

ASTON MARTIN MAGAZINE



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ASTON MARTIN



WELCOME

Dear Reader,

Welcome to the spring edition of the Aston Martin Magazine.

It may only be March, but 2011 has already been a very busy year for us. It seems that not a single week goes by when I'm not on the other side of the globe, cutting the ribbon on a new dealership in our emerging markets of South America, the Far East and Eastern Europe, or lifting the veil from another beautiful new Aston Martin. Last year was the year of the Rapide and many special editions of our existing sports car range. This year is definitely the year of Cygnet, our innovative luxury city car, which I'm delighted to say continues our reputation for bringing daring concepts to production in a short space of time. The first 'rolling' examples have instantly confounded any remaining critics and have won plenty of new fans with a hugely successful trio of debuts in London, Paris and Milan.

Meanwhile, at the opposite end of the Aston Martin spectrum, the very first One-77 supercar has been delivered to its owner in the South of France, with the other 76 occupying our team of specialists round the clock in our dedicated One-77 facility at Gaydon.

But that is not all. Inside this issue you will read exclusive details of two new Aston Martin sports cars, both of which represent our ongoing commitment to creating sports cars with emotion and beauty as integral to the machine as the engine. The Virage is our cover star. A highly sophisticated and thoroughly evolved development of our DB9 and DBS grand-tourers, the Virage is designed to be a purist, elemental experience – a convincing redefinition of sporting luxury that will bring our cornerstone product to new customers.

The Virage is joined by the new V8 Vantage S, an enhanced and redeveloped V8 Vantage with a renewed focus on driver dynamics. The V8 Vantage S features subtly revised styling that reflects the drama and aggression of the flagship V12 Vantage, as well as an all-new seven-speed Sportshift II transmission.

All of our cars benefit from Aston Martin's deep-rooted passion for design – a reputation upheld by our dedicated, world-class Design Studio here at Gaydon, fronted by Marek Reichman. It was therefore a totally natural fit when it came to our collaboration with *Wallpaper** this January, the London-based fashion, design and lifestyle magazine, treated as a bible for aesthetes the world over. Our sponsorship of the *Wallpaper** Design Awards 2011 was a huge success, attracting hundreds of names from the world of design, architecture, fashion and art to a striking central London venue, signalled by the placement of the two launch-edition Cygnets at the door. You can read more in our news pages.

Collaborations are a vital part of Aston Martin's strategy. Our brand – so highly valued in both the automotive and creative industries – gives us exciting opportunities and important responsibilities to make new partnerships and explore new opportunities, whether it's creating Cygnet's bespoke luggage with Bill Amberg, or developing One-77's 7.3-litre 700bhp engine with Cosworth.

All that remains is to wish you happy reading and enjoyable motoring.



DR ULRICH BEZ
CHIEF EXECUTIVE OFFICER



ASTON MARTIN

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46 SHOE GAZING

Eyes down for a pristine parade of classically elegant footwear, set off beautifully by some of this season's most desirable accessories – and a gorgeous Aviemore Blue Aston Martin DB9.

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It's the most audacious Aston Martin yet – the world's first luxury city car, offering urbanites a stylish solution to the congested streets of the modern metropolis. Jonathan Bell buckles himself into the Cygnet for its debut tour of the fashion capitals of the world.

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Fiona Sims reveals which special ingredients will be inspiring chefs the world over in 2011. From caviar that doesn't harm the fish, to rare truffles and saffron, your kitchen will never be the same.

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Our regular product catalogue at the rear of Aston Martin Magazine gives full details and specifications of Aston Martin's new models, including the ultra-sophisticated Virage and the One-77 supercar, whose first customer deliveries start this year.



ANGELO GALASSO





ASTON MARTIN



COVER: Aston Martin Virage.

ISSUE 14
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MEHER CASTELINO

Interviewing Neeta Lulla from page 20 is Mumbai-based Meher, whose involvement with fashion and beauty goes back to 1964 when she won the Miss India crown. She has appeared in over 2,000 live fashion shows, many of which were conceived and directed by her. She is the author of ‘Manstyle’ (1987) and ‘Fashion Kaleidoscope’ (1994) the first ever books to trace the evolution of men’s and women’s fashion in India respectively.

NEIL J RIDLEY

Over the past three years, Neil has been a regular contributor to the international spirits publication ‘Whisky’ magazine as well as editing the irreverent whisky blog www.caskstrength.net, which has received several industry awards. He regularly sits on tasting panels for ‘Imbibe’ magazine, ‘The Spirits Business’ and the 2010 World Whisky Awards. You can read his mouthwatering report from the wineries of Oporto from page 65.

FIONA SIMS

Rounding up the world’s best chefs’ favourite luxury ingredients from page 70 is Fiona, a food, drink and travel writer with nearly 20 years’ experience. She has written for many of the UK’s top magazines and newspapers, including ‘The Times’, ‘The Guardian’, ‘Decanter’ and ‘Square Meal’, and has interviewed many of the world’s top chefs, including Gordon Ramsay, Heston Blumenthal and Ferran Adrià.

RENÉ STAUD

The man behind this issue’s stunning Virage and V8 Vantage S images, René Staud’s big breakthrough in automobile photography came when he developed the Magic Flash®, a groundbreaking surface illuminating technology. After more than 25 years in car photography, an exacting perfectionism and love for his craft have kept René and his 20-strong team at his Leonberg studios in Germany in great demand from many of the world’s most prestigious car manufacturers.

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ASTON MARTIN LIFE



TRUE POWER SHOULD BE SHARED

Aston Martin has launched a series of innovative new online films designed to showcase the marque's four-door Rapide. Shot in Lisbon, Portugal, the films follow a group of agents as they attempt to deliver a precious object – time itself – to a mysterious figure. The ethos of the film is based on one of life's quandaries: the more success you have, the less time you have to share it with the people who matter. Film Director Donnie Masters, from Serious Pictures, said: 'We wanted to deliver a subtle but clever piece of branded entertainment.

Something that mirrors the thrill of the drive. Intelligent, dramatic, yet very exciting. It's an action-packed Aston Martin story in three parts, designed to entertain our audience. We're not hard selling, we're showcasing. After all, it is the thinking man's (and woman's) performance car.'

The full version of *True Power* can now be viewed at www.astonmartin.com/rapide

LITTLE CYGNET GOES BIG TIME

The biggest news for Aston Martin this year concerns its smallest car ever. This January, Aston Martin announced the official arrival of the Cygnet – arguably the world's first luxurious city car, boasting ultra-compact packaging and low-emission engine technology, paired with the craftsmanship and meticulous attention to detail you'd expect from Aston Martin. All in all, a clever, tailor-fit solution to the contemporary metropolis, on sale now throughout Aston Martin's European dealership network. In true Aston Martin style, this sporty little four-seater was unveiled to the world's motoring and lifestyle press and select VIPs at three glamorous launch parties throughout Europe – appropriately enough in the three fashion capitals of the world, London, Paris and Milan. You can read Jonathan Bell's account of Cygnet's three-pronged catwalk debut from page 54.



ASTON MARTIN LIFE

ONE-77 HEAVEN

On 7 December Aston Martin's ultimate production car, the One-77 embarked on its first ever tour of Asia, taking in Japan, Singapore, Hong Kong (see overleaf) and Taipei, with China up next. The tour began in earnest at the Cirque Du Soleil Theatre in Tokyo, Japan with a spectacular event for 200 VIP guests, hosted by Aston Martin's Director of Design, Marek Reichman (pictured). The One-77, a sports car of unparalleled beauty with subtle aggression and performance to eclipse any previous Aston Martin road car is being built at the marque's headquarters in Gaydon, with customer deliveries already underway.



READERS' CHOICE

Making a successful start to 2011, Aston Martin has defended its crown as most popular foreign sports-car brand in 2011, as voted for by readers of German car magazine *Auto Motor und Sport*. The Rapide took first place in the category 'Luxury Class Imported', winning 33.2 per cent of the readers' votes (Aston Martin CEO Dr Ulrich Bez pictured here receiving the award). In the category 'Sports Cars Imported' the V8 Vantage won with 13.4 per cent, followed by the DBS in third place with 11.7 per cent of the vote. Some 92,000 readers participated in the vote, choosing their favourite cars from a selection of 315 vehicle models in 10 categories.



WINDOW SHOPPING

Aston Martin's new luxury city car, the Cygnet, caused quite a commotion amongst Christmas shoppers on London's bustling Knightsbridge, when a bright-red example of the small four-seater marked its production debut by occupying a prominent position in the window display of Harrods department store. Given the Cygnet's inherent suitability for the narrow thoroughfares of the modern metropolis – perfect for shoppers, city workers and socialites alike – this was undoubtedly the first of many Cygnets to grace the streets of Westminster.

STAR OF QATAR

Aston Martin put on an impressive display at the Qatar Motor Show from 26 to 29 January 2011, unveiling examples of the One-77 supercar, the Cygnet city car and four-door Rapide sports car to the gathered crowds. Held at the Doha Exhibitions Centre under the patronage of His Excellency Sheikh Hamad Bin Jasssem Bin Jabor Al Thani, Prime Minister and Minister of Foreign Affairs, Qatar Motor Show 2011 was the first of its kind event in Qatar and proved itself to be one of the most prestigious motor shows in the Middle Eastern region. Running the gamut from concept cars to super cars, family cars to commercial vehicles plus SUVs and trucks, the show also featured the inaugural Middle East Automotive Summit which invited principals from the industry to discuss the future of the automotive industry.



WELCOME TO KIEV

Aston Martin has officially opened the doors to its first dealership in Ukraine, 237 elegant square metres of premises, run by AWT Britannia. Jeffrey L Scott, Managing Director of Aston Martin Lagonda of Europe, said at the opening event: 'Ukraine, and Kiev in particular, is a new location for us where there is a special consumer spirit in a steadily growing market... Maintaining high customer standards in order to meet retail goals remains a key element in our European expansion plans.'

ASTON MARTIN LIFE

FEMININE CHARMS

On 7 December 2010 at the Beverly Hills Hotel, the most powerful women in Hollywood were honoured at the 19th Annual Women in Entertainment breakfast. As one of the presenting sponsors, the Aston Martin line-up was admired by 650 guests including the most important executives in the entertainment industry and notable celebrities such as Dame Helen Mirren (pictured) who arrived at the event in Aston Martin's four-door, four-seater Rapide sports car, to receive the Sherry Lansing Leadership Award presented by the 2010 recipient, Halle Berry.



BIG BANG

Friends and clients of Aston Martin and long-term partner Bang & Olufsen were treated to a very special evening at the B&O dealership in Hamburg on 2 November 2010. In between delicious canapés, party guests experienced first-hand the Danish brand's range of cutting-edge audiovisual systems – including the 1000W Beosound system specially developed for Aston Martin's four-door Rapide, a gleaming example of which was turning heads on the street outside.



OPEN FOR BUSINESS

On 29 October 2010, no. 2 Odeonsplatz, Munich, Germany became home to Aston Martin's largest retail store worldwide. Envisioned as the essential Aston Martin boutique, following the success of Aston Martin's breakthrough retail premises at the Nürburgring, the new store in the heart of the Bavarian capital offers Aston Martin merchandise, clothing collections, accessories and luggage items, as well as the new Aston Martin Jewellery Collection designed by Australian jeweller John Calleija. (Pictured: Aston Martin CEO Dr Ulrich Bez (right) with film producer Martin Krug.)



SWANKY RIDE

Snowy weather did not put a damper on the star-studded parties held to celebrate the Super Bowl XLV spectacle taking place at the Cowboys Stadium in Arlington, Texas, in February, where a 'who's who' of Dallas and Hollywood celebrities braved the chilly temperatures and partied at a variety of hotspots across town. Naturally, Aston Martin were along for the ride too. Two-time Academy Award actress Hilary Swank and boyfriend John Campisi cruised around in style in an Aston Martin Rapide for the entire weekend (pictured here with Kurt & Susan Fegraeus of Aston Martin Dallas).



WALLPAPER* DESIGN AWARDS

Aston Martin were proud sponsors of the Wallpaper* Design Awards 2011, the ultimate pick of global design, architecture and style as selected by this year's elite panel of international judges, which included designer Mario Bellini, hip hop mogul Pharrell Williams and composer Michael Nyman. Winners at January's glitzy event (pictured, with Cygnets in attendance) included Rio de Janeiro (Best City) and Apple's iPad (Life-Enhancer of the Year). See page 34 for the 'Starchitects'.



INROADS IN ISTANBUL

A press conference for Aston Martin was held at the Four Seasons Hotel Istanbul in tandem with the Istanbul Auto Show 2010 in late October, where both the Rapide and new DB9 models were unveiled, along with a timeline displaying the growth of the Aston Martin models over the years, allowing guests to peruse the brand's history and development at their leisure whilst sampling the delicious canapés on offer.



RIDING ON ICE

The 7th Berenberg Snow-Polo international tournament took place at the Swiss Alpine resort of Klosters on 20–23 January. The five teams, including Aston Martin on their debut appearance, featured a number of key international players all outfitted stylishly by main sponsor Hackett. Some 7,000 spectators watched over the weekend, enjoying the festival-type atmosphere, stylish boutiques, cafes and bars as well as live music and a laser show each evening. In ideal conditions, Team Aston Martin, led by Captain and Tournament Director Daniel Waechter alongside Marcel Gester and Argentinian Oscar Mancini, beat team Berenberg 12–10. Throughout the event, as if the sight of polo on ice wasn't spectacular enough, customers enjoyed test drives of the DBS, Rapide, Cygnet and V8 Vantage, thanks to Aston Martin St Gallen – one of the company's five dealerships in Switzerland.

ASTON MARTIN LIFE



HONG KONG SKYLINE

Aston Martin held a stylish, sophisticated party at the Marco Polo Hotel in Hong Kong just before Christmas, with one particularly special guest in attendance. Champagne and canapés were enjoyed by as many as 300 Aston Martin owners, VIPs and members of the press, all of whom were there to witness the Far Eastern unveiling of the Aston Martin One-77 – the marque's carbon-fibre-monocoque, 220mph-plus supercar. With the first examples of this remarkable car starting to roll out of the dedicated facility at Aston Martin's headquarters in Gaydon, UK, it won't be long before all 77 editions are snapped up.

ROLLING OUT

The famous JUVE Awards, a high-profile gala event designed to honour Germany's best lawyers, took place in Frankfurt on 2 November 2010, in partnership with Aston Martin. Held at Frankfurt's beautiful downtown Alte Oper concert hall, nestled between the area's gleaming skyscrapers, some of the country's most powerful legal representatives were greeted by another powerful line-up of the automotive kind: three Rapides, a DBS and Aston Martin's new, race-inspired V8 Vantage N420.



