



ASTON MARTIN

# AMOC CHARITY OPEN DAY

19TH MAY 2007



All proceeds from this event  
will go to Willen Hospice



ASTON MARTIN OWNERS CLUB



## WELCOME TO THE HOME OF THE VANQUISH

THE NAME OF ASTON MARTIN HAS LONG BEEN ASSOCIATED WITH POWER, BEAUTY AND SOUL. THE VANQUISH NOT ONLY EMBODIES THESE CHARACTERISTICS, IT IS ONE OF THE MOST SOPHISTICATED AND TECHNOLOGICALLY ADVANCED CARS IN THE WORLD.

WHEN THE FINAL VANQUISH ROLLS OFF THE PRODUCTION LINE AT NEWPORT PAGNELL THIS SUMMER, ANOTHER CHAPTER IN THE HISTORY OF ASTON MARTIN CLOSES.

THANK YOU FOR JOINING US AS WE CELEBRATE MORE THAN 50 YEARS OF PRODUCTION HISTORY.

## DB2/4

1953 – 1957

QUANTITY BUILT: 761  
(including Drophead Coupe, Fixedhead Coupe and Mark IIs)



## DB MKIII

1957 – 1959

QUANTITY BUILT: 552  
(including Drophead and Fixedhead Coupes)



## DB4

1958 – 1963

QUANTITY BUILT: 1185  
(including Convertible, Vantage and DB4GT)



## DB5

1963 – 1965

QUANTITY BUILT: 1059  
(including Convertible, Vantage and Short Chassis Volante)



## DB6

1965 – 1970

QUANTITY BUILT: 1788  
(including Volantes and MK2s)



## DBS

1967 – 1972

QUANTITY BUILT: 1193  
(including DBS V8)



## NEWPORT PAGNELL

In 1947 when Aston Martin was purchased by David Brown, engines, chassis and running gear were assembled in Huddersfield, and there was a production facility in Feltham.

In 1954, David Brown purchased Tickford Motor Bodies in Newport Pagnell. This company was supplying bodies to Lagonda, another Brown company. In 1957, the DB Mark III superseded the DB2/4 Mark II. Brown used the change to merge all operations under one roof in Newport Pagnell.

For the next 20 years, the factory produced consecutive DB models from the DB4, which went into production in 1958, through to the DBS in 1967. In 1972 the first V8 Saloon came off the production line, followed by the V8 Vantage and the V8 Volante derivatives. Aston Martin also returned to a historic partnership in 1986 with the exclusive V8 Zagato.

Aston Martin's flagship V12 Vanquish has been in production since 2001. It featured in the 20th James Bond movie, Die Another Day. The final version of the car will be the Vanquish Ultimate Edition – the fastest road car in the history of Aston Martin.

Newport Pagnell is also home to Works Service, which offers a bespoke personalisation service as well as servicing and repairs.

Heritage Operations, which services and restores older Aston Martin models to their former glory, is also found here.



## AMV8

1972 – 1989

QUANTITY BUILT: 2360  
(including AM Vantage and V8 Volante)



## V8 VANTAGE

1977 – 1990

QUANTITY BUILT: 458  
(including V8 Vantage Volante, V8 Vantage Zagato and V8 Zagato Volante)



## V8 VIRAGE

1988 – 1996

QUANTITY BUILT: 598  
(including Virage Volante)



## V8 VANTAGE

1993 – 2000

QUANTITY BUILT: 288  
(including V8 Vantage Le Mans and V8 Vantage Volante SWB)



