafted dashboards. The result is a flawless production-correct appearance to match or exceed that of an original LHD Aston Martin. Demand is such in the larger left hand-drive markets that vehicle values can actually increase, at the very least covering the cost of the work. Conversions from left- to right-hand drive are also available.

DB4 GT Zagato Recreation

One of the most iconic cars of the 1960s racing scene, the DB4 GT Zagato commands unmatched adoration from Aston Martin enthusiasts. By combining Aston Martin luxury and racing pedigree with the iconic Zagato design language, the DB4 GT Zagato represents a long-lost era of beautifully coachbuilt racing machinery. With only 19 Zagatos built in period the DB4 GT Zagato is one of the rarest models the company ever produced.

Aston Workshop have decades of experience with producing high-quality reproductions of these iconic cars, with our most recent bespoke commission shown here. Built for a London-based client this car started life as a 1961 Aston Martin DB4 before a full restoration to GT Zagato specification at Aston Workshop. Finished in Antrim Blue with a Ultramarine Blue interior with Red piping, this particular car was specified with a number of additional options including Borrani wire wheels, AW Air Conditioning and a modern 5-speed manual transmission. The 4.2L GT-spec engine for this car was built around one of our in-house produced engine blocks.

All of our DB4 GT Zagato recreations are built entirely to order around the chassis of an original Aston Martin DB4. Owners are involved with every step of the process from initial specification to final testing and delivery, with the end product rivaling the original 19 cars for beauty and performance. The DB4 GT Zagato is perhaps equalled only by the DB5 amongst Aston Martin owners and enthusiasts, and from our workshop in County Durham we are breathing new life into that iconic Italian 1960s design.



It is Aston Workshop policy to pre-empt our customers' needs by beginning work on a DB4 GT Zagato project even before the potential owner has contacted us. By having a car in build at all times we are able to offer shorter delivery times by completing a large part of the work in advance of bespoke commission. The time-intensive chassis and body modifications are already complete by the time the prospective owner enquires, leaving only the final specification of colour, trim, engine and transmission to be decided.

Earls Court DB2

In the history of the marque, the DB2 goes down as one of the most important cars to wear the famous Aston Martin wings. The first car to be developed under the ownership of David Brown, the DB2 instantly became the standard for sports cars in the 1950s and achieved success in rallying across Europe. This car was built by Aston Martin to be displayed at the 1951 Earls Court motor show, and as such, when commissioned to restore the car, we endeavoured to place a supreme focus on originality.





For the modern Aston Driver

Despite a reputation forged in building gorgeous classics from the 50's and 60's, we have many solutions to improve cars of the Gaydon and Second Century eras in terms of performance, longevity and functionality.

Servicing

State-of-the-art servicing facilities and brand new AMDS2 diagnostic equipment



Aston Workshop continues to raise the bar with our cost-effective and expert alternative to main dealers and other Aston Martin specialists. More than anything, our reputation is built on providing a common-sense service our clients can trust, one that prides itself on being entirely transparent and practical. Our experienced factory trained technicians, genuine AM diagnostic equipment including the new AMDS2 tools

needed for all modern Astons and an expansive parts department mean we know exactly what your cherished Aston Martin requires, whatever its level of use. We aim to make your service booking as convenient as possible. A nationwide delivery and collection service is available upon request, and we can supply a courtesy car to keep you on the road.



Fixed Price Servicing available

Visit aston.co.uk/servicing

Nationwide collection and delivery available, call 01207 233 525 to book



Service & Stay

Turn a service appointment for your Aston Martin into a luxurious short break and explore Durham, Northumberland and the stunning North East coastline from only £99*. While we ensure your treasured Aston Martin is ready to be enjoyed you can sample the fascinating history and breath-taking landscape on our doorstep, and all from the comfort of our Old Red Row luxury boutique accommodation. Situated just a short walk from the

Aston Workshop facility our accommodation is complemented by our beautiful 300-year-old gastropub, the Black Horse Beamish, with a restaurant that offers some of the finest dining in the area. Our base in the North East countryside is only half a mile from the world-famous Beamish Open Air Museum and is also within easy driving distance of some great countryside and coastal driving roads.

*Special offer available to all Aston Workshop customers using discount code 007. Room and breakfast £99 per night for two people midweek (£149 weekends). Book now to avoid disappointment. Either book online at blackhorsebeamish.co.uk or call 01207 232 569. Excludes cost of servicing. Offer and dates subject to availability.