ASTON MARTIN DRIVING EXPERIENCES



PUT IT ON ICE

Aston Martin's 'On Ice' driving experiences have become a firm fixture on St Moritz's 'must-do' list of luxury pursuits. Attracting customers from across the globe to this Alpine winter wonderland in February, the third annual edition witnessed six days of spectacular supercar ice driving. Lodged at the five-star Kempinski Grand Hotel des Bains, 150 customers from 22 countries challenged themselves on the glassy Swiss ice field of Samedan with a choice of 15 Aston Martins from the current model range. Drifting spins, oversteer, understeer, circuit braking, swerving manoeuvres and handbrake J-turns – it was an exhilarating few days!

ON TRACK AT SUZUKA

Aston Martin's latest 'On Track' performance-driving day was held at Japan's famous Formula One Suzuka Circuit on the 3 November 2010, where 17 enthusiasts and 18 partners enjoyed a pre-track-day dinner at the Flower Garden Hotel, taking advice from Japanese racing drivers and instructors, before a full track day of thoroughly enjoyable, high-octane excitement.



ALPINE ADVENTURES

The weekend of 24–25 September saw a splendid two-day ride-and-drive event take place throughout Ticino – the southernmost canton of Switzerland, blessed with widescreen Alpine scenery and charming, classical architecture redolent of neighbouring Italy. Fifty guests test-drove a selection of the latest Aston Martin models against a stunning backdrop of mountains and lakes, visiting Lugano and its surrounding villages via exhilarating switchback roads.

24 HEURES DU MANS

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Pebble Beach to Los Angeles, USA:

21–25 August 2011. Costs TBC

Highlands and Islands of Scotland, UK:

5–10 September 2011

£5,200 per couple, including VAT

Melbourne to Adelaide, Australia: November

Dates and costs TBC

To enquire, call +44 (0)1926 644944

ON TRACK 2011

Brands Hatch GP circuit, UK: 7 July 2011

Spa-Francorchamps, Belgium: 28 September 2011

Dates and circuits yet to be confirmed for 2011 are:

Nürburgring & Nordschleife, Germany

Monza, Italy

Monticello Motor Club, NY, USA

Laguna Seca Raceway, CA, USA

Phillip Island, Melbourne, Australia

Hampton Down, Auckland, New Zealand

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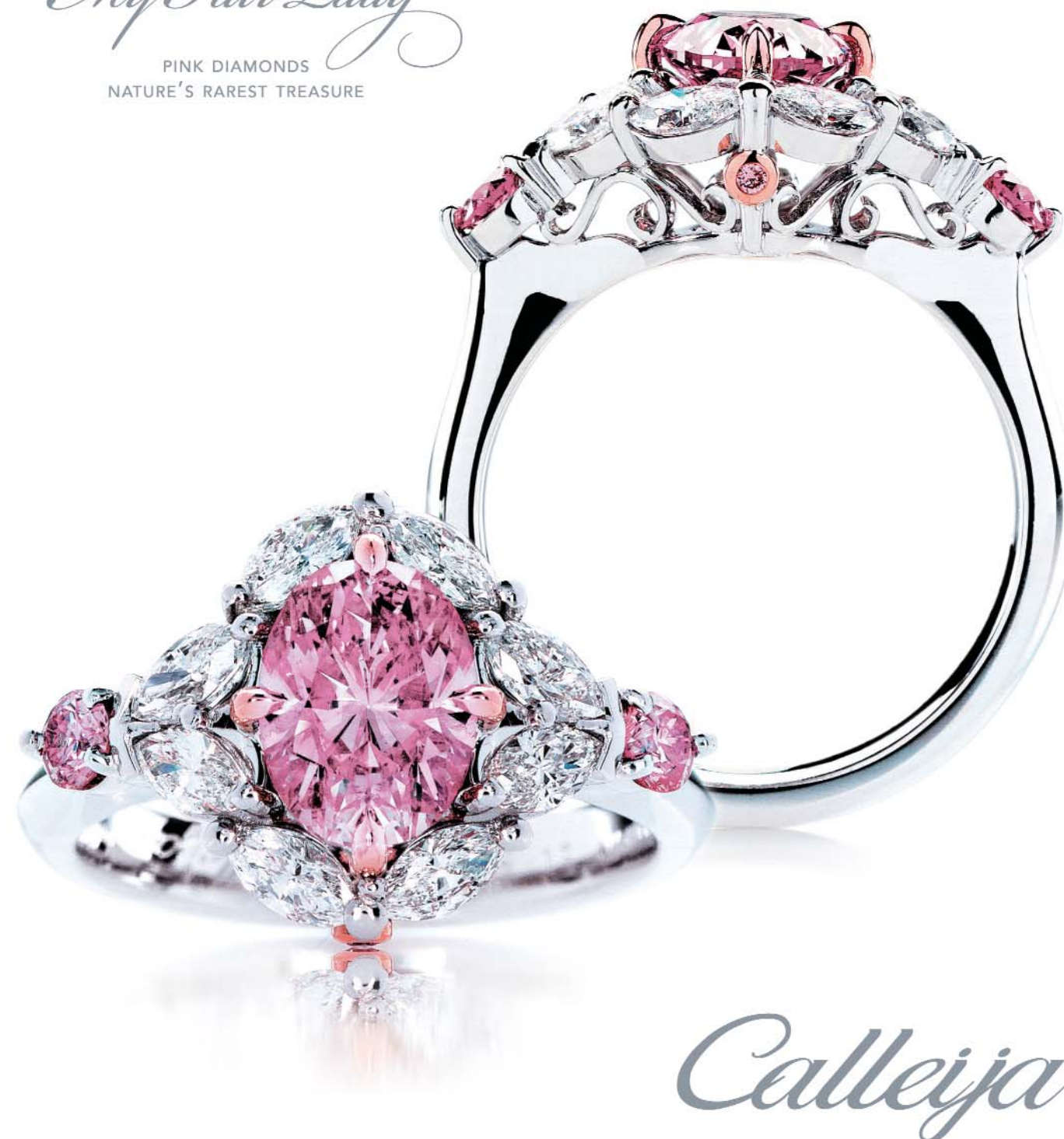
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ASTON MARTIN LIFE

SHOW STOPPERS

December's Kuwait Motor Show was the perfect opportunity for local Aston Martin enthusiasts, owners and potential new clients to admire an impressive line-up of cars, including the DBS Carbon Black and DBS UB-2010 limited editions, DB9 Volante, Rapide, the new Cygnet city car (pictured) and even a beautifully restored gold heritage V8. Aston Martin Middle East and North Africa's presence at the 2010 Kuwait Motor Show, through its local long-term partner Premier International Motors Group, helped to accelerate the Aston Martin profile in Kuwait to new heights during the week-long event.



CONCOURS IN KUWAIT

The prestigious Kuwait Concours d'Elegance 2011, the ultimate event of its kind for car enthusiasts in the Middle East, took place from 2 to 6 February on the Marina World complex in Kuwait City. Clear blue skies and warm temperatures greeted the guests at the second annual event, as well as an impressive display of modern and heritage Aston Martins (1950s DB2/4 pictured above). Organised by the Kuwait Historical, Vintage and Classic Cars Museum, the Kuwait Concours d'Elegance has quickly established itself as a premier event in the motoring industry, and worldwide. Dr Ulrich Bez, Chief Executive Officer of Aston Martin, was present at the event and had the honour of being selected as one of the judges.



THE CAR WITH THE MIDAS TOUCH

Renowned as one of the most significant cultural icons of the 20th century, the only remaining James Bond DB5 that featured in both Goldfinger (1964) and Thunderball (1965) as driven by Sean Connery was sold by RM Auctions in October 2010 for just under £3 million. Held in private ownership for some 40 years, 'the most famous car in the world' was retrofitted with the famous gadgets including passenger ejector seat and front wing-mounted machine guns. At the annual Automobiles of London event at the Battersea Evolution in London, the DB5 with the revolving registration plate 'FMP 7B' – every man's (and schoolboy's) dream car – was sold for £2,912,000 (\$4,608,500) to an American bidder who plans to display it at his private collection in Ohio.



WINDING ROADS

Barbagallo Aston Martin, based in Western Australia, hosted a highly successful ride-and-drive event on the 4 November 2010, attended by 22 customers driving their own Aston Martin vehicles. The event introduced Aston Martin enthusiasts to their new cars, which included the thrilling Rapide, N420 & V12 Vantage. The 275km drive went from Barbagallo Aston Martin in Osborne Park to Millbrook Estate Winery in Jarrahdale and back, with fine weather and scenic roads both providing a stunning day of driving. Guests were invited to sample the Millbrook wines on the Millbrook Winery tour, followed by a seated three-course lunch. As a special bonus, all guests were treated to an exciting scenic helicopter ride over the picturesque vineyard valleys.

RICHARD MILLE

A RACING MACHINE ON THE WRIST



RM 022 "AERODYNE" DUAL TIME ZONE

- Baseplate of honeycombed orthorhombic titanium aluminide / carbon nanofiber
- Power reserver: circa 70 hours
- Torque indicatorDual time zone indicator
- Power reserve indicator
- Function selector
- Variable inertia, free sprung balance
- Fast rotating barrel (6 hours per revolution instead of 7.5 hours)
- Winding barrel teeth and third-wheel pinion with central involute profile
- Barrel pawl with progressive recoil
- Modular time setting mechanism fitted against the case back
- Free sprung balance with overcoil
- Wheel based time setting system (back of the movement)
- Closure of the barrel cover by excentric screws
- Ceramic endstone for the tourbillon cage
- Central bridge in rigidified ARCAP
- Spline screws in grade 5 titanium for the bridges and case

ASTON MARTIN LIFE



WINNING STYLE

Graphite, cobalt blue and scarlet red form the dynamic colour palette of this year's Aston Martin Racing (AMR) clothing collection from Hackett, reflecting the colour scheme of AMR's new LMP1 racing car, which is set to dominate the Le Mans Series this summer. An eclectic mix of designs born out of Hackett's long-term partnership with AMR have been created by the English gentleman's outfitters this year, which fuse seamlessly with the new Spring/Summer 2011 collection. Moto jackets, rugby shirts, jumpers, polos... everything you need for cutting a dash down in the pitlane.

Having sponsored Aston Martin Racing since 2005 when the DBR9 made its debut in the GT1 class, Hackett has made history by being the team's longest continual partner. Such a fitting partnership between two iconic British brands was bound to yield a range of sporty garments that seamlessly fused tradition,

modernity and not a little touch of class. And by designing a special range of teamwear, which includes smart clothing for travel and formal events as well as practical but stylish uniforms for team personnel while testing and at races, the collection is both polished and seamless in quality, bearing, importantly, a clear link to Aston Martin's heritage and racing credentials.

As Managing Director, Vicente Castellano reveals: 'It seemed a natural step for Hackett to kit out the new Aston Martin team in true Hackett fashion all those years ago, when they returned to racing. I hear they are well liked by all those who wear them and, in my opinion at least, they remain the best-dressed team in sports-car racing!'

www.hackett.com



[1]



[2]



[3]

1 AMR cotton polo in white (£80), Pima cotton v-neck pullover in grey (£90), cotton flat-front trousers in blue (£120), canvas holdall in red, white and blue (£100), sunglasses by Hackett Bespoke.

2 Wool toggle cardigan in navy (£225), cotton long-sleeved stripe polo in blue and white (£90), cotton flat-front trousers in sky (£125), canvas duffle bag in blue and white (£270), sunglasses by Hackett Bespoke, shoes by Crockett & Jones.

3 AMR nylon jacket in navy (£350), cotton classic polo in white (£65), cotton flat-front trousers in grey (£150), AMR helmet in white (£200), sunglasses by Hackett Bespoke, shoes by Crockett & Jones.

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INDIA'S QUEEN of couture

Meher Castelino steals a rare interview with the prolific Bollywood costume designer-turned-global fashion entrepreneur Neeta Lulla, whose visionary use of colour and exquisite craftsmanship has come to define modern Indian cinema and influence catwalk collections far from her home in Mumbai



It's very difficult to pin Neeta Lulla down for an interview, since she seems to race through a 48-hour day creating collections much as a magician springs surprises from his hat. Bollywood's most prolific designer – often called the 'Czarina of Indian Fashion' – celebrated 25 years of fame and glory in 2010. As we sit in her modest studio in the heart of South Mumbai, Neeta is a picture of tranquility with a million deadlines hanging over her head.

'I never lose my cool since it doesn't help my creativity or my work,' she states in her soft, relaxed tone, an occasional faraway glance implying that, mentally at the very least, she is constantly visualising and honing the look for her latest film. How does she manage to remain so composed in a business where everything has to be ready 'yesterday' and the strongest have crumbled under the strain? 'Being organised helps and planning my work has been my nature from childhood.'

Fashion became a fascination during Neeta's early years at school, her teachers often finding her sketching pretty dresses and costumes. After graduating from the Premila Vithaldas Polytechnic, SNDT University, Mumbai in 1985, Neeta focused her talents in 1987 working alongside a veritable doyen of fashion, leading fashion choreographer Jeannie Naoraji. Neeta Lulla started as an assistant to Naoraji, launching her career in couture via the stage, rather than the catwalk.

An unexpected opportunity then came along in 1988 to dress the glamorous film star Kimi Katkar for the film *Tamacha* (Slap), which was being made by a relative. This was the Bollywood break that Neeta had been waiting for. Neeta's real Bollywood odyssey, however, started with a request from top photographer Rakesh Shrestha in 1989 to dress Sridevi – prima donna of the Indian silver screen during the 1980s and 1990s – for the film magazine *Movie*. 'I created a crushed gold outfit that Sridevi adored,' she recalls with pride.



PREVIOUS PAGE: Neeta Lulla Diffusion Campaign. ABOVE: Neeta Lulla at the Lakmé Fashion Week Winter Festive 2010. OPPOSITE PAGE: (Top left and bottom right) Aishwarya Rai in *Devdas*, 2002; (Top right) Hrithik Roshan in *Jodhaa Akbar*, 2008.

So enamoured was Sridevi with Neeta’s work that just a week later, she insisted that the designer create her entire wardrobe for the movie *Pathar Ke Insaan* (People of Stone). Soon Neeta was the official designer for Sridevi’s *Gurudev* (Teacher), *Chandni* (Name of Girl), *Roop Ki Rani Choron Ka Raja* (Queen of Beauty King of Thieves), *Lamhe* (Moments) and *Apsara* (Angel). The last was a Telugu film dubbed in Hindi where the costumes had the traditional historical Amrapali look requiring great research. The Lulla–Sridevi team was inseparable for years, right up until the superstar retired. Many times in a single month, Sridevi appeared on the covers of India’s three biggest film magazines – *G*, *Movie* and *Filmfare* – always wearing creations by Neeta Lulla.

Arguably it was in 1992 when Neeta, whose delicate features could have made her a star herself, proved her talent beyond any remaining doubt when she won the National Award for the film *Lamhe* (Moments). It was a collection of rustic Rajasthani outfits and modern attire, since the film spanned several years, moving from India to England.