## V8 COUPE

1996 – 2000

QUANTITY BUILT: 101



## V8 VOLANTE

1997 – 2000

QUANTITY BUILT: 64

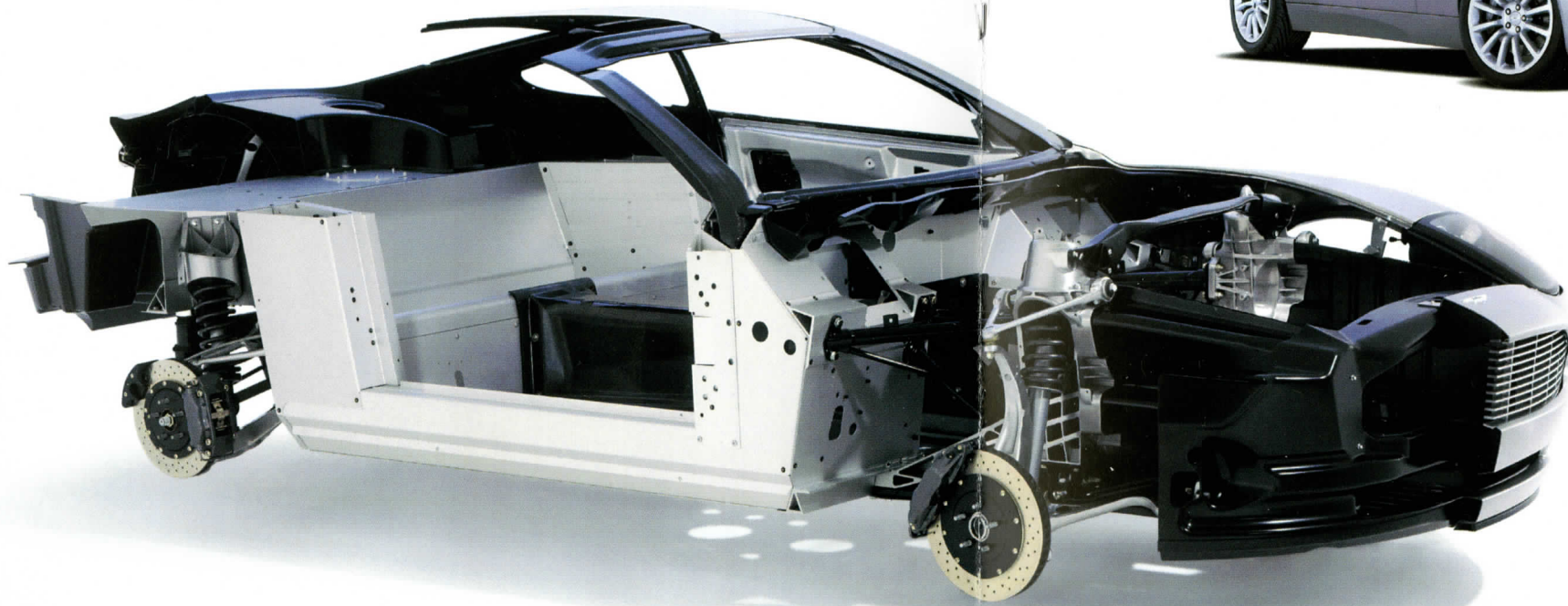
# HANDCRAFTED PERFECTION THE ASTON MARTIN WAY

All Aston Martins created at Newport Pagnell have been assembled by hand, including the Vanquish. Each car takes up to eight weeks to build and is made to individual customer specification: no two cars are alike.