Apple Car Play for all modern Astons

Sadly, the infotainment systems in modern Aston Martins simply do not wear the test of time as well as their looks. Fortunately for cars manufactured in 2004 or later we offer in car technology upgrades including Apple CarPlay and Android Auto which bring updated navigation, phone integration and music options to your fingertips. Aston Workshop are able to retrofit Apple Car Play and Android Auto to DB9, V8 and V12 Vantage, DBS, Rapide, Virage, Vanquish, DB11, DBS Superleggera and Vantage allowing for up-to-date phone connectivity while retaining the OEM Aston Martin look. Our system can be used with a wired or wireless connection and allows for use of favourite apps such as Spotify and Waze. Crucially, our Apple Car Play and Android auto system integrates perfectly with the systems in your Aston Martin ensuring that functionality isn't lost and impressive audio systems are fully utilised.



An independent Vantage point

When the owner of this beautiful 2019 Vantage was told that their car had a potential catastrophic engine failure that would require a costly full engine replacement, they decided to seek a second opinion from an independent marque specialist. Upon arriving at Aston Workshop a full diagnostic procedure was carried out aided, by the AMDS2 equipment required to work on Vantage, DB11, DBS Superleggera and DBX which we invested in last year and our factory trained technicians. We found that simply changing the ignition coils and spark plugs would rectify the issue, and now the car has been returned to the road without the time, hassle and cost of the suggested engine replacement. As one of the few Aston Martin specialists to have invested in the AMDS2 diagnostic tools Aston Workshop is uniquely placed to care for your Second Century Aston Martin.

Enhancements & upgrades

Carefully considered upgrades and refinements, developed and carried out at Aston Workshop



Twin Plate Clutch and Flywheel

Our genuine AMR twin plate clutch upgrade is highly sought after among V8 Vantage owners looking for peace of mind as well as an enhanced driving experience. The twin plate clutch better stands up to wear and results in a lighter clutch pedal feel, with the lightweight flywheel delivering a quicker revving engine and a more precise gear change. Gaining access to the clutch is a lengthy procedure that requires the removal of the exhaust system, left exhaust manifold, gearbox, torque tube and prop shaft. In total we plan for two days in the workshop for fitment of this very popular upgrade.



Exhaust Upgrade

One of the most distinctive features of day-to-day activity at Aston Workshop is the sound of V8 and V12 engines firing into life before they make their way out onto the open road. To suit the differing tastes of Aston Martin owners when it comes to the increasingly rare symphony of sounds created by a large displacement combustion engine, we have several solutions to tailor the sound and performance level. These include options for rear silencers, sport catalysts, performance manifolds and remote sound control devices, all developed in-house at Aston Workshop.



Sub Frame Refurbishment

Despite many components of the modern Aston Martin being made of aluminium, the rear sub frame is not one of them and we increasingly find that preventative maintenance is required due to corrosion in this area of the vehicle. Please contact us to discuss refurbishment options for your vehicle.

Paint Correction

The paint team in our body shop have many years of experience in successfully rectifying common cosmetic defects which affect modern era Astons. These include corroded wing mirror stalks, unsightly grilles, stone chips, dents to aluminium body panels and the well-known problem of paintwork blistering around door handles and panel edges. Once the car is pristine once more, we offer paint protection film and ceramic coating options as well.

Braking, Wheel and Tyres

That Aston Martin ability to combine sporting performance with GT comfort means that the simple act of putting power down onto the road (and stopping the car afterwards) is a complex balance of brakes, suspension and tyres. As a result, there is scope for performance improvement through increased braking performance and the all-round dynamic benefit brought about by a reduction in un-sprung mass. For those with standard (non-carbon ceramic) brakes, options include lightweight 2-piece discs that work with OEM calipers or a front "big brake" upgrade to 6 pot calipers and larger diameter 380mm 2-piece discs. We also offer comprehensive wheel and tyre upgrades, from simple colour changes, wheel refurbishment and Michelin tyres through to lightweight forged wheel options and higher performance tyres for greater weight reduction.



Mirror Stalk Corrosion

A common issue on the VH-era V8 and V12 Vantages is corrosion of the wing mirror stalks, caused by a breakdown in the powder coating. We begin by removing them, then stripping the original coating off and media blasting them to eradicate the corrosion. We then use a 2-stage prime and powder coat process to protect them, leaving an original quality finish that won't succumb to the same issue.