As she sketches costumes in her studio or meets clients in her elegantly appointed gold, aquamarine and ivory two-storey boutique in the suburb of Mumbai, there are brief moments of respite from the hustle and bustle of filmmaking. ‘Dressing up top stars like Sridevi is not easy because she is busy and at times several dresses have to be made within hours,’ she admits. There have been times when Neeta has pulled non-stop 72-hour marathons to deliver urgent costumes for various movies.

Neeta Lulla’s versatility is apparent when she articulates unconventional media such as chains, shells, pearls, metal foil, paper and even metal bearings and crow’s feathers, turning them into glittering embellishments or parts of costumes for the divas of the silver screen.

One of her most challenging assignments for Sridevi was during the 1993 film *Roop Ki Rani Choron Ka Raja* (Queen of Beauty King of Thieves). The finale dance skirt was covered with millions of beads, which gradually fell off with every vigorous movement. Sure enough, every night, the missing beads had to be restitched for the next day’s shoot. ‘We did this for 15 nights,’ remembers Neeta.

Neeta has dressed nearly 90 stars and created costumes for over 375 movies in her two and a half decades in the business. She has even extended her design expertise to Hollywood projects like *Bride and Prejudice* (2004) and *One Night with the King* (2006), which starred Peter O’Toole.



Every creation from Neeta Lulla’s studio is designed with great care and minute attention. Her fabric story revolves around the richest of brocade, lace, georgette, chiffon, velvet, net and silk while her colour palette moves according to the mood of the collections

Her designing skills are not limited to the unconventional looks, but Neeta’s ensembles have a lot of research thrown in. The third remake of the Sharat Chandra Chattopadhyay novel *Devdas* (Name of Man) in 2002 by ace filmmaker Sanjay Leela Bhansali demanded a magnificent collection of costumes as worn in the state of Bengal in the early 20th century – all created for one enduring beauty of Bollywood and one-time Miss World 1994, Aishwariya Rai Bachchan. The typical puffed-sleeved blouses and elegant Bengali saris in ivory with lavish borders created for her by Neeta became a trend for the modern Indian women and won Neeta her second National Award.

When it is a costume drama, Neeta works in close collaboration with the director, getting under the skin of the movie’s theme and era before embarking on extensive research into the historic background and styles. ‘I like to understand the character and how the costumes will relate to the movie. Designing for a movie is different from creating a fashion week collection: the former is for a character while the latter is for a real person.’ When designing the personal wardrobes of the stars, Neeta keeps in mind their personalities and preferences. ‘Sridevi likes sexy dresses but not too revealing. Aishwariya has international tastes as she travels and attends events like the Cannes Film Festival.’





LEFT: Neeta Lulla Bridal Campaign 2011. RIGHT: Neeta Lulla Diffusion Campaign 2010.

‘I like to understand the character and how the costumes will relate to the movie. Designing for a movie is different from creating a fashion week collection: the former is for a character while the latter is for a real person’

If Neeta Lulla’s creations on the silver screen are eagerly awaited by the audience, then her fashion shows are equally glamorous, with top stars billed as regular showstoppers. Known for her trousseaux as well as her pre-stitched saris, gowns and ethnic wear like salwar kameezes (flowing trousers and tunic) and lehenga/choli sets, Neeta designs each creation with great care and minute attention. Working with zardozi, resham (silk thread), mirrors, sequins and Swarovski crystal embroidery, she gives each piece a unique look. Her fabric story revolves around the richest of brocade, lace, georgette, chiffon, velvet, net and silk while her colour palette moves according to the mood of the collections.

Neeta Lulla’s shows in the USA, Canada, Monte Carlo, London, Dubai and beyond have all played a pivotal part in spreading the popularity of Indian fashion. In Monte Carlo, she showcased her collection along side the likes of Ungaro, Escada and Georges Chakra. Neeta also represented India at the Rome Fashion Week, Italy. The Neeta Lulla flagship store was launched in Mumbai in 2005 to cater to her growing clientele and creative needs. Diffusion, luxury prêt-à-porter, trousseau consultancy and bridalwear are all catered for here, helping to earn her the title of ‘Woman Entrepreneur of the Year’ last year.

Being closely connected with most film stars, Neeta is the first choice for their bridalwear. For the ‘wedding of the year’ in 2007 – the Aishwariya Rai and Abhishek Bachchan nuptials – Neeta created a gorgeous gold sari for D-Day and a red zari Ghagra (skirt) choli ensemble for the ceremony. Needless to say the creations were quickly in demand with brides who wanted to look just like their favourite star.

Moving so successfully with the times, trends and tastes of the modern Indian woman has given Neeta Lulla – the queen of Bollywood creations – that amazing staying power in a business which flits around in search of new talent continuously. In her own words: ‘Every time I work on a project, it is the most challenging one till another one comes along.’

Further information
www.neetalulla.com

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R E N D E Z V O U S

The Virage name is back. And it couldn't be associated with a more beautiful sports car – perhaps the most beautiful, most sophisticated Aston Martin ever created.

Patrick C Paternie takes to the widescreen mountain roads of southern Spain for a joyride with more than one twist in the tale





The sun was fading quickly, but there was still plenty of time to make it to the top before dark. Especially since this evening he had a new partner, a new Aston Martin Virage with 490 horsepower beneath the bonnet and a pair of bi-xenon headlights to lead the way.

‘I’ve come this way before, many times, whenever I need an escape, but this time it feels like I’m rushing toward something not away from it. Today feels different. The road seems to have come alive, urging me upward, to the top.’

He gently nudged the throttle pedal to hear the 6.0-litre V12’s muted growl go up the scale a few notes, his lips almost at the same command stretching slightly into a momentary grin. One that disappeared almost as quickly as it appeared. ‘There’s that flicker in the rear view again. Who’d be following at this hour and how could they keep this pace? Must be the low sunlight bouncing off a glass rooftop back in the valley.’

Instinctively, he tugged at one of the leather-clad magnesium shift paddles to change the six-speed Touchtronic 2 transmission down a gear as he quickened his pace. The automatic transmission had been doing a smooth and seamless job of choosing gears on its own, but now he felt the need to move as quickly as he could toward the top.

‘Halfway to the top and someone’s definitely on my tale. Time to see how much of its storied sporting ancestry this new Virage has under its elegant curves, so I can be ready and waiting on the summit if I do have a pursuer.’

He remembered what he had read about the original Virage. Aston Martin first used the model designation ‘Virage’ – which, appropriately, means a curve or change of direction in French – in 1988, when it introduced what was the firm’s first all-new car in nearly 20 years at the Birmingham Motorshow. Heralded by a fanfare from the trumpeters of the Queen’s Royal Horse Guards, the Virage showcased new, world-class technology, engineering and manufacturing methods for Aston Martin.

The shape in his mirror could now be easily identified by clues such as the menacing sweep of LEDs surrounding the headlamps; the five aerofoil-like vanes of the grille; the Virage’s new, distinctively flared bodywork, skirting the nose and flanks with sleek definition

The latest Virage finds itself neatly positioned between the stripped-back sportiness of the DBS and the elegantly dynamic DB9 and continues the evolution of Aston Martin’s rigid but lightweight bonded-aluminium Vertical Horizontal ‘VH’ platform. Delivering an intoxicating blend of imperious pace and cossetting sensory indulgence, every journey is an experience to savour. With the Virage, more than the DB9 or DBS, it’s a purer, more elemental experience. A perfect balance of opposites, Virage is a coherent redefinition of sporting luxury, in either hard-top Coupe or convertible Volante format.

It was, in fact, a Virage Volante that had been glistening in his mirror, as it worked its way through the sun’s setting rays and the rising, serpentine tarmac. The woman behind the wheel was putting to full use the speed-sensitive rack-and-pinion steering and the new Adaptive Damping System, which features five individual computer-controlled stiffness settings per damper to literally ‘read the road’. And from her beaming smile and windswept hair, she was evidently enthralled at the way her car’s perfect 50/50 weight distribution allowed her to smoothly dance through the turns. Closer and closer to the tail of the Coupe.



Delivering an intoxicating blend of imperious pace and cossetting sensory indulgence, the new Virage finds itself neatly positioned between the stripped-back sportiness of the DBS and the elegantly dynamic DB9, continuing the evolution of Aston Martin’s Vertical Horizontal ‘VH’ platform architecture



With a curl of his right toe, he unleashed another tide of torque from the 12 cylinders in front, and exited another switchback with an effortless surge. Top down, warmed by the last of the day’s sun, she couldn’t hold back a giggle or two as the red LED lamps of the Virage Coupe ahead grew slightly, but consistently closer. ‘I should have known he’d drive an Aston Martin, but a Virage as well? This will be interesting...’

Up ahead, similar thoughts were dawning. The idea of being chased had dug in and, reflexively, so had his right foot, the top of the hill rushing closer along with the ever tightening knot of turns leading to it. Dynamic Stability Control, meaty 20-inch Pirelli performance tyres and the lightweight but fade-resistant Carbon Ceramic Matrix disc brakes were getting their exercise along with the manual shift paddles. But he still managed to steal a glance or two in the rearview to gauge the progress of his pursuer.

Progress that was, truth be told, impressive. The shape in his mirror could now be easily identified by clues such as the menacing sweep of LEDs surrounding the headlamps; the five aerofoil-like vanes of the grille; the Virage’s new, distinctively flared bodywork skirting the nose and flanks with sleek definition. Taut lines and generous, fluid curves have given the Virage a muscled physique to match its powerful performance potential. Every so often, as his pursuer rounded a corner, that distinctive strake in the front wing was also revealed, lit up by a half-dozen LED lights.

‘Well, I’ll be... Another Virage? The Volante! Impressive how, despite the open cabin, it can still rival the Coupe’s rock-solid handling on a road like this. Similarly built to the DBS Volante, no doubt.’

One final push through a series of S-curves and they would be at the top. ‘If he can do it, I can do it. Besides, with the roof down, the howl of this V12 is intoxicating...’





He arrived first, but not by much, and swung into a lay by, stopping smoothly and quickly on the gravel thanks to the progressive modulation he could apply with the carbon-ceramic brakes. She stopped just ahead and couldn't help flashing a broad smile as she saw the door of the Coupe pop open with Aston Martin's unique swan-wing arc. He unfurled himself from the opulently appointed interior and weighed her up.

'I didn't realise the Aston Martin Owners Club were meeting here tonight,' he quipped. She blushed. And began to approach, stealing an appreciative glance at how the Coupe's roofline flowed into its muscular rear haunches. 'You left your mobile phone on the counter at the coffee shop back in the village. I ran outside but you'd already sped off. I decided it was a nice evening for a drive and followed.'

'Thank you. And well driven! Can I repay you with another coffee? We could swap for the ride back down?' 'Why not?' she replied as they traded glass ECU keys. 'After all, one good twist and turn deserves another...'



HACKETT LONDON



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THE STARCHITECTS

2010 was a dazzling, diverse year for public architecture, meaning the six judges sitting on the panel of Wallpaper* magazine's Design Awards 2011 in association with Aston Martin had a more-than-usually difficult time choosing between the five nominees for Best New Public Building. Here, we showcase the eventual, deserving winner: the SANAA practice's Rolex Learning Center in Lausanne, Switzerland – a fluid landscape of space-age glass and concrete, whose complex curving roof required completely new methods of construction



Overlooking the shores of Lake Geneva, surrounded by the traditionally drab boxes of academia, the Rolex Learning Center forms a dramatic new centrepiece to the campus of École Polytechnique Fédérale de Lausanne (EPFL). Designed by the internationally acclaimed Japanese architectural practice, SANAA, its gentle slopes and terraces, undulating around a series of internal 'patios', provides a seamless network of services, libraries, social spaces, study areas, restaurants, cafes and beautiful outdoor spaces. It is a highly innovative building, with almost invisible supports for its complex curving roof that required completely new methods of construction.

Essentially two thick layers of concrete sandwiching a great expanse of glazing, the 20,000 square metres of rolling, undulating landscape is a 'triumph of structure and form' according to the Wallpaper* Design Awards judges. Punctured by 14 holes, which serve as courtyards and lightwells, engineers Bollinger + Grohmann oversaw the technically audacious forms; the largest single pour lasted 50 hours and involved 4,300 cubic metres of concrete.

SANAA's Kazuyo Sejima and Ryue Nishizawa, who also won the Pritzker Prize in 2010, established their practice in 1995 with the express purpose of pioneering such a form of architecture that marries aesthetic simplicity with technical complexity – qualities inherent to their 21st Century Museum of Contemporary Art Kanazawa in Japan and the Louvre-Lens in France. And as the birthplace of the modern computer mouse, home to the ambitious Blue Brain Project, and many innovative ideas towards sustainable development, EPFL certainly got the building it deserved with the Rolex Learning Center. 'The Rolex Learning Center,' attested Patrick Aebischer, President of EPFL, 'exemplifies our university as a place where traditional boundaries between disciplines are broken down, where mathematicians and engineers meet with neuroscientists and microtechnicians to envision new technologies that improve lives. We invite the public into this space to convey the message that working in science is working for the advancement of society.'

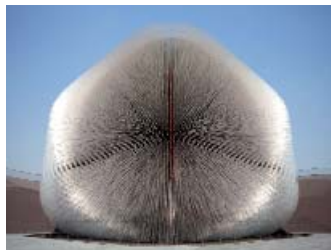
www.sanaa.co.jp
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Essentially two thick layers of concrete sandwiching a great expanse of glazing, the rolling, undulating landscape is punctured by 14 holes, or 'patios', which serve as courtyards and lightwells – a 'triumph of structure and form', according to the Wallpaper* Design Awards judges

The runners up

IT WAS A CLOSE-RUN THING. HERE ARE THE OTHER, SPECTACULAR CONTENDERS FOR WALLPAPER* DESIGN AWARDS' BEST NEW PUBLIC BUILDING:



UK PAVILION, SHANGHAI, EXPO 2010, CHINA
By Heatherwick Studio

Constructed from 60,000 transparent 7.5m-long optical strands, with the tip of each featuring a seed. Named the 'Seed Cathedral', it showcases the work of the Royal Botanic Gardens at Kew while creating a beautiful outdoor public resting space for Expo visitors. The interior is simple and silent, lit impressively by the light flickering through the optical rods.

www.heatherwick.com
www.ukshanghaiaexpo.com



MAS MUSEUM, BELGIUM
By Neutelings Riedijk

Designed to resemble a vast wharfside warehouse, visitors are led up the spirally arranged structure through a series of exhibits on the city's history with opportunities to break out into dramatic viewing galleries. Now closed for the installation of nearly half a million exhibits, it should officially open in May.

www.neutelings-riedijk.com
www.mas.be



MAXXI MUSEUM OF THE XXI CENTURY ARTS, ITALY
By Zaha Hadid

The building that won long-overlooked London architect Zaha Hadid the prestigious RIBA Stirling Prize in October, the MAXXI Museum is a spectacular arrangement of concrete shapes and wide spaces connected via sweeping sci-fi bridges. The quintessence of Hadid's constant attempt to create a landscape drawn with a free, roving line.

www.zaha-hadid.com
www.maxxi.beniculturali.it



1111 LINCOLN ROAD, USA
By Herzog & de Meuron

Designed not just as a place to park cars but as a seriously sculptural concrete statement, Herzog & de Meuron used diagonal columns to support the slabs and played with height to create a looming jagged form that reverses the car park's reputation as a blight on the urban landscape.

www.1111lincolnroad.com

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HOME ON THE RANGE

Nestled in the heart of rugged Montana, with 10 square miles of rolling, widescreen vistas set off by distant snow-capped peaks, The Ranch at Rock Creek delivers a classic ranch experience far from the clamour of the big city – a five-star destination offering the feel of the 'true West' without sacrificing home comforts. Bryan Appleyard dons his chaps and rides into the sunset



Deep down, let’s face it, everybody wants to be a cowboy, at least for a while. It’s the freedom, the adventure. And Montana is the place to do it. This is the fourth largest state in the US in terms of area, but only the forty-fourth in terms of population. People are rare and the skies are big, just like in the Old West

You have probably been to the Middle of Nowhere. Well, believe me, Nowhere is an urban jungle compared to Philipsburg, Montana. In fact, even Philipsburg (pop. 914) is a touch crowded, and stressful compared to the nearby Ranch at Rock Creek, ten square miles of land, just barely inhabited by cattle, horses and cowboys like Buck Demers.

