The Aston Martin Vantage is a snub to today's world of restrictions and ever-increasing legislation. It bucks against the trend of anonymous uniformity, and serves as an ultimate expression for its owner.

For the Vantage is the world's fastest accelerating current production car, with acceleration to 60 mph in 5.4 seconds* and to 100 mph in 12.9 seconds**. And, where the law allows, it can sprint upwards to a maximum of about 170 mph.

Allied to this colossal performance are massive race-bred disc brakes which stop the Vantage even faster than it goes, a front air dam and rear spoiler which were developed in wind tunnel tests to increase the already impressive stability and handling, and low-profile, extra-wide tyres which enhance the famed Aston Martin roadholding.

Other features which improve the car's aerodynamics are headlamp covers, a revised grille and a cowl for the bonnet bulge.

To produce such enormous performance is one thing. To contain it in a civilized package suitable for four adults and for motoring on the open road or the crowded city highway is another. And that's where Aston's experience of building some of the world's most treasured and envied thoroughbred machines of the century comes to the fore.

So you'll find the engine is at the front, where it should be, and not directly behind the driver or at the rear end. That means there are four seats and a decently-sized luggage compartment.

The engine, a magnificent hand-assembled 5.4-litre V8, is as docile as it is
powerful, and is capable of accelerating
the Vantage in fifth gear from 20 mph with
no traumas whatsoever. It is no use being
the fastest road car in the world if the
engine is as temperamental and inflexible
as a racing machine.
Driving the Vantage is a unique
experience. The power is unleashed in a
constant flow which is illustrated by the
fact that every fifth gear 20 mph increase
in speed up to 100 mph takes six seconds
or less**, yet around the occupants are the
sort of luxurious appointments normally
associated with a stately limousine.
The passenger door and window locks,
for example, are electrically-operated.
The steering has power-assistance, which
relieves the driver's burden, but still
allows him adequate feel. There is air-
conditioning. A radio and cassette player.

Leather upholstery, total instrumentation,
reclining front seats, carpeting, a map
light, and lots more.
And, of course, a guarantee of quality
and safety which only superb engineering,
hand-building, a dedicated workforce and
more than 50 years experience can give.

*Autocar **Motor
ENGINE
V8 Four overhead camshafts. Bore 100 mm (3.94 in) Stroke 85 mm (3.35 in). Capacity 5340 cc (328 cu in). Four Weber twin choke down draught carburetters. Air distribution box and twin micronic air filters.

CYLINDER BLOCK
Cast in aluminum alloy. Centrally cast chrome vanadium iron top sealing wet liners.

CRANKSHAFT
Forged from molybdenum steel statically and dynamically balanced. Torsional vibration damper. 5.695 mm (0.25 in) drilled journals. Steel backed lead bronze bearings.

CYLINDER HEADS & VALVE OPERATION
Heads cast in aluminum alloy, incorporating fully machined hemispherical combustion chambers. Large diameter valves inclined at 64° included angle. Exhaust valve guides in direct contact with water. Four overhead camshafts operate on hardened nickel molybdenum steel tappets with shim adjustment. Camshafts driven by two-stage Duplex roller chains with manual and automatic tensioners.

PISTONS & CONNECTING RODS
Die cast aluminum alloy. Two compression rings. One spring oil control ring. Large diameter gudgeon pin located by circlip. Forged connecting rods in nickel chrome molybdenum steel. Weight graded and balanced.

LUBRICATION SYSTEM
Front mounted chain driven oil pump and full flow cartridge filter. Twin oil coolers.

COOLING SYSTEM
By pump and engine driven cowled fan. Vaccum coupling degassing fan drive at high engine rpm. Cross flow radiator with separate header and expansion tank.

IGNITION
Transistorised ignition. Distributor incorporates automatic advance and vernier adjustment.

CLUTCH
36 87 in (10.5 in) angle plate diaphragm spring, hydraulically operated self adjusting.

PROPELLER SHAFT

GEARBOX
Five speeds. Synchronesh on all forward gears.

FINAL DRIVE
Hydromatic unit. Final drive ratio 3.54:1.

FRONT SUSPENSION
Independent incorporating transverse unequal length wishbones and ball jointed king pins. Co-axial coil springs and large diameter telescopic shock absorbers. Anti roll bar.

REAR SUSPENSION
De Dion axle located by parallel trailing arms and Watt linkage. Coil springs and telescopic shock absorbers. Roller spline drive shafts.

STEERING
Power assisted rack and pionon. 38 10 cm (15 in) diameter. Leather rimmed fully dished steering wheel. Incorporating telescopic adjustment. Collapsible steering column. Steering lock. 2 9 turns lock to lock.

BRAKES

RECYCLATING FUEL SYSTEMS
Tank capacity 25 Imperial gallons. 13 US gallons (113.6 litres). 5 U. high pressure fuel pump. Reserve warning light indicator. 3 Imperial gallons. 1.6 US gallons (13.5 litres). Filler cover conceals quick release caps.

ELECTRICAL EQUIPMENT

WHEELS AND TYRES
Light alloy ventilated wheels with 17 7.5 cm (7 in) wide rims. Five stud fixing. 255 60 15 VR radial tyres.

AIR CONDITIONING
Custom designed air conditioning is included in the standard specification. Two 4 speed heavy duty blowers. Rear extractor vent.

RADIO
Stereo radio and 8 track cassette tape. Automatic electric aerial.

DIMENSIONS
Length 15 ft 3 1/2 in (4.680 m). Width 6 3/4 ft (2.020 m). Height 4 1 ft 9 1/2 in (1.372 m). Wheelbase 8 ft 6 in (2.590 m). Kerb weight 3,800 lbs (1,727 kgs). Turning circle 30 ft (9.1 m).