Alloy Wheel Refurbishment

With the increasing size and complexity of design of modern alloy wheels it is no surprise that they will occasionally pick up damage. Not only can this be unsightly on an otherwise pristine Aston Martin, but without proper treatment the damage can grow leading to corrosion issues and compromised handling. With decades of experience with Aston Martin wheels, Aston Workshop is ideally suited to refurbish your damaged alloys in keeping with the original finish or a bespoke colour of your choosing.

Visiting Red Row Estate



The home of Car Culture in the North East

For the love of cars

With two independent sports car specialists on site, a 300-year-old gastropub, a range of accommodation options and regular events throughout the year, the Red Row Estate offers an experience almost unique across the North of England.

Visitors to Aston Workshop are always welcome, but for one day a year we throw open the doors and invite guests to see behind the scenes at one of the world's largest Aston Martin specialists. "The Hill", our annual open day, is free to attend and is our chance to show Aston Martin owners, enthusiasts of the marque and our neighbours in the local community what we get up to at Aston Workshop.

Every month over the spring and summer we also hold a monthly car meet with the Car Barn and Black Horse Beamish pub. The Car Barn Drivers' Club, established in 2022, is quickly becoming one of the largest free car meets in the North while Club members are entitled to a range of exclusive discounts and offers.



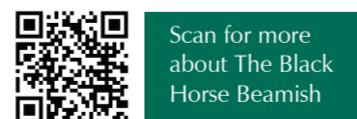
Car Barn Beamish

Car Barn Beamish is the newest of three companies situated on the Red Row Estate and has one from strength to strength since its inception. The premier independent sports, prestige and classic specialist in the North East of England, the Car Barn was established just over a decade ago to offer sales, service, repair and upgrade services to the bustling scene of car enthusiasts in the North. With the introduction of the Car Barn Drivers' Club in 2022 the Car Barn is also home to some of the most unique and eclectic car meets in the North East.

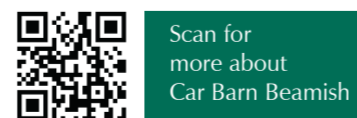
Black Horse Beamish

Dating back to the seventeen hundreds the Black Horse was only one of 10 cottages built on the estate of the infamous Bobby Shafto, MP for County Durham meet, the Red Row Estate is only a stone's throw away from some of the best tourist destinations in the North of England. The award-winning and world-famous Beamish Museum, a faithful open-air recreation of life in the North East during the industrial revolution, is located mere minutes away from our facility. Allowing visitors a true hands-on experience, the museum features a coal-fired fish and chip shop, 1920s Bakery and Sweet Shops, and other buildings moved brick by brick from the surrounding villages to the museum.

The Black Horse lies at the centre of the Red Row Estate and is a food and drink destination in its own right. As one of the sister companies of Aston Workshop it also offers hospitality to our clients and guests, with our Service and Stay offer proving popular for Aston owners travelling from further afield. For visitors who attend our open days or Car Barn Drivers' Club meets the Black Horse is always on hand with fantastic food and drinks.



Scan for more about The Black Horse Beamish



Scan for more about Car Barn Beamish

Things to see and do in the North East

Situated not far from where Northumberland, Tyne and Wear and County Durham meet, the Red Row Estate is only a stone's throw away from some of the best tourist destinations in the North of England. The award-winning and world-famous Beamish Museum, a faithful open-air recreation of life in the North East during the industrial revolution, is located mere minutes away from our facility. Allowing visitors a true hands-on experience, the museum features a coal-fired fish and chip shop, 1920s Bakery and Sweet Shops, and other buildings moved brick by brick from the surrounding villages to the museum.

The cities of Durham and Newcastle are both situated within a 20-minute drive from our facility and offer their own unique blend of the famous North East hospitality. Durham Cathedral and Castle together form a UNESCO World Heritage Site, and Newcastle features sights including Hadrian's Wall, St James' Park and the Quayside and its bridges.

Head further north and you'll reach picturesque Northumberland. Bamburgh Castle, Holy Island and the historic town of Alnwick are just some of the treats Northumberland has in store.