Buck is the man all men should have been and all women should have married. His clear eyes permanently fixed on the horizon line and his manner extravagantly polite, he radiates mental and physical well-being. He is the real thing, a cowboy from his tinkling spurs to his big hat.

‘I don’t worry about money,’ he tells me, ‘as long as I can pay my bills, I don’t care. Just rodeo and ranching is going to be my life.’ Deep down, let’s face it, everybody wants to be a cowboy, at least for a while. The Ranch offers you the chance. It’s the freedom, the adventure. And Montana is the place to do it. This is the fourth largest state in the US in terms of area, but only the forty-fourth in terms of population. People are rare and the skies are big, just like in the Old West.

It hires real cowboys like Buck to teach real city slickers like me how to do the things cowboys do – ride, rope steers, shoot guns, look cool and search, unsuccessfully in my case, for moose, elk and bears. It is what used to be called a ‘dude ranch’. This means there is more than beans to eat and, when the shooting and roping is done for the day, a lot more to do than staring at the camp fire.

This is, essentially, a five-star hotel with pool, spa, amazing food and very cool bathrooms. In spite of which, it is still cowboy authentic. The Ranch is not just ‘themed’, like so many hotels. It actually feels like the real thing, thanks to wooden construction, colourful Western décor and wild, funny, storytelling cowboys behind the bar. For an even more ‘wild’ Wild West experience, guests can opt for luxuriously appointed canvas tents instead. It has a saloon, the Silver Dollar, where you can imagine locking eyes with John Wayne or Clint Eastwood. Except that the Silver Dollar also has a four-lane bowling alley, pool and ping-pong tables and a 14-foot-screen HD cinema. It did get pretty exciting there late at night, but nobody got shot and no chairs were smashed over my head.



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WIN FIVE NIGHTS AT THE RANCH AT ROCK CREEK

Seasons is offering Aston Martin Magazine readers the opportunity to win a spectacular all-inclusive five-night stay for two at the Ranch at Rock Creek, located in the rugged, rolling expanse of Montana, USA.

If you manage to tear yourself away from the lush, five-star amenities, you and your companion will have the once-in-a-lifetime chance to saddle up and ride out for a genuine Old Western experience.

The closing date for entries is 4 April 2011
Terms and condition apply (see overleaf; strictly non-extendable and non-transferable).
Accommodation only. Gratuities and incidentals at guests’ own expense. Subject to availability.

The setting is overpoweringly beautiful. The Ranch sits in a great valley, the high point of which is called ‘The Top of the World’. From there you can see Montana spreading out, majestic and empty. Get out at dawn and, with luck, you will see Buck and his boss, Tammy, riding out fully rigged in chaps, boots and hats to round up the horses. I gasped when I saw this. In the early light, the scene was so pure and, thanks to the movies, so familiar that I could barely breathe with the wonder and beauty of it all.

Learning the cowboy stuff is, frankly, demanding. They gave me a horse called Dwight. He was my first horse and he knew it. He ignored my orders, only agreeing to move in the right direction when Tammy snapped at him. But, after a long, group ride out into the valley, we came to an understanding – he could do what he wanted and I wouldn’t say anything.

Roping was my strong point, though no actual steers were involved, just a couple of bales of straw with plastic horns. Shooting was downright scary. A young man called Theodore Statler (really, that was his name) appeared with a revolver on each hip and a small armoury in the back of his truck. We were driven safely a few miles from human habitation and we blasted away at rows of metal targets with rifles, pistols and shotguns. I was hopeless.

But it is important to say there were other, quieter, more reflective things. There were songs round a camp fire, there was the long and thrilling drive in search of bears and there were genuine attempts to explain what being a cowboy really meant and still means. For all its excitements, the really deep pleasure of The Ranch at Rock Creek is the discovery that it wasn’t just in the movies that free spirits rode out on to the range at dawn.

‘It’s the way of life. And look at this place,’ said Buck, encompassing the entire ranch with a wave of his arm, ‘why would you really want to leave to do something else except ride horses?’

Why indeed?

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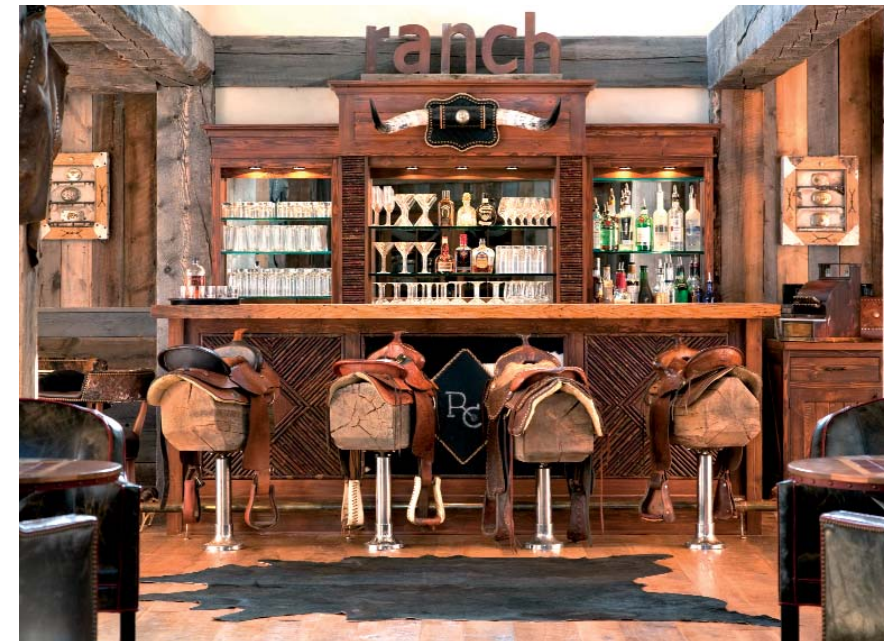
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HARDER, SHARPER, FASTER

Bridging the gap between road car and race car with typical refinement, Aston Martin's new driver-focused V8 Vantage S is heavily influenced by the 2011 Vantage GT4 race car – a fact certainly not lost on seasoned 'N24' racing driver **Richard Meaden** on this, his first, exhilarating experience behind the wheel

It's hard to believe the Aston Martin Vantage has been with us for almost six years. As handsome now as the day it was launched, a continual programme of evolutionary changes has seen it establish itself as one of the most successful and best-loved models in the company's long and illustrious history. From the original 4.3-litre V8 of 2005 and subsequent 4.7-litre model of 2008 to the sensational 6.0-litre V12 that was introduced the following year, the excitement that surrounds the Vantage range remains undiminished.

It's testament to the passion that exists within the team of designers, engineers and technicians who create these great cars that the Aston Martin factory has entered road-registered examples of each evolutionary step in the famous Nürburgring 'N24' 24-hour race. I'm proud to say that I've been part of that trophy-winning adventure, having driven all the 'works' Vantages in successive N24 races from 2007 to 2010. This privilege has given me a special affinity with the Vantage – a comradeship forged in the heat of battle, if you like.

So you can imagine my excitement at driving this, the new V8 Vantage S for the first time. With aerodynamic enhancements developed in the Vantage GT4's world-beating race programme the V8 Vantage S exclusively features a raft of hardware changes, including a more powerful 4.7-litre V8 engine, an all-new seven-speed paddle-operated Sportshift II transmission, firmer springs and dampers, wider rear wheels and tyres and larger front brakes complete with six-piston calipers. It's the most focused Vantage yet and a thrilling addition to the range.

As you'd expect it looks every inch the sporting Aston Martin. Carbon fibre detailing, including a more aggressive front spoiler and rear diffuser ensure the V8 Vantage S remains stable and sucked to the road at high speed, as do the sculpted side sills and pronounced 'flip' on the tailgate. A new 19" 'V-Spoke' alloy wheel design distinguishes the 'S' from the rest of the Vantage range, and shows-off the new front brakes perfectly. Inside Aston Martin's craftspeople have created a truly special interior, the new 'shark gill' folded leather door panels being a particular highlight. Sports seats offer ample support for enthusiastic driving on road or track, yet offer the long distance comfort you'd expect from a mile-eating GT car. It all combines to create a tremendous sense of anticipation for the drive to come.





Unsurprisingly for a car with the heart and soul of a race-winning GT car it is a sensational machine in which to enjoy your favourite roads. Taut and lithe, with immediate responses and confidence-inspiring poise, it takes the V8-engined Vantage to another level of pace and precision



No matter how many times you've done it, pressing the ECU into the slot and hearing an Aston Martin fire into life never fails to raise a smile. The V8 Vantage S is only available with the new Sportshift II automated manual transmission, so driving away requires nothing more than a pull on the right-hand paddle and a gentle squeeze of the throttle. Aston Martin has worked closely with transmission supplier Graziano to create a bespoke gearbox tailored precisely to the performance and characteristics of the V8 Vantage S. You can feel the benefits from the moment you begin to drive. Low-speed manoeuvrability is smooth and effortless while the shift itself is slick and precise whether you change gear using the paddles or press 'D' and use the transmission as a conventional automatic.

So the V8 Vantage S is an accomplished urbanite, but what of its appetite for the open road? Unsurprisingly for a car with the heart and soul of a race-winning GT car it is a sensational machine in which to enjoy your favourite roads. Taut and lithe, with immediate responses and confidence-inspiring poise, it takes the V8-engined Vantage to another level of pace and precision.

The revised suspension is firm, but still manages to round the sharp edges from road surface imperfections, and it absolutely devours corners with little more than a flex of your wrists thanks to a quicker steering rack that requires fewer turns lock-to-lock. As you'd expect of the most sporting V8 Vantage ever, the engine has also been tuned to deliver thrilling performance. Now developing 430bhp and 361lb ft of torque (gains of 10bhp and 15ft lb) the 4.7-litre feels stronger than ever, a sensation compounded by the new seven-speed transmission's close ratio gears and a shorter final drive for increased accelerative urgency. As a result it feels quicker and more responsive in any gear and seemingly at any speed.

Engage Sport mode and the excitement is ramped up even further. Like giving the car a shot of adrenaline, all its responses are keener: the throttle is sharper, the transmission shift times even more rapid while the exhaust by-pass valves are fully open for a truly rousing soundtrack. There can be no finer feeling than this. Completing the comprehensive programme of enhancements are the brakes. Upgraded to match the performance and dynamic characteristics of the car the V8 Vantage S has larger (380mm compared to 355mm) yet lighter front brake discs, and powerful six-piston calipers in place of the regular Vantage's four-piston items. Offering better resistance to fade and greater ultimate stopping power they are exceptionally effective. The pedal feels firm beneath your foot with huge reserves of stopping power on tap, yet the brakes are progressive and easily modulated at low speed for the perfect balance of ultimate retardation and refinement.

All too soon my drive comes to an end. It's been a real pleasure to drive a Vantage again, especially one that has been so comprehensively enhanced. It's impossible not to be seduced by the exuberance and increased performance of the Vantage S's V8 engine, but there's so much more to it than that. The improved transmission, brakes and suspension are so well judged and so seamlessly integrated into the familiar V8 Vantage package that no one aspect dominates the driving experience. And though the S is clearly more sporting in character and more potent in outright performance terms it has lost none of the Vantage's refinement or everyday practicality. It's a compelling addition to a truly exceptional range and one any Aston Martin enthusiast will surely find hard to resist.



SHOE GAZING

We cast our eyes floorwards for a pristine parade of highly covetable, classically elegant footwear, set off beautifully by some of this season's most desirable watches and accessories – as well as a gorgeous Aston Martin DB9 in Aviemore Blue. Time to step out in style, ladies...





PREVIOUS PAGE LEFT: Shoes by Alexander McQueen at Matches (matchesfashion.com), watch by Jaeger-LeCoultre (jaeger-lecoultre.com), bag by Ellie Saab (elliesaab.com).

PREVIOUS PAGE RIGHT: Shoes by Paul Smith (paulsmith.co.uk), dress by Roland Mouret at Browns (brownsfashion.com), watch by Piaget (piaget.com), bag by Ellie Saab (elliesaab.com).

THIS PAGE LEFT: Shoes by Shoeicide at Start London (start-london.com), dress by BCBG Max Azria (bcbg.com), bracelet by David M Robinson (davidmrobinson.co.uk), bag by Miu Miu (miumiu.com).

THIS PAGE RIGHT: Shoes by Christian Louboutin (christianlouboutin.com), dress by Preen at Matches (matchesfashion.com), bracelet and ring by Boodles (boodles.com), bag by DKNY (donnakaran.com), DB9 sports car by Aston Martin (astonmartin.com).