## V12 VANQUISH



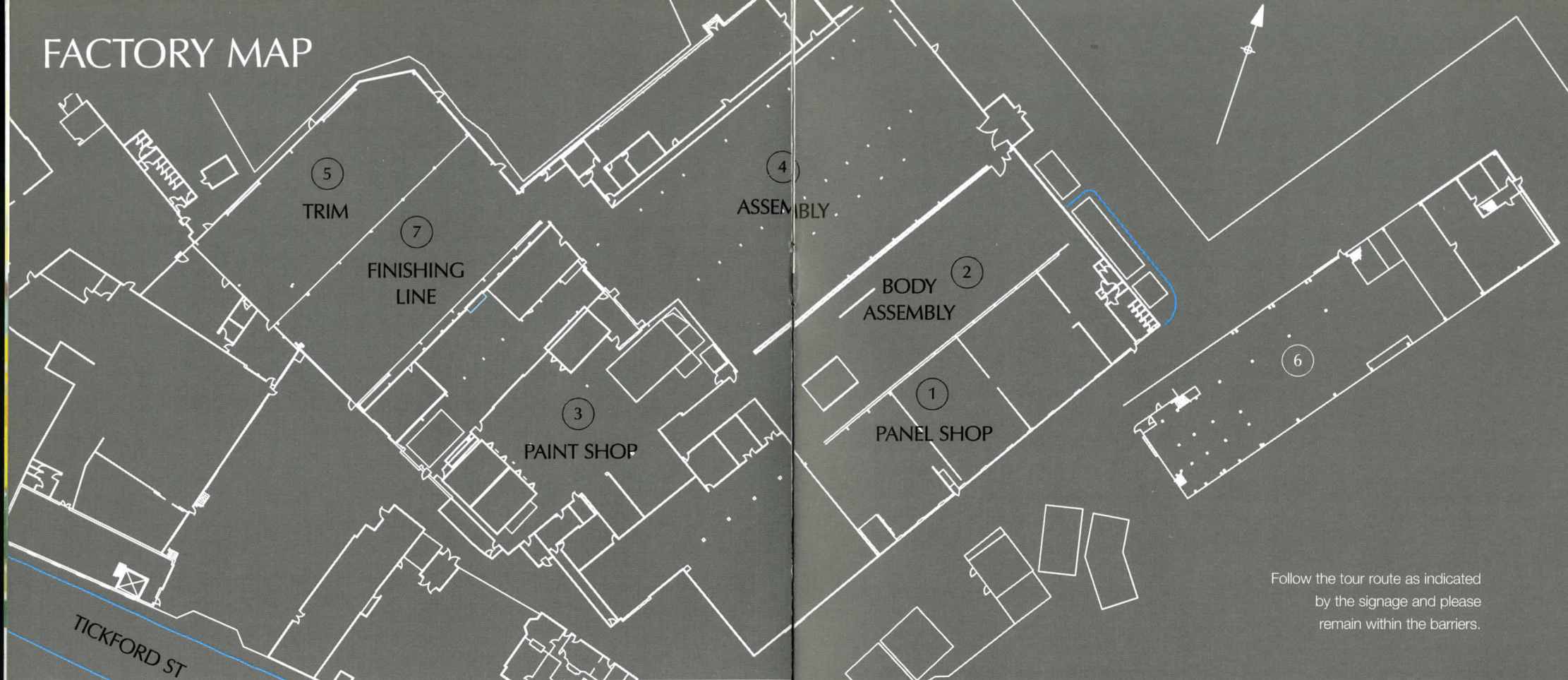
Total Production – 2,578



The architecture of the Vanquish is made of extruded aluminium sections bonded and riveted around a carbon-fibre central transmission tunnel.



# FACTORY MAP



Follow the tour route as indicated by the signage and please remain within the barriers.

**1. Panel shop:** Aston Martin uses panels that are partially pre-formed by a process originally developed for aircraft manufacture. The process, called 'super forming', gives a superb manufacturing solution to the complexity of the designer's original thoughts. Once these all aluminium 'raw' panels arrive at Newport Pagnell they require the painstaking attention and skill of our team of panel beaters before forming part of an individual Vanquish S body. Once the panel beater is satisfied with the profile, finish and quality of the panel it is checked against a jig to ensure an accuracy tolerance of within 0.5mm.

**2. Body assembly:** At this stage of production the roof, carbon fibre A pillars, rear quarter panels, composite side panels and carbon/composite boot

substructure are prepared and placed into a jig with the monocoque. A hot air impingement system is integrated into the jig to cure the bonding. The whole body is then brought together to check for accurate fit and consistent panel gaps.

**3. Paint shop:** Each Vanquish S is prepared and painted by hand, spending approximately 50 hours in the paint shop. Primer, Base-Coat and Lacquer are applied and the body is heated to remove moisture and cure the application. Every panel of a Vanquish S goes through the process simultaneously to ensure a consistent application and finish on both aluminium and composite panels. To finish, every Vanquish S is flatted and polished to create the lasting depth and lustre for which Aston Martins are renowned.

**4. Assembly:** The main assembly line is divided into 15 stations each taking approximately 5.5 hours to complete. The Vanquish S begins with having its VIN assigned and stamped before moving down through electrical, suspension, engine & transmission stations. Engine and transmission are then run for the first time in the car before the car moves on for interior and exterior trim to be fitted.

**5. Trim:** Vanquish S is trimmed using up to 9 premium natural grain hides. Over 140 individual items are stitched, glued or tacked using methods that have remained unchanged for many years. Each item of the interior is marked with the build number of the Vanquish S so that every bespoke part is kept together. All stitching is carried out by just two technicians to ensure a consistent finish within the Vanquish S.