Beamish Museum



Newcastle Upon Tyne



Bamburgh Castle

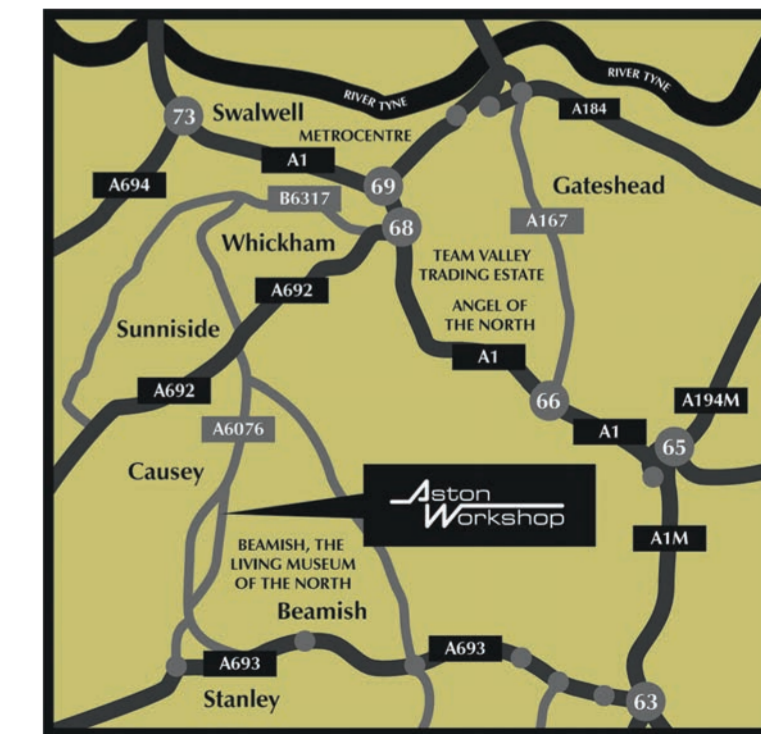


Durham

Getting here

Located only 10 minutes from the A1(M), Aston Workshop is easily travelled to by car from either the North or South. For visitors from the North West, the picturesque A69 from Carlisle to Newcastle is the most direct route, with various detours available through the Pennines. By train, the stations of Newcastle, Durham and Chester-le-Street are all close by and are

situated on the East Coast Main Line from London to Edinburgh. International guests often fly into Newcastle Airport, a short drive from our facility, or come across from continental Europe via the Ijmuiden-Newcastle ferry. Contact us in advance and we will be able to organise a collection for potential clients from any of these local transport hubs.



RED ROW ESTATE - SAT NAV DH9 0RW

ASTON WORKSHOP TOURS

Treat the Aston Martin fan in your life to a guided tour of Aston Workshop. You'll be shown every part of the business and see some of the finest craftsmen at work as you see the restoration process happen in real time. Start in our showroom, housing one of the largest collections of Aston Martins for sale in the UK, before moving on to our workshop, engineering facilities and body and paint centre. Finally, visit our Black Horse Beamish pub for an exquisite two-course meal.

BOOK YOUR TOUR

Our tours have limited availability and can be booked now from £145 per person including a two-course meal at the Black Horse pub.

blackhorsebeamish.co.uk



Book your tour today by visiting the Black Horse Beamish website, scan here or call the Black Horse Beamish on 01207 232 569.