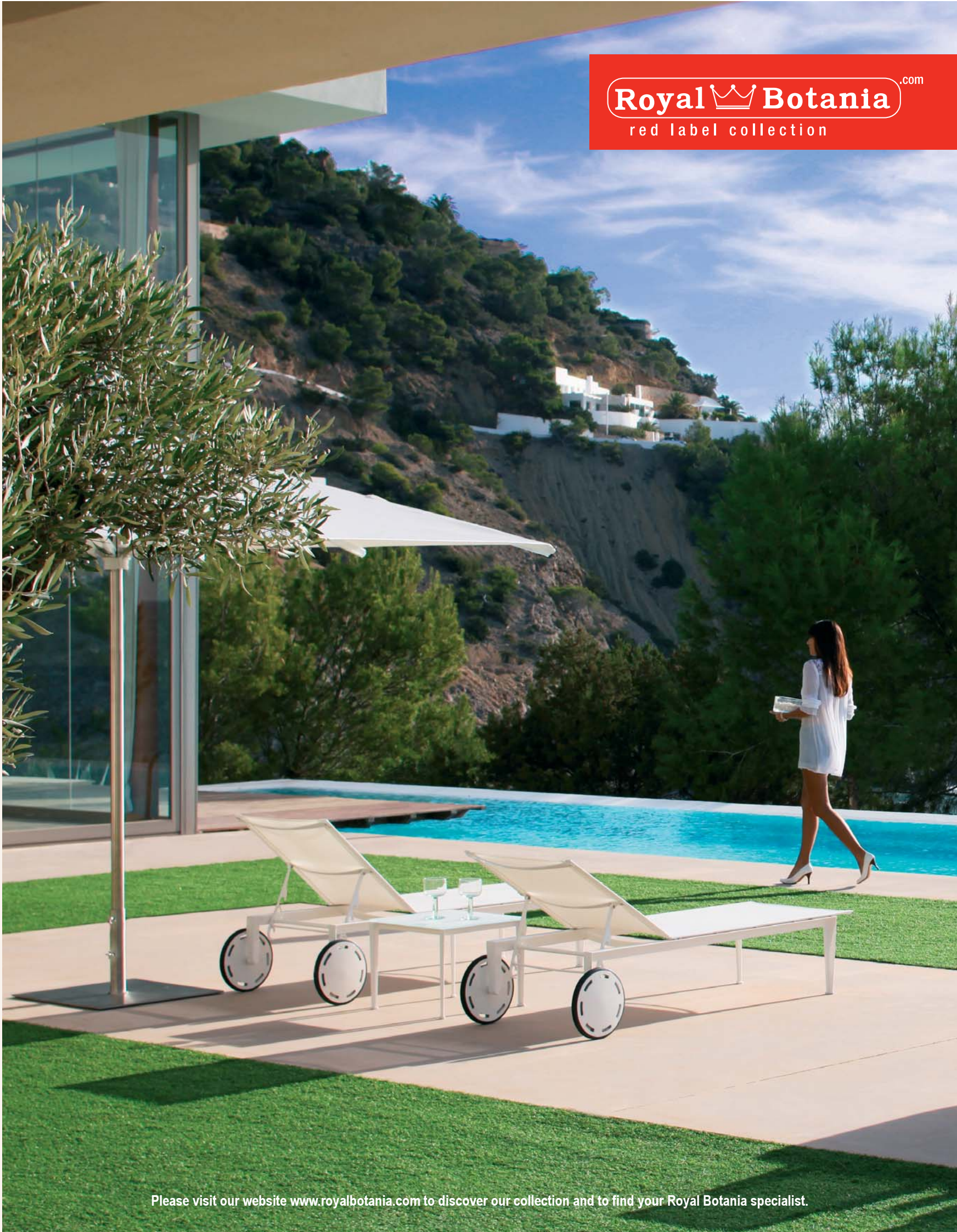


LEFT: Shoes by LK Bennett (lkbennett.com), jumpsuit by Tata-Naka (takanata.com), bag by Miu Miu (miumiu.com), ring and bracelet by Chopard (chopard.com).

RIGHT, FROM TOP TO BOTTOM: Men's shoes by Angelo Galasso (interno8.net), Berluti (berluti.com) and Crockett & Jones (crockettandjones.co.uk).

NEXT PAGE: Shoes by Christian Louboutin (christianlouboutin.com), dress by Lanvin at Browns (brownsfashion.com), ring by Theo Fennell (theofennell.com), bag by Oron Debutant at Start London (start-london.com).





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At London's Cygnet party, waiting staff offered up black-and-white 'Cygnet' edition chocolate truffles and music was provided by DJ Nacho Marco.



BELOW: Aston Martin's CEO Dr Ulrich Bez took delight in welcoming everyone to explore the little car first-hand.

a tale of three cities

It's the most audacious Aston Martin yet – the world's first luxury city car, offering busy urbanites a versatile, fun and stylish solution to the evermore congested streets of the modern city. **Jonathan Bell** buckles himself into the Cygnet for its debut tour of the fashion capitals of the world: London, Paris and Milan



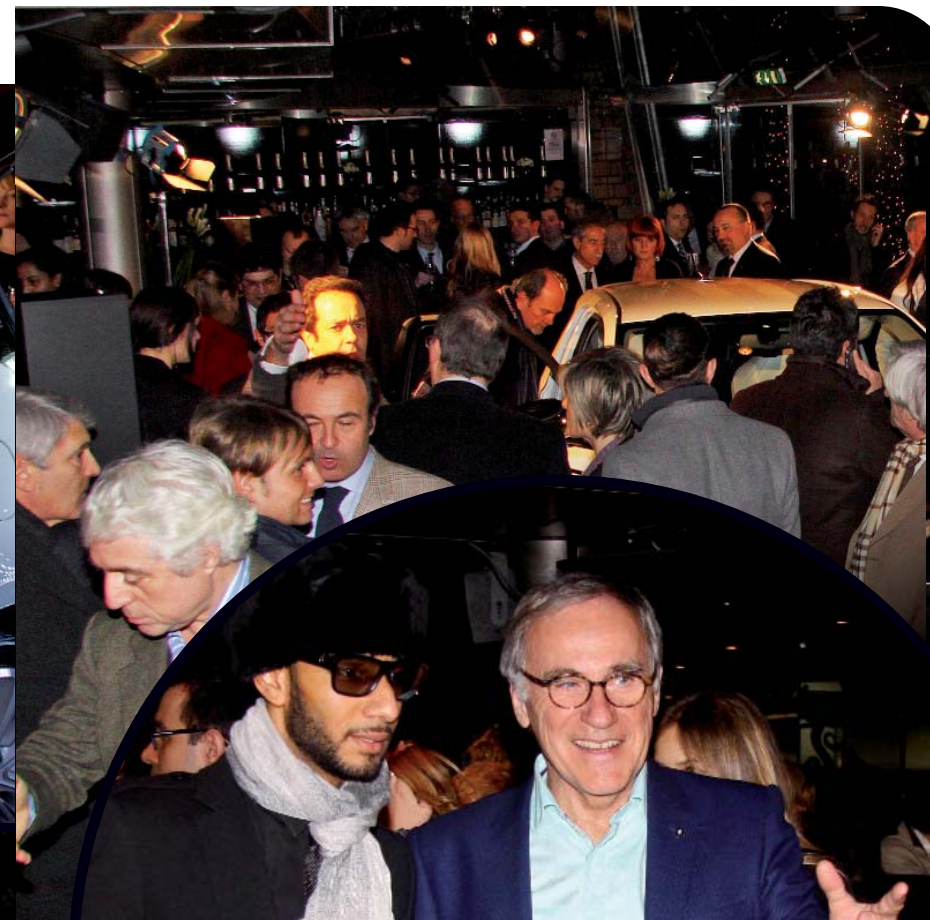
The labyrinthine streets of deepest Soho were a suitably cosmopolitan location for the world premiere of two very seductive little cars, the Cygnet Launch Editions White and Black. Offering a welcome respite from the gloomy chill of late January, the London launch party was a glitzy affair where the stars of the evening basked in the spotlights of Meza Bar, a perfect counterfoil to the array of sleek Aston Martin sports cars accumulating a crowd of awestruck pedestrians outside on Wardour Street.

Meza sits on a venerable site. Once the location of the legendary Marquee Club, the site subsequently played host to Sir Terence Conran's epoch-defining Mezzo Restaurant, a 700-seater gastronomic behemoth. Mezzo is now Meza, smaller and more intimate, but remaining at that iconic address beneath the Manhattan Loft Corporation's Soho Lofts, a trailblazing apartment building that kickstarted warehouse living in London. Three hundred guests attended the event, from the world of media, motor racing and the arts, including Jeremy Hackett, the co-founder of the classic British menswear company Hackett and acclaimed expert of style and etiquette, and Tom Alexander, CEO of Orange. Together, they mingled with Aston Martin customers, CEO Dr Ulrich Bez and Design Director Marek Reichman.

paris



The following week in January, the Aston Martin team moved the whole operation to Paris, where the two Launch Editions were carefully craned into l'Arc, one of the city's most celebrated contemporary night spots. Located in the shadow of the Arc de Triomphe, l'Arc played host to several hundred of Aston Martin's most loyal French fans, from members of the media and cultural set to owners old and new, including Sarah Lerfel, co-founder and owner of cult fashion store colette on the Rue Saint-Honoré, as well as Aston Martin's own Dr Bez and Marek Reichman. Once again, the Cygnets were the focus of attention, despite their unorthodox mode of entry into the club.



The party in full swing at Just Cavalli Hollywood, on Milan's Viale Shakespeare. Pictured at the turntables (below) and alongside Aston Martin CEO Dr Ulrich Bez (below left) is guest of honour, US hip hop producer, Swizz Beatz, who appeared recently in Aston Martin's *True Power Should be Shared* online video.



milan



Rounding off its tour of Europe's and indeed the world's premier trio of fashion capitals, Aston Martin's super-chic small car headed south and took to the narrow alleys of Milan on the 1st February. Just Cavalli Hollywood, the Parco Sempione superclub created by fashion designer Robert Cavalli proved to be the perfect setting, with the Cygnet LEs set against the avant-garde interior, a riot of stainless steel, glass and neon. Three hundred and fifty guests partied with Dr Bez and other members of the Aston Martin team, enjoying the chic urban ambience and the sounds of Nacho Marco, who was joined by the American producer and rapper Swizz Beatz in the DJ booth, finishing off the evening in style. Cygnet's hyperactive tour was complete – leaving few in doubt that this was only the beginning of Aston Martin's metropolitan conquest.



flying on WATER

A new generation of catamarans and multi-hulls are turning the humble sailing boat into the Formula One cars of the ocean waves, using the natural resource of wind – and not a small amount of carbon fibre – to break records and provide an exhilarating new form of spectator sport. Francesca Fearon climbs aboard and meets the sailors who are living on the edge





The America's Cup, the holy grail of sailors, has wrecked the wallets of the super-rich ever since the Americans won that first race around the Isle of Wight in 1851. The announcement last autumn that the next blue-ribbon event, the 34th, will be raced in 2013 in 72-foot wingmasted catamarans is one of the biggest shake-ups in the event's history and could prove too rich for the Cup's seasoned campaigners.

Oracle Racing, owned by billionaire Larry Ellison, blasted Cup defenders Alinghi out of the water last year in the two-man duel for the 33rd America's Cup. He did it in a state-of-the-art wingmasted catamaran. This monster of a boat boasts a wing longer than that of an Airbus A380, the world's biggest passenger airliner, and has a sail area of 625 square metres, which is said to have cost Ellison \$5 million alone. The advantage of this technology is that a wingmast can turn 10 knots of wind (18.5kmph) into more than 30 knots (55.5kmph) through the water – a speed of which most sailing boats can only dream. Oracle Racing, with one of its slender aerodynamic hulls flying (reducing the friction on the water), resembles a giant insect about to take flight.

The campaign, rumoured to have cost Ellison \$100 million, might price even the richest men in the world out of the market as we wait to hear who will be tooling up for 2013. However, this sensation of skimming across the water at high velocity can be done for a fraction of that budget on an Extreme 40 catamaran which, raced in strong winds on choppy waters, is probably the most pumped-up adrenaline rush a sailor can face.

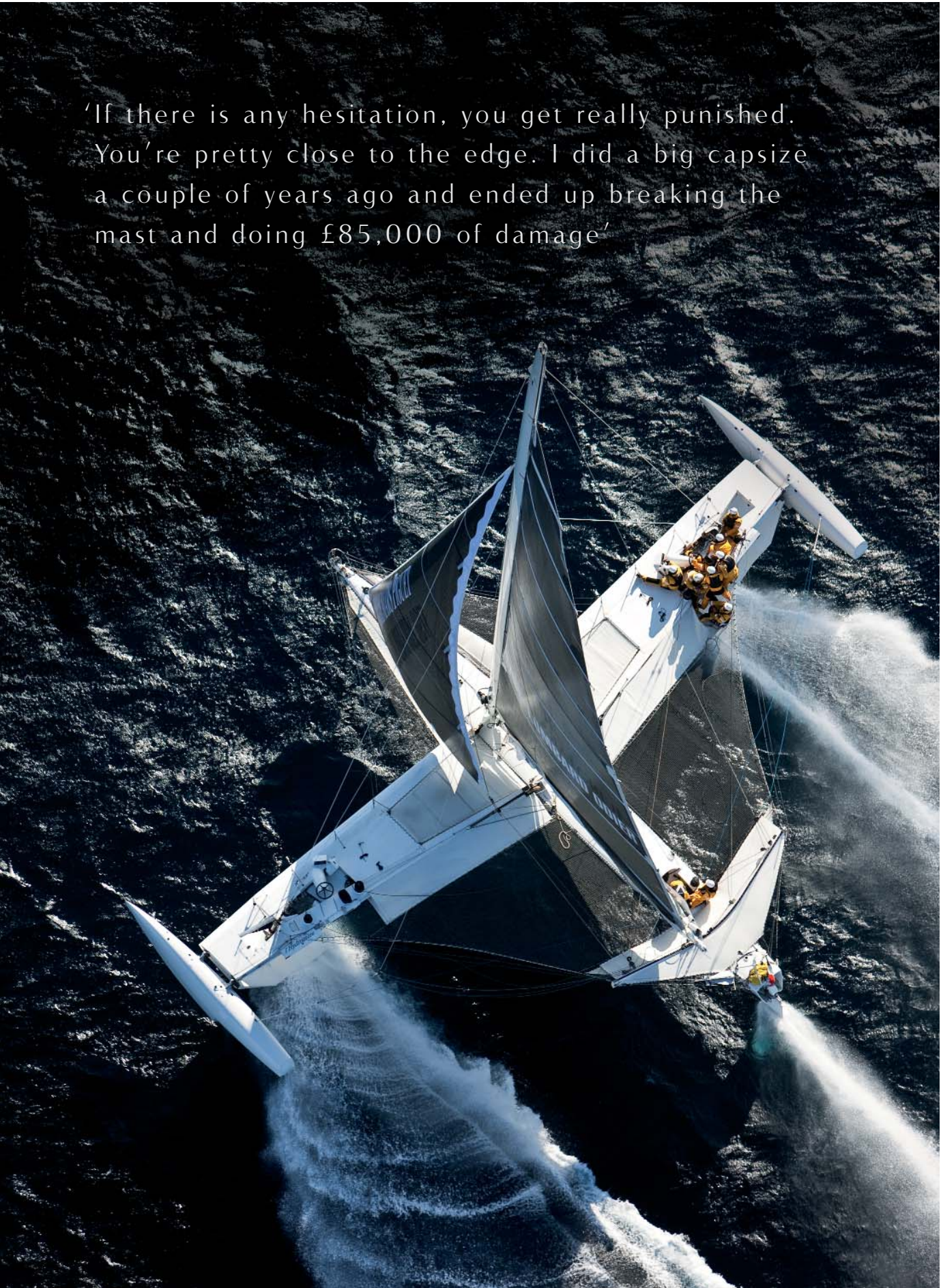


The Extreme 40s circuit is very different from the America's Cup, and these nippy 40-foot catamarans go faster. They are renowned for close-quarters crash-and-burn racing, competing on a short course in small grandstand arenas. One small mistake flying a hull at speeds of 15 to 40 knots (28–74kmph) and the consequences can be expensive. 'You must never lose concentration, even for a second,' says Khamis al Anbouri, the Omani bowman on Oman Sail-sponsored The Wave, Muscat, which won last year's European iShares Cup Series for the class. 'You have to be listening and thinking the whole time, or you could end up in the water and lose the race.'