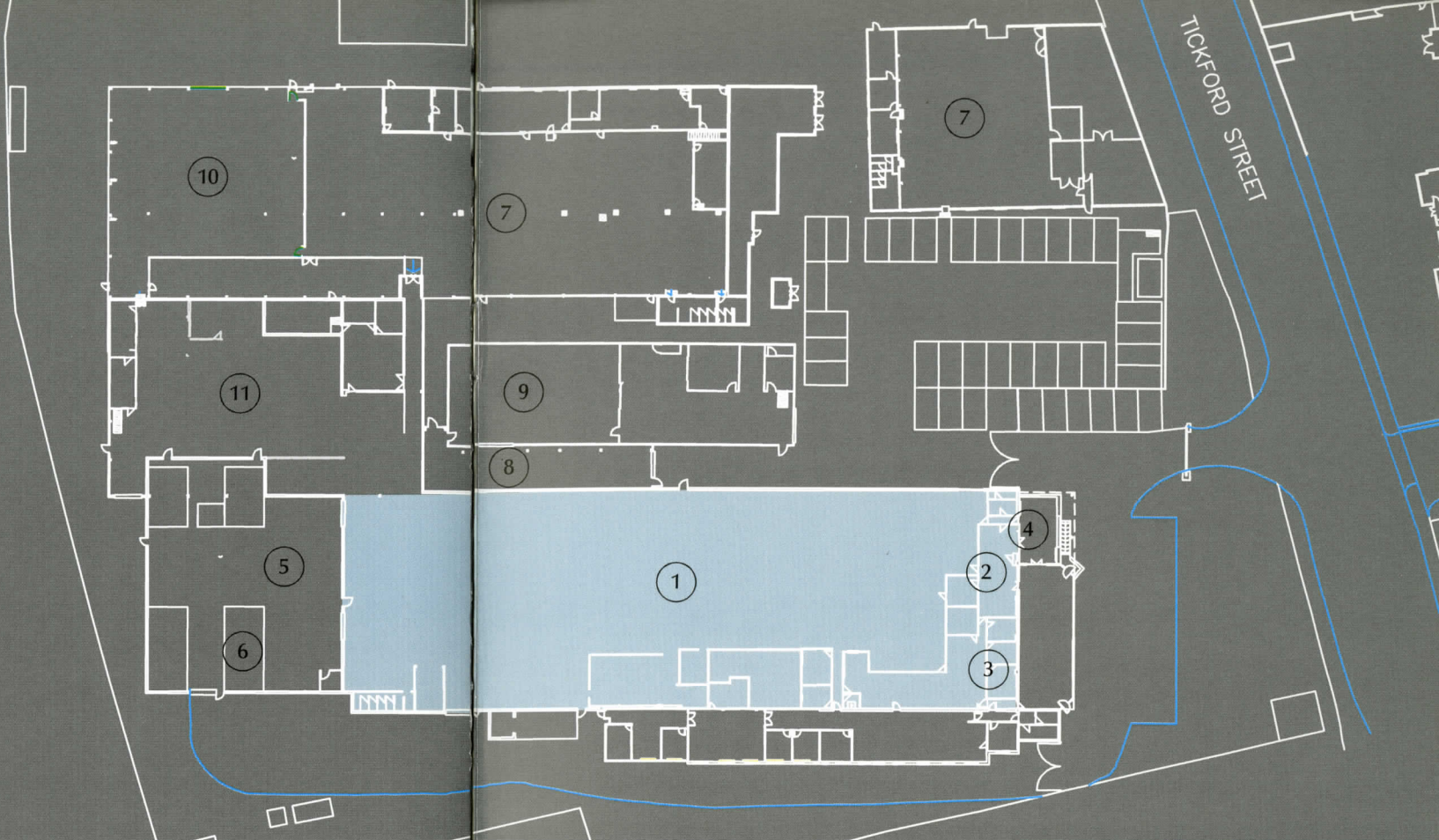
**6. (NOT OPEN) Road/Water Test:** Every Vanquish S is first taken to our Water Test bay which sprays 4,200 litres of water on to the car in 6 minutes to check for water ingress. Once completed the car is taken by one of three highly skilled test drivers on a road route where they will function check the Vanquish S and then make a report.

**7. Finishing line:** Every Vanquish S undergoes a final and rigorous inspection called a 'Customer Audit' before receiving a full valet. When fully satisfied, one of Aston Martin's expert quality inspectors will place a plaque, with his name on it, inside the engine bay. In true Aston Martin tradition, it is only at this point that the car will have its Aston Martin 'wings' fitted.

# ASTON MARTIN WORKS SERVICE

IT'S ALL ABOUT PASSION  
AND DEDICATION

Customers bring their cars to Aston Martin Works Service from all over the world because our meticulous servicing is unique. Some of our technicians built the cars that they now service, and over the years we have accumulated millions of man hours of experience with the entire range of post-war models.



**1. Main workshop:** The workshop has state-of-the-art diagnostic systems and emissions testing equipment. In addition, the expertise and knowledge built up over the past 40 years means that there's virtually no problem we haven't seen or solved.

**2/3/4. Reception, offices and lounge:** A qualified engineer is assigned to each Aston Martin. Owners can visit in person or keep up-to-date on the progress of work by telephone.

**5/6. Paint shop and spray booths:** To create the perfect Aston Martin finish takes around six weeks. All panels are stripped to the bare metal to assess underlying damage. We can create any shade or colour that our customers want.

**7. Trim shop:** We have stocks of leather for repair and retrimming, and pride ourselves on matching colours and finishes. Highly skilled crafts people cut and stitch the leather for a perfect fit.

**8. Valet shops:** All Aston Martins are cleaned as part of our routine servicing. An all-over valet service is also available, which includes using an anti-static gun on the bodywork to keep dust at bay.

**9. Panel shops:** Aston Martin panels are finished by hand to create an ultra-smooth finish. The original panel 'sweeps' are also available to the restoration team to ensure the utmost authenticity when rebuilding a classic Aston Martin.

**10. Restoration area:** Aston Martin Works Service restorations are legendary, and have won countless awards.

**11. Accident repair:** This department is equipped with a hydraulic chassis puller, that uses a high-tech computerised laser to measure the exact dimensions of a chassis. The measurements indicate the presence of structural damage, which can then be repaired automatically.

For further information and enquiries, please contact Aston Martin Works Service by calling +44 (0)1908 619264 or by emailing [service2@astonmartin.com](mailto:service2@astonmartin.com)





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