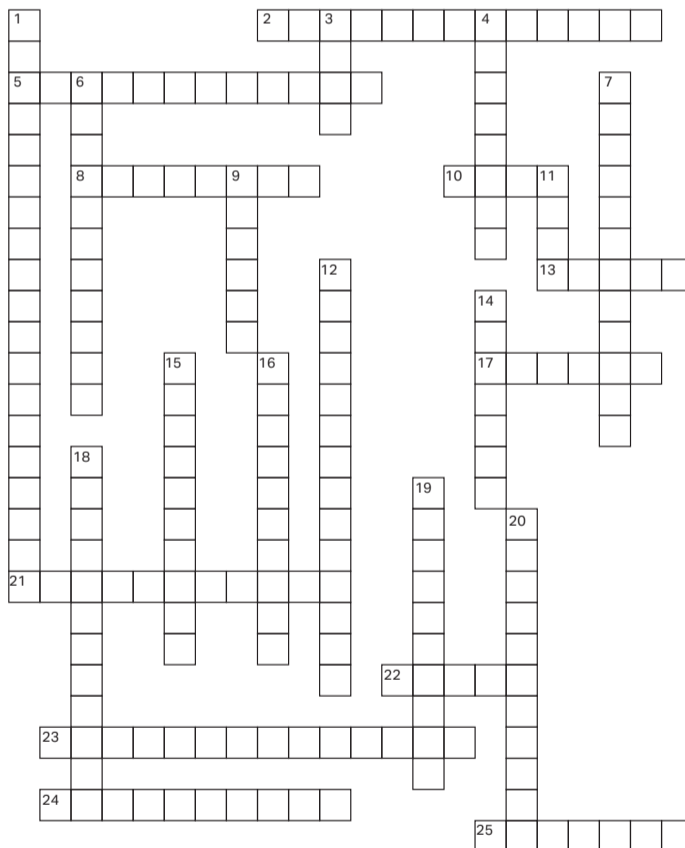


- Across**
2. A style of body, similar to an Estate, that was made in very small numbers by coachbuilders during production of the DB5, DB6, DBS, Lagonda, Virage and Vanquish. (8,5)
 5. Film in the 'James Bond' franchise that helped launch the DBS, inspiring the name for the launch colour of that car. (6,6)
 8. Aston Martin hypercar jointly developed with Red Bull Racing. (8)
 10. Race car manufacturer that built the Aston Martin V8 powered T70. (4)
 13. Hatchback built by Austin, available as a Frazer-Tickford special project wearing Aston Martin badging. (5)
 17. French race track where one of Aston Martin's greatest victories occurred, celebrated by a 1999 V8 Vantage special edition. (2,4)
 21. "The Green Hell" F1 and endurance racing circuit which is the inspiration behind the N400, N420 and N430 V8 Vantages. (11)
 22. Lagonda made a grand return in 2014 with this model. (5)
 23. The iconic Aston Martin factory which is now home to the marques heritage and service operations. (7,7)
 24. Huddersfield businessman who led Aston Martin through the 1950s and 1960s. (5,5)
 25. Originating from a personal commission by F1 ace Fernando Alonso this limited-edition Aston shares its name with a nuclear V-bomber. (7)

- Down**
1. The world's largest classic car show held in Germany every spring. (6,8,5)
 3. British design house who built the DBS V8 based "Sotheby Special". (4)
 4. Race circuit where Aston Martin sealed the 1959 World Sportscar Championship with the DBR1. (8)
 6. Aston Martin paint colour made famous by the Goldfinger DB5. (6,5)
 7. Italdesign Giugiaro concept unveiled in 2001 to showcase how Aston Martins may look in the future. (6,6)
 9. In 2009 Aston Martin released this four-door car. (6)
 11. This radical new design might have gone into production if not for the outbreak of war. It went on to shape the direction Aston would take after the war. (4)
 12. The 007 shade of paint for V8 models during the Timothy Dalton era. (10,4)
 14. Aston Martin's one-off 200mph supercar of the 1980s. (7)
 15. Legendary engine designer who created both the 60s straight-6 and the V8 of the 70s and 80s. (5,5)
 16. Designer of the DBR and DP race cars of the 1960s. (3,7)
 18. Italian construction technique used on the 1960s Aston Martins. (12)
 19. A ward in Monaco that hosts one of the world's top rally events and also gave its name to our handling upgrade kits. (5,5)
 20. Italian design house, most well known for their Ferraris, that coach built a very limited number of Virage-based cars. (11)

CROSSWORD

Can you complete our Aston Martin themed crossword? Answers can be found at the bottom of this page.



WORDSEARCH

Try our Aston Martin themed wordsearch and see how many words you can find. Words can be horizontal, vertical or diagonal and may be backwards too. The words can also be found in the crossword answers



Easy - 10 words. Good - 20 words. Full House - 25 words.

Crossword Answers - Across - 2. Shooting Brake, 5. Casino Royale, 8. Valkyrie, 10. Lola, 13. Metro, 17. Le Mans, 21. Nurburgring, 22. Taraf, 23. Newport Pagnell, 24. David Brown, 25. Valiant **Down** - 1. Techton Classica Essen, 3. Ogle, 4. Goodwood, 6. Silver Birch, 7. Twenty-Two, 9. Rapide, 11. Atom, 12. Cumberland Grey, 14. Bullgog, 15. Tadek Marek, 16. Ted Cutting, 18. Superleggera, 19. Monte Carlo, 20. Pininfarina

“
‘Excellent service, and services, reasonably priced for the work done. An absolute joy to visit.’
MR G WILSON

“
‘Worked their magic on my son’s Vantage. Thank you for a magnificent job well done.’
MR L SCOTT

“
‘Took my 14yr old, car mad son to “The Hill” event. I can honestly say, the staff were lovely!’
MR A WRIGHT

“
‘Wow what an amazing showroom and very friendly staff.’
MR L ROBSON

CUSTOMER REVIEWS

ASTON WORKSHOP IN NUMBERS

36
The number of years in business

45,000
The area of our facility in sq ft

450
The number of collective years of Aston Martin experience in the business

37
The size of our site in acres

81
The age of our oldest employee

45
The number of staff employed at our facility