People don't normally associate sailing with extreme sport. Nevertheless, as his 27-year-old skipper and helmsman Paul Campbell Adams points out, 'If there is any hesitation, you get really punished. You're pretty close to the edge. I did a big capsize a couple of years ago and ended up breaking the mast and doing £85,000 of damage.' The most coveted role on an Extreme 40 for an amateur sailor is that of the fifth man. The carbon-fibre catamarans are very light and have a large sail area. In tricky wind conditions, they require not just speed and agility from the four-man professional crew but muscular power and more weight, frequently necessitating the presence of a 5th person. Often, these are non-professional sailors invited along for the ride of their lives.

In 1993, a wingsail boat (a forerunner of the technology used by Oracle Racing) secured the world sailing speed record over 500m, but this was beaten by the Irish windsurfer Finian Maynard in 2004. Then in 2007, a certain French boat, L'Hydroptère, existing in a conceptual class of its own, claimed the record for the nautical mile in Baie de Quiberon with 41.69 knots (77.21kmph). In 2009, in Hyères, they surpassed that with 50.17 knots (93kmph) over one nautical mile, and in the same run, a second record of 51.36 knots (95kmph) over 500m.

This elegant, multi-hull hydrofoil boat was conceived by Alain Thébault who has been following his childhood dream: to make a boat fly. With a passion for mathematics and mechanics, he drew his first sketches of a flying boat and in 1994 the first-generation L'Hydroptère was born. In 2005, the flying trimaran crossed the Channel faster than aviator Louis Blériot in 1909, from Dover to Calais in 34 minutes and 24 seconds, at an average speed of over 33 knots. Thébault then temporarily left offshore records to focus on pure speed, achieving the outright record in 2009. The trimaran is the first and, so far, only sailing boat to punch the barrier of 50 knots.



'If there is any hesitation, you get really punished. You're pretty close to the edge. I did a big capsize a couple of years ago and ended up breaking the mast and doing £85,000 of damage'



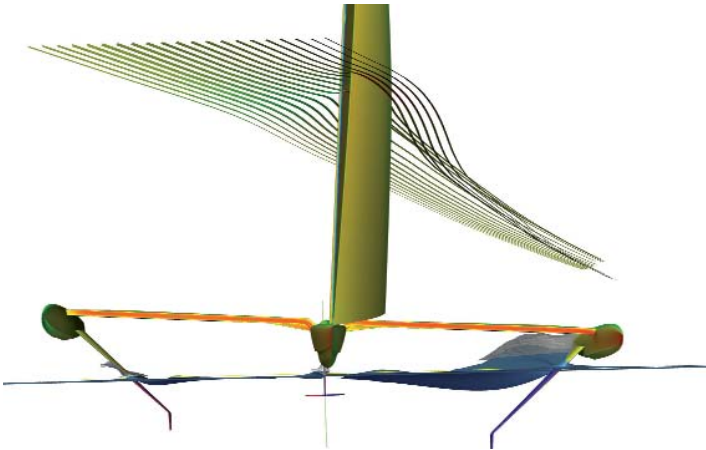
Having sprinted as fast as he feels a boat can achieve, for the moment, Thébault has set himself a new challenge back on the open seas with a plan to produce the fastest Pacific crossing on a new boat, L’Hydroptère Maxi. This change of strategy may partly be due to the frankly terrifying speeds that Alex Caizergues, Sebastien Cattelan and then Rob Douglas clocked up at the Luderitz Speed Challenge in Namibia last autumn. On their kiteboards.

‘The L’Hydroptère record was the real target for us “simple kiteboarders”, firstly because I owned the former record [50.57 knots set in 2008] and secondly because I knew that I could smash it and raise the bar much higher,’ explains Caizergues. He is the first man to smash the 100kmph barrier by clocking 54.10 knots, powered simply by wind. However, 16 days later, in the ultra fast, seriously dangerous wind conditions that Luderitz offers (up to 45 knots), his record was surpassed first by Cattelan and then minutes later by Douglas, who now holds the record at 55.65 knots (103.06 kmph), breaking his wrist in the process.

Of course, comparing a kite to a sailing boat is contentious. Caizergues uses a production kite bought in a normal surf shop, although he and his sponsor F-One Kiteboarding are developing faster gear. The boards are similarly being reshaped to improve aerodynamics. ‘Of course I think it is possible to go much faster: now we are targeting 110 kmph,’ he says. ‘And, no, I don’t think there is a physical limit for a kitesurfer.’

The kitesurfing community believe L’Hydroptère and innovative Isle of Wight-based contender Vestas Sail Rocket will have a hard time going up to 55 knots – which means, says the current holder Rob Douglas, ‘The kites are going to continue our battles to be the fastest human being under sail power. But I hope the boats come back and put some pressure on us as it makes it a little more fun!’

Further information
www.alexcaizergues.com
www.americascup.com
www.extreme40.org
www.hydroptere.com



THE PERFECT FOIL

The most radical boat in America’s Cup history is made by IT billionaire Larry Ellison’s Oracle Racing, which towers at nearly 200 feet high. The height comes from the 190-foot wing sail – a stiff airplane-like sail whose light space frame is made of carbon fibre and Kevlar, with an aeronautical ‘skin’ stretched around. It has eight huge flaps that can be trimmed by an engine to catch the best wind to generate high speeds.

In a class of its own, L’Hydroptère is another extraordinary boat capable of freeing herself from Archimedes’ thrust thanks to the Bernoulli’s principle of fluid dynamics. Given enough wind thrust, the boat’s hulls are lifted out of the water thanks to the vertical pressure differential imparted by the hydrofoils, which angle into the water at each wingtip. The foils are the only parts that remain in contact with the water, which therefore reduces drag and provides the opportunity to achieve far higher speeds than traditional boats.



TIMELESS GLAMOUR



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PORT AND OPORTO

In a network of subterranean caverns lie row upon row of dusty bottles, some dating back as far as the mid-1800s, quietly slumbering after their journey downriver. Get down early enough to the quayside and you'll be confronted by the eerie sight of the barcos rabelos, the traditional barges used to transport the barrels of port, slowly emerging from the mists that cover Vila Nova de Gaia until mid morning. It is a sight that no port enthusiast should miss. With interest growing in northern Portugal as Europe's latest luxury hotspot, Neil J Ridley visits the historic city of Oporto, nestled on the banks of the River Douro and bordered by the terraced vineyards of the Douro Valley, to learn more about the ancient craft of vintage port





With its delicately warming qualities, Vinho Do Porto is perhaps the embodiment of the truly refined tippie. Conjuring up images of antique leather club chairs, fragrant, tobacco-filled drawing rooms and post-prandial contentment, it is a beverage clearly reminiscent of a time of elegance, wealth and refinement. Traditionally, port has been championed by both the courageous and the English eccentric alike. Admiral Lord Nelson is said to have dipped his finger in a glass of port to draw out battle plans for Trafalgar, whilst Evelyn Waugh remarked that port ‘is not for the very young, the vain and the active, it is the comfort of age and the companion of the scholar and the philosopher’. It is, in essence, the lifeblood running deep within the veins of Portugal. Yet, it seems strangely out of kilter with a country whose identity is perhaps made famous by the sandy beaches and resorts on its southern coastline. A trip to Oporto, Portugal’s second largest city (spelt with either an ‘O’ or simply as ‘Porto’) is a far cry from the theme pubs and piri-piri chicken eateries that dominate the Algarve and is, by contrast, fast becoming one of the most exhilarating and luxurious destinations in continental Europe.

Oporto is a city shrouded in history, becoming a UNESCO World Heritage site in 1996. In more recent times, it has begun to embrace the demands of those looking for an added element of modern luxury to their travels. Described locally as ‘a muito nobre, sempre leal e invicta cidade do Porto’ (‘the very noble, always faithful, and invincible city of Oporto’) it is easy to see why such a sentiment still resonates, when wandering around the quiet side streets, which share both impressively constructed terracotta tiled towers and a myriad of ramshackle cafes and bars. Cross the Dom Luis bridge to the southern bank of the River Douro and the old town district of Vila Nova De Gaia (the spiritual home to port) where the steep cobbled pathways provide access to the many cellars and traditional lodges of well-known port houses, such as Taylor’s, Graham’s, Fonseca and Ramos Pinto, the self-proclaimed ‘jewel of the Douro’ acquired by Champagne Louis Roederer in 1990. In a network of subterranean



caverns, bottles of port, some dating back as far as the mid-1800s lie quietly slumbering, having been shipped down river from the remote Douro Valley, the starting point in the production of port. Get down early enough to the riverside and you’ll be presented with the eerie sight of the traditional barcos rabelos, the original barges used to transport barrels of port, slowly emerging from the mists, which cover Vila Nova de Gaia until mid morning. It is a sight that no port enthusiast should miss.

In fact, it is the sumptuous views of Oporto that are now beginning to attract travellers from across the globe – a fact not lost on the Taylor’s port family, who recently unveiled the city’s most ambitious building project in the last 20 years. Their five-star Yeatman Hotel represents a juxtaposition of chic luxury and a healthy dose of the traditional architecture that Oporto is famous for. Resisting the temptation to design something that fanfares itself, the hotel’s architects instead favoured a disguised, multi-tiered hotel, set back from the terraces of the riverbank and mirroring the whitewashed walls and terracotta roofs of the neighbouring buildings. Blink and you’ll almost miss it.

The Yeatman is the brainchild of Taylor’s Managing Director Adrian Bridge, who wanted to create a hotel that not only captured the city’s importance within the region’s rich wine heritage, but also delivered world-class facilities for the more discerning guest.

At the heart of the 82-bedroom complex lies a bronze cast statue of Bacchus, the god of wine, which immediately gives one the sense of importance the grape has on the hotel. Indeed, The Yeatman can probably proclaim to be the world’s first dedicated ‘wine hotel’, from the astonishing 25,000 bottle cellar, to the themed bedrooms, each sponsored by a local wine producer. Wine director Beatriz Machado has assembled a truly formidable vintage list, which represents the country’s diverse winemaking heritage, flavour and style. The hotel also boasts weekly winemakers’ dinners, giving guests the opportunity to share experiences with a host of different local wine producers matching their finest bottlings with the epicurean delights of leading Portuguese head chef, Ricardo Costa.

The obsession with the grape doesn’t stop at the dining table however. The Yeatman has a heated infinity pool, in the shape of... you’ve guessed it, a traditional port decanter and an impressive spa, based around the principles of ‘Vinothérapie’. Here, guests can enjoy unrivalled views of the Oporto skyline, whilst treating the body to a red wine hydro-massage and ‘Merlot Friction Scrub’ (a cleansing mask, made from the pips of the Douro Valley’s previous year’s harvest).

For any self-respecting oenophile, a trip to the valley itself is a must and Oporto acts as the gateway to a perfectly undiscovered driving adventure. Established in 1756, the Douro Valley is the third oldest protected wine

region in the world after Chianti and Hungary’s Tokaj, and the region is spread across 210 miles of mountainous passes, hairpin bends and epic views. If you can bring your Aston Martin, you really should. And if you want to make it more than a day trip (after all, you never know how long those tastings will last) the valley itself offers a difficult choice when it comes to luxury accommodation: there’s either the Romaneira or the Aquapura spa retreat, two stunning boutique hotels nestled in the vines, both of which blend the local rustic ‘quinta’ style with contemporary interior design.

The Marão region of mountains helps to maintain a relative microclimate in the Douro Valley, protecting it from the harsh Atlantic winds and enabling a healthy crop of olive and citrus trees to thrive, long into the autumn. Over many years of tradition and expansion, the production of fine port is ultimately reliant on four fundamental aspects: namely grape variety, soil, climate and maturation. The soil used to cultivate the vines is formed from a very hard slate-like, but porous material called schist, of which tiered terraces are cut into the side of the region’s valleys, allowing the vines to benefit from the natural rain permeation and optimum sunlight. The most common varieties of grape grown on the estates are Touriga Nacional and Tourigo Francesa, widely known for their mix of intense, concentrated flavour and well rounded softness. Other varieties such as Tinta Cão, Tempranillo and Tinta Barroca also form part of the complex blends created by the experienced port winemakers such as Fonseca, which are favoured over the use of single grape variety.

Indeed, the Fonseca port house, about two enjoyable hours’ drive from Oporto, is one of the most remarkable, yet traditional to visit, especially in mid-to late-September, when the harvest takes place and the courtyard is drenched in a heady mixture of sweet grape and zesty aromas, from the many lemon trees dotted around the property. Here, freshly harvested fruit is pressed to release the juice in lagares, huge stone or concrete vessels – usually under foot, although this process is slowly being replaced by automated techniques. Traditionally, estate workers would be separated into teams of the same sex on each side of the lagare and the treading process would be accompanied by a local accordion player to supply the steady, rhythmic motion needed to get the highest amount of juice extraction. The story goes that many a relationship was formed as a result, as both sexes met in the middle of the lagare to the romantic strains of Portuguese folk song. Whether you’re a newcomer or an aficionado to the hidden delights of port, a trip to this centuries-old region is an as-yet unspoilt, eye-opening experience.

Further information
www.dows-port.com www.fonseca.pt www.grahams-port.com www.ramospinto.pt www.taylor.pt



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FOUR FROM THE VALLEY

TAYLOR'S QUINTA DE VARGELLAS
1998/2001 VINTAGE

A rich, heady nose of blackberries, dark chocolate, vanilla and feint whiffs of smoke and liquorice and a rich palate reminiscent of good quality dark chocolate finishes with a long, lingering mouthfeel, leading to dry, fruity and oaky overtones.

FONSECA 20-YEAR-OLD TAWNY

Fonseca Guimaraens have been in existence since 1822 and are renowned as one of the finest lodges in Portugal. This aged Tawny is produced from a blend of casks 20 years of average age. Serve slightly chilled as either an exceptional aperitif, with a fine cheese selection or crème brûlée. Very smooth and sweet, your mouth is treated to candied dried fruits, ripe figs and a really pleasant oakiness, with hints of smoke.

RAMOS PINTO 1983 VINTAGE

Ramos Pinto is again one of Portugal’s highly regarded names in the production of port. The 1994 and 2000 vintages also demonstrate some hugely promising qualities and will mature over years to come, but this 1983 Ruby vintage has an amazing mouthfeel, rich and coating, with lighter vine fruits, Seville oranges and hints of pepper and smoke.

DOW'S 2007 VINTAGE

Recently awarded a perfect 100 points by Wine Spectator, who described this bottling as ‘The greatest Dow ever made.’ A spicy nose of redcurrants, baked apples, with hints of cinnamon and cloves, freshly bruised blueberries and plum jam, is followed by concentrated notes of ripe damsons, plums, with a lingering spicy/peppery punch on the palate.



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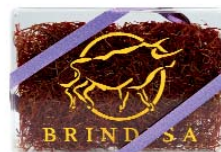
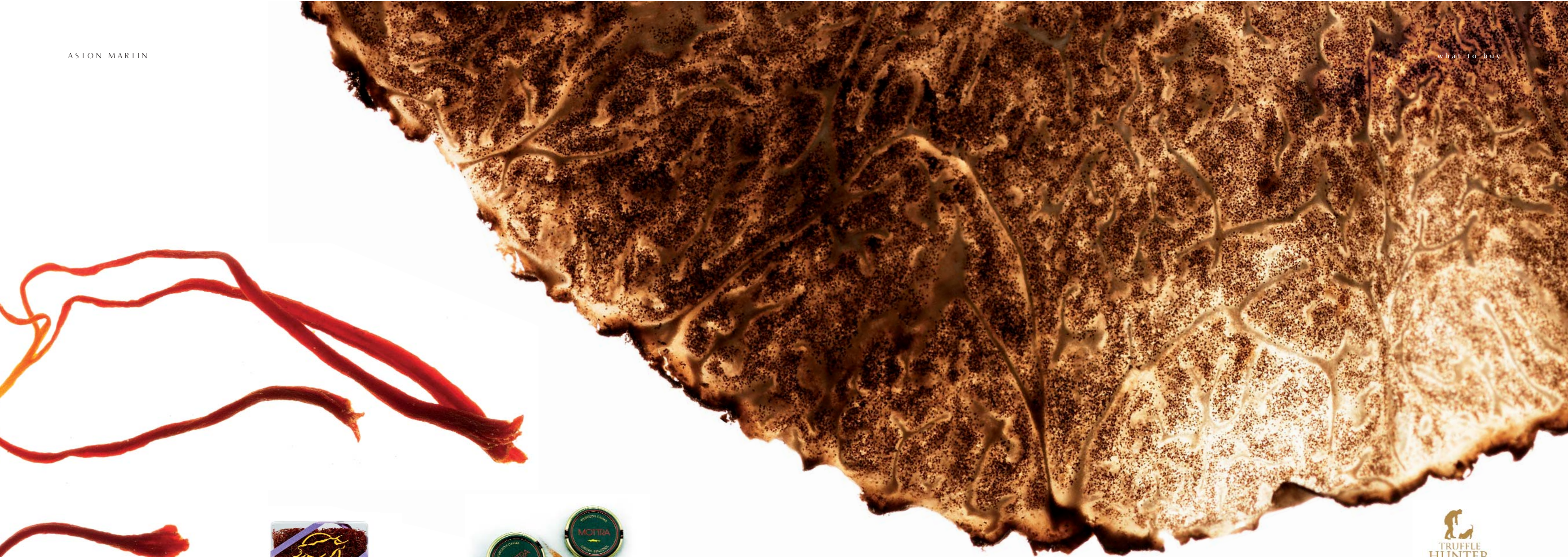
As the world's top chefs know all too well, there are certain, luxurious ingredients that are guaranteed to get your gastric juices going and your guests in a spin. **Fiona Sims** checks out their store cupboards and fridges to find out what is inspiring chefs in 2011, from caviar that doesn't harm the fish, to rare truffles, sought-after saffron and highly prized foie gras. So what if they come at a price? We're not talking everyday dining here, but special occasion food that is dressed to impress. Your kitchen will never be the same again



THE BIG CHEESE

It's a chef's favourite cheese. Parmesan transforms dishes, its umami-rich hit adding a savoury note difficult to attain otherwise. Not the stuff you buy in packets at the supermarket, you understand, but a chunk freshly hacked from a large block that has been aged for at least a couple of years by a good Italian deli. Now tightly regulated, it's still a fiercely artisanal production process, its trademark stamp burnt deep into the rind. Massimo Bottura knows more than most about Parmesan. The celebrated Italian chef, who has won two Michelin stars for his highly innovative cooking at his Modena restaurant, Osteria Francescana, serves it every which way. A signature dish is 'Five different textures and ages of Parmesan', including a 24-month-old cheese for the warm soufflé element, a 30-month cheese for the foam, a 36-month cheese for the sauce, and a crisp galette made with a 40-month old cheese. 'There's been a revolution at the consorzio – now you know whose cow made what and which grass they've eaten,' says Bottura.

www.parmigianoreggiano.com
www.osteriafrancescana.it



FLOWER POWER

Saffron is the world's most expensive spice by weight, prized for its honeyed, hay-like aroma, colour and flavour. Native to southwest Asia, it now mainly grows in a belt from the Med' to Kashmir, ranging in power from mellow Spanish saffron to intense Iranian saffron. It's widely used in many different cuisines, from Indian to European, and can be dated back to northwest Iran 50,000 years ago, where saffron-based pigments have been found in prehistoric paintings. And why so expensive? It takes 40 hours of hard graft to pick 150,000 flowers, and it takes 75,000 flowers to make up a kilo of dried saffron (about the size of a football field), costing from £5,500 per kilo. Best in a paella, but a savoury custard also carries it well. Try Brindisa's online store for a culinary 'starter set', bundling a saffron sachet with other Spanish delicacies such as wild oregano and smoked paprika.

www.brindisa.com



CAVIAR WITH A CONSCIENCE

Mottra doesn't kill its sturgeon like other caviar producers. Instead it 'milks' them for their roe, using ultrasound technology and a special massage technique before swiftly returning them, unharmed, into temperature-controlled tanks filled with eco-friendly water drawn from its own artesian well. Mottra, based in Latvia, also gets the thumbs up from the Convention for International Trade of Endangered Species (CITES), which sets the wild caviar quotas each year. It sees the business as a way forward in preserving sturgeon, which is near to extinction. Mottra's small, firm eggs separate out easily instead of clogging together in a sticky mush like some tinned wild caviar, and after an initial hit of salt, you get a rich, mineral explosion. It's no surprise that top chefs are already sniffing it out, impressed as much by its clean flavour as by its green credentials.

www.mottra-caviar.co.uk



A TREAT OF TRUFFLES

They might look like lumpy, dusty potatoes, but once you've brushed off the earth and sliced them paper-thin, preferably over a steaming bowl of tagliolini, they have a marbled interior, tan with creamy, ivory veins, and that intoxicating scent: cheesy, earthy, garlicky, cabbagey, mushroomy, heavenly. Yes, it's the truffle – a fungus that ranks with caviar, champagne and foie gras as one of the world's most luxurious foods, and one of the most expensive. Hong Kong property tycoon Sir Gordon Wu once shelled out a staggering £125,000 for a 1.51kg Piedmont truffle, while a white truffle from Tuscany can set you back £1,800 a kilo. And no, you can't cultivate them, though many have tried – Italy and Istria are the main hunting hotspots. They are best when shaved over beef carpaccio or homemade fettucine dressed simply in butter. And here's a delicious tip: try a splash of white truffle oil on some popcorn the next time you cook up a batch.

www.trufflehunter.co.uk



A MEASURE OF SHERRY

Top British chef Jason Atherton is inspired every time he travels, especially to Jerez, Spain. He loves drinking sherry – and cooking with it. Last May, he opened a gourmet tapas bar in Shanghai, and in the spring he will launch Pollen Street Social in London's Mayfair, where he will serve raciones, a larger-sized portion of tapas. A new dish, inspired by a recent trip, will include amontillado-braised tongue and beef cheeks served with an intense apple purée, after trying a classic Jerez recipe using Ibérico pork. 'The sherry added to the stew gives it a depth and nuttiness that wouldn't be possible with red or white wine,' he explains. And don't get him started on super-sweet sherry, Pedro Ximénez. 'Think dark chocolate, molasses and prunes – just amazing poured over vanilla ice-cream,' suggests Atherton, of Harvey's 30-year-old Pedro Ximénez.

www.jasonatherton.co.uk



PURE VANILLA

You can't beat the real thing when it comes to vanilla. The heady, fruity, floral aroma and flavour fills your mouth – and the room. Forget cheap extracts (around 98% of the vanilla used is synthetic), it is pure vanilla you're after and it comes at a price. It's the world's most labour-intensive agricultural crop – a tropical crop. I might add, as it grows within a 20-degree band on either side of the Equator. It's native to the Americas and until the late 19th century mostly grown in Mexico, but now Madagascar grows the majority of the world's crop. There are over 150 varieties of vanilla orchid, but only two species used commercially for food – Bourbon and Tahitian. The latter is shorter and plumper with a fruity, floral aroma, while the former is long and slender with an intense taste and smell.

www.vanilla.com

HUMANE FOIE GRAS

Visit any top restaurant and there is sure to be a foie gras on the menu. Rich, buttery and delicate, the duck or goose liver comes from birds that have been specially fattened. The gavage (force-feeding) remains controversial, but the best producers argue that they treat their birds well and the best chefs will only support production from humanely treated, properly raised fowl. My vote for best foie gras dish goes to David Higgs, whose foie gras and porcini mousse with a sour cherry glaze is served in a tiny black lacquered box with a mother-of-pearl spoon. He's the best chef in South Africa, according to the country's Eat Out magazine (and me). His Rust en Vrede Restaurant, deep in the heart of Stellenbosch wine country, sources all of its ingredients locally – except for the foie gras, which he gets from a producer in the southwest of France, Labeyrie. 'We have a lot of local clientele who don't see foie gras very often – and really enjoy it. And I cook what I like to eat,' justifies Higgs. Another favourite is a roasted apricot and foie gras soup with crayfish tails, lifted with a drizzle of lemon verbena oil.

www.labeyrie.com

www.rustenvrede.com



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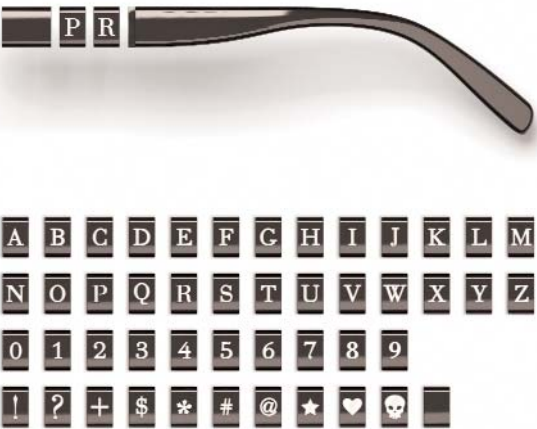
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WOOING THE RICH

The distribution and demographic of the world's wealth is in a state of rapid flux and, as a result, the top luxury brands are having to adapt fast. Here, 'grande dame of luxury' Lucia van der Post reports on how Bond Street, Fifth Avenue and Place Vendôme's most revered 'maisons' are dreaming up evermore creative ways to cater for a younger and choosier clientele



One of the more extraordinary facts to emerge in the midst of all the economic doom and gloom is that not only have many of the rich got richer but their numbers have exploded. Right at the top of the wealth pyramid, the rarefied air where private jets flourish and homes come in multiples, the tip is thickening up. And the demographic is changing. The astoundingly rich are not only (mostly) getting richer and more numerous but they're getting richer younger. And what that means is that they're more adventurous spenders, more lustful, if you like, consumers.

Unlike the rich of yesteryear who often came into their money when they were older, their nest-making, career-building years over, today's wealthy have very often made it themselves at a young age. A recent survey revealed that globally some 30 per cent of luxury consumers are under the age of thirty, whilst in China some 62 per cent of the top 10 per cent earners are under 35. And they like spending. But – and this is the bit that those whose futures and fortunes depend upon their patronage need to ponder on – they're increasingly sophisticated, ever more knowledgeable and very decidedly picky. They know their brands, are acutely attuned to their finest nuances and don't want to settle for anything but the very best. Whilst the enormously well heeled may be still happy to spend, they're infinitely cannier when they do. They want to buy better, buy more exclusively and expect more and more for their money.

All this, coupled with that well-known conundrum of luxury goods companies – that what once was available only to the very few is now available to very many – has led to a rethinking of techniques of selling. It is no longer enough to open a shop, fill it with gorgeous goodies and expect the punters to come flowing in. Not, at any rate, if you're purveying the sort of gorgeous baubles the rich like to buy. These days, you have to try much harder. You have to bind the customer into the story of your brand. Consumers like brands that make them feel that they are more than just the owners of a platinum credit card; they want to feel part of a worthwhile story. They also want more and more exclusive lines. The companies that lie atop the lists of the big spenders, such as Louis Vuitton, Montblanc, Bottega Veneta, are all increasingly developing special lines of much more restricted editions, which they only ever show to their most faithful devotees.



Take Louis Vuitton. They bind their its affluent customers to their side in many ways. Not only do they offer them small lines that nobody but the inner circle ever gets to see, but they also try to make them part of a cultural story. They're invited to special art events, often given a private view of an exceptional exhibition where the curator's erudition enlivens and illuminates their experience. Then there is the VIP apartment, a very fancy space right above Louis Vuitton's new 'Maison' in Bond Street. In the apartment (pictured facing page), selected dinners are held, which offer the chance not just to get closer to cherished customers but also for clients to network amongst like-minded people. Bottega Veneta quite often issue small lines of their much-admired collections – for instance, only 25 St Regis Weekend Bags were made to celebrate the centennial anniversary of the St Regis flagship store in New York. Montblanc invite their privileged customers – and nobody's saying how much you have to spend to be part of this magic circle – on annual jaunts where special dinners are given in private palaces. In Rome, for instance, they dined in a private palazzo whose walls were filled with works of art by all the great Italian masters. Whilst in St Petersburg, concerts at the Mariinsky Theatre and soirees in private apartments and palaces were held. As can be expected, Montblanc offer limited editions of exquisite pens to their best customers. At Chanel, special experiences in the shapes of permission to tour Mlle Chanel's own house in the rue Cambon or small and private tastings of wine or intimate dinners are all on offer for its favoured customers. Armani developed his line Armani Privé (pictured previous page and overleaf), an über-luxe brand, specifically because its normal Armani line, once the height of luxury, had become too well known, too available to the hoi polloi. Armani Privé is the name Armani gives to a whole collection of articles that he considers very special – from the scents he developed for himself and his close friends and which now can be bought only in Giorgio Armani boutiques or Harrods to his



watches, his accessories – as well as the haute couture range of clothing. For Armani, who made his name as the prince of high-end ready-to-wear, to move into haute couture says something about the cry of the über-rich for things that are truly special.

Other brands go the 'salon' route. The Future Laboratory, a trends forecasting company, has discovered that whilst Facebook, Twitter and social networking sites such as Louis Vuitton's Nowness and Burberry's much-admired website are all vital tools for linking the customer more closely to the brand, personal contact and chances to speak face-to-face are contrarily becoming more and more important. Whether it is Vintage Academe with its regular meetings for the vintage couture-obsessed, Jessica McCormack – a highly sought-after young jeweller who counts ex-Editor of French Vogue Carine Roitfeld among her fans – holding court in Clerkenwell (pictured previous page), or even Rous Island with its chatty advice for the modern fashionista, holding a salon is the fashionable way to sell these days. Marie-Antoinette would feel quite at home. They're a clever notion because they bring together like-minded people, binding them together in an intimate setting and making them feel privileged to be allowed to spend their money in such a special way. So it is no wonder that more and more luxury brands are looking at developing salons of their own – sometimes in the real world, sometimes in the virtual. Either way, the evidence proves it makes a difference.

Then there's the bespoke or semi-bespoke route. It was Jeffry M. Aronsson, Chief Executive Officer of Donna Karan, who defined luxury as being 'attention to detail and quality, backed by superior service.' But then he added what has become the new key aperçu: 'After that, it's all emotional.' Adding an emotional content to the products they sell is the new key weapon in the armoury of the luxury goods companies. How they

do this varies but the chance to personalise and customise is an obvious tool. This is what Anya Hindmarch (always somebody with acutely attuned antennae) sensed when she opened her new bespoke store on London's Pont Street. Here, customers can bring their personal mementoes, their photographs, and have them incorporated into wallets or handbags, jewellery cases or bespoke luggage. At Prada, many of their small leather goods can be customised but the new excitement is over customising glasses: choose, the colour for the frame (black, white or tortoiseshell), then take your pick from numbers, hearts, stars, skulls and other symbols (pictured previous page) which can be incorporated into a pair of glasses to make them utterly personal. Many makers of high-quality handbags have long known that the key to selling more of them is to allow buyers to customise them. Lana Marks, for instance, a seller of very high-end handbags (a lot of them to the Palm Beach set) offers over 150 styles and over a hundred different exotic skins and colours. Analeena, a new French handbag brand backed by an ex-buyer at Hermès, and currently exclusive to Harrods also offers masses of different colours and a choice of hardware for its clasps and handles.

What all this shows is that those companies whose wares are aimed at the über-rich need to keep endlessly on their toes, tapping into the changing demographics of wealth and thinking of ever-new ways to please their very, very picky customers.



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AHEAD OF THE TIMES.



JOTA JUMP TO GT2

Jota Sport's newly liveried Aston Martin Racing Vantage GT2 has been unveiled, and it looks stunning. Brian Laban looks forward to its debut on the GT2 circuit this year, after Jota's GT campaign as Official Partner Team to Aston Martin Racing started with a bang in 2010 with a superb debut victory in the Spa 24-Hours.

After a decade of independent success under the Jota banner in the Le Mans Prototypes ranks, Team Jota Sport AMR became an Official Aston Martin Racing (AMR) Partner in 2010 with the Vantage GT4. They came onto the international GT stage with an outstanding debut season that included a hard-fought class victory in the Spa 24-Hours, where they won by a massive 38 laps after beating both the weather and a frustrating series of electrical glitches. They also took second in class (and fifth overall) in the Silverstone 24-Hours. But that is only the start of a much bigger story.

Like Generation AMR (see overleaf), Jota Sport AMR is taking the long view. So for 2011 they move up from GT4 to GT2, stepping up to the Le Mans Series with the GT2 version of the V8 Vantage. They also have their sights on an entry to the jewel in the crown in 2011, in the 24 Hours of Le Mans. And come 2012 and 2013 they intend to be back on the very top step, running the all-new Aston Martin Racing open-cockpit LMP1 prototype, to dramatically revised Le Mans regulations.

In 2007, Simon Dolan’s wife bought him a coaching day with Aston Martin Racing’s factory driver Sam Hancock, and he was instantly smitten. Assuming Jota Sport AMR confirm their entry, he will be on the driving strength for the 2011 Le Mans effort – ‘from novice to Le Mans in four years,’ as Sam says



This will be no surprise to anyone who understands the super-ambitious Jota Sport culture. In 2007, businessman Simon Dolan’s wife bought him a coaching day with Aston Martin Racing’s factory driver Sam Hancock, and never having had anything whatsoever to do with motorsport, Simon was instantly smitten. Assuming Jota Sport AMR confirm their entry, he will be on the driving strength for the 2011 Le Mans effort – ‘from novice to Le Mans in four years,’ as Sam says.

On the way, Simon became a racing driver in 2008, and won his first race on his first racing weekend, in Jota’s Radical prototype. On the strength of such achievements, in 2009 Sam set up The Driver’s Club as a specialist driver coaching programme, in partnership with Jota – as well as becoming an Official AMR Driver in the team’s Le Mans prototypes. Now, Simon and Sam are co-owners of Jota, and shared the 2010 Spa victory with Joe Twyman and Roger Willis – two more graduates of The Drivers Club programme. Neatly bringing the story full-circle, Simon and Sam will drive together again in 2011, as Sam will be lent back to Jota Sport AMR from his position as Official AMR Driver.



Since its inception in 2000, Jota has made four Le Mans Prototypes appearances and contested five seasons in the Le Mans Series and American Le Mans Series, dotted with podium finishes. In four short years, Simon has become the consummate motorsports professional: ‘Having started our new relationship with Aston Martin Racing on a high with that GT4 class victory in the Spa 24-Hours,’ he says, ‘we’re really happy to have such an exciting multi-year programme confirmed so early. That’s a very rare luxury at this level of motorsport and I’ve no doubt that it will lay some strong foundations for the development of the team.’

And Jota Sport AMR’s ‘other Sam’, Team Principal Sam Hignett, adds, ‘We’re extremely proud to be an AMR Official Partner team and thrilled that Aston Martin Racing has confirmed its plans to design a new LMP1 prototype to meet the latest regulations. The team is really looking forward to racing the Vantage GT2. And to have the opportunity to add the LMP1 programme from 2012, taking Jota back to its roots, is incredibly exciting.’

The only way for Jota Sport AMR is obviously fast-forward, and winning.



RISING STARS

Generation AMR is pioneering a ground-breaking new initiative to develop latent racing talent and provide a step on the ladder from national GT4 racing towards the international FIA GT3 ranks, and beyond. **Brian Laban** has the story

The multi-faceted Generation AMR programme is designed to develop all the elements that go into making the complete modern racer – not just raw speed through performance mentoring, but technical analysis skills, media training, and fitness coaching. The aim, simply, is to deliver a level of driver preparation ‘second to none’.

And while Generation AMR is a brand-new partner for Aston Martin Racing, it arrives with significant Aston Martin pedigree, bringing together elements of the two teams that dominated last year’s Aston Martin GT4 Challenge of Great Britain, with the Vantage GT4. Both were family affairs, fronted by father and son driving teams – Chris and Anthony Scragg and David and James Appleby. Generation AMR brings Ant and James together full-time, with a third driver to be confirmed. Ant describes it as, ‘an exciting time for Generation AMR, James and me. We have a lot of experience in the current car and have bonded with it well.’



ABOVE RIGHT: Generation AMR's first two young drivers, Anthony Scragg (left) and James Appleby (right), the latter of whom's father David is Team Principal, running their Aston Martin Vantage GT4 out of his engineering firm in Devon, UK.

‘Knowing Aston Martin, I’m sure the 2011 car [see box] will be a great step forward. I’m itching to find out how the changes have improved the car that we’re hoping will help us win the 2011 title.’ And James agrees: ‘The new car looks great and I can’t wait to start testing over in Europe.’

Like David Appleby Engineering, the team is based near Tiverton, Devon. With 25 years in motorsport (including five developing the Vantage Rally GT car alongside various Aston Martin race cars), Appleby Snr is Team Principal, and Jeremy Doncaster is Team Manager. David also knows the potential: ‘We are honoured to have been nominated as the Official Aston Martin Junior Team,’ he says, ‘and will be ensuring that we provide the perfect environment for these talented young drivers to perform to their very best.’

Generation AMR’s curriculum is designed to prepare young talent for the higher reaches, to improve their on-track performance while adding the skills and knowledge that differentiate between amateur and professional, to get the best out of themselves as well as their car, and maximise the opportunities that surround them in the sport.

So Performance Mentoring overlays driver training with data analysis, helping improve a driver’s approach to racing and ultimately their results. Physical Conditioning provides each driver with a bespoke fitness programme and personal trainer, to help keep them in peak physical condition. Media & PR Training unravels the art of managing media exposure, with interview training helping every word or image to add value. Partner Management teaches relationship building, so the expectations of commercial partners are always exceeded. And in Event Preparation, drivers learn to operate to minute-by-minute schedules for each event, just as they would as part of a manufacturer team.

But this isn’t only about drivers, it’s a whole-team approach, in David Appleby’s words, ‘investing in the future masters of the sport, be they data engineers, technicians or management.’ So established professionals like Jeremy Doncaster, Race Engineer Richard Groundsell and Lead Technician Will Khoo nurture talented new blood like Technicians Leo Hibberd and Pete Jones (both in the final year of Motorsport Engineering degrees at the University of Hertfordshire), for a long and successful career in the industry. The team also includes Dave Stacey, in charge of Engineer Training – the epitome of a motorsport guru, with a background in aerospace and motorsport, now passing on his extensive knowledge to the younger members of the team. And together, that gives AMR’s first every Official Junior Team the very mature edge that every winning team in motorsport ultimately depends on.



GT4 TO THE FORE

Following the success of the inaugural series in 2010, the Aston Martin GT4 Challenge will return in 2011, with an increased number of races and an expanded grid. The one-make race series provides the first step on the GT ladder and is open to Aston Martin Vantage N24 and GT4 cars, including 2011’s newly enhanced Vantage GT4, pictured here. This new V8-engined racing car takes design inspiration from Aston Martin’s V12 Vantage road car, giving it enhanced aerodynamics and increased down-force. It also has a remapped 4.7-litre engine offering increased levels of power and torque. Competitors can also, for the first time, choose a race-developed Bosch ABS and traction control system.



WORKS LIFE



Saturday 21 May sees Bonhams return to Aston Martin Works Service for the 12th year in succession, to stage the 2011 sale dedicated to Aston Martin and Lagonda motor cars, parts, automobilia and ephemera. We look forward to another stellar line-up

Always a favourite in the enthusiast's diary worldwide, the 12th anniversary sale at Aston Martin Works Service in Newport Pagnell, Buckinghamshire will offer something for every enthusiast of the marque and again promises to be an unforgettable event. As the only auction in the world solely dedicated to this iconic marque it attracts a truly international enthusiast clientele – many of whom bring their Aston Martins with them – and, as always, promises to offer something for everyone, from sales brochures through to a mouth-watering selection of motor cars spanning the company's post war models.

Since the inaugural auction in 2000, specialist auctioneer Bonhams has sold more than £27 million worth of Aston Martins and related automobilia often at record-breaking levels. Last year's auction was no exception, fetching an unprecedented £4.7 million, with 95% sold by lot – another buoyant affair that yet again bore testament to the enduring appeal and escalating investment value of heritage Aston Martins. 'Our friends from Bonhams had a most successful sale due to a wonderful collection of cars, proving that Bonhams are the leaders in the heritage market,' says Aston Martin's Director of Works Service and Parts Operations, Kingsley Riding-Felce. 'We're looking forward to working with them again in May 2011.'

Notable early consignments to this year's sale include a well-worn DB5 from 1964 (top right) estimated to fetch a conservative £50,000–60,000, which, once restored, has the potential to be a highly lucrative investment. No Bonhams sale would be complete without a storied 'barn find' and this year's star looks set to be a dusty DB4 Convertible (above left), estimated between £80,000 and £140,000. Only 70 of these most elegant of cars were ever built out of a total DB4 production of 1,110 cars – a very rare and beautiful car indeed. Originally owned by an Oxford professor, this example has been laid up since 1978.

Finally, a particularly interesting lot at Bonhams this year will be an immaculate alloy recreation of Aston Martin's DBR2 racing car (above right), built as a one-off in 1971 (£90,000–120,000 estimate). The DBR2 was a development of the unused 1955 chassis from the aborted V12 Lagonda. Bigger and faster than the similarly styled and better-known DBR1 (Aston Martin's famous Le Mans winner in 1959) the DBR2 debuted at the 1957 Le Mans 24-Hours and allowed Roy Salvadori to set a new sports car lap record at Silverstone of 98.48mph.



MAKE A DAY OF IT

Aston Martin Works Service will once again stage its popular 'Premier Lunch' VIP package on sale day, for those of you who would like that extra little bit of luxury on the day. A limited number of tickets are available on a first come, first served basis. Priced at £160 per person, each ticket entitles the holder to a complimentary sale catalogue, reserved VIP parking, reserved auction seating, a bespoke enamel access badge, refreshments on arrival, a two-course lunch and further refreshments in the afternoon.

To make a reservation, contact Tom Emmerson on +44 (0)1926 644286 or email temmerso@astonmartin.com



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WORKS LIFE



GEARING UP FOR A BUSY SUMMER



While 2010 was a very special year for the Aston Martin Owners Club (AMOC), with a wonderful programme of 75th-anniversary celebrations spanning the globe (Spring Concoirs at Blenheim Palace pictured above), 2011 is shaping up to be equally exciting. While 2010 closed on a sad note with the death of Ian MacGregor, one of our Vice Presidents and one of the hardest working of all our Members to bring harmony and happiness to both Aston Martin and AMOC, we already have a very exciting competitions, concours and social programme to tempt Members into their cars.

On Sunday 22 May AMOC is holding its premier Club Concoirs at Althorp House, Northamptonshire, home for over 500 years of the Earls of Spencer and of Diana, the Princess of Wales. This is the day after the Bonhams Auction and an easy commute from Newport Pagnell or London. The House will be open for us, as will the grounds and gardens, designed by Dan Pearson – one of the country's best-known designers. There is the now traditional International Dinner on the Saturday night before, also at Althorp.

A month later the Club is at Donington Park, to celebrate the St John Horsfall Race meeting – but with a difference. While the races are spread over both Saturday 25 June, and Sunday 26 June, the whole of Sunday's racing is being televised live by Motors TV, to 39 countries simultaneously. Motors TV reaches 19 million homes, over 7 million in the UK alone. The meeting will be in partnership with Aston Martin Racing and Aston Martin Lagonda Ltd and will feature the new Aston Martin GT4 series.

Come and join us. You will be very welcome.



SUMMER SUN DOWN UNDER

A fine display of cars were gathered for the 2010 Aston Martin Concoirs event hosted by the New South Wales branch of the Aston Martin Owners Club on 7 November 2010. Hosted by Terry Daly at his home, no less than 28 Aston Martins were there to be admired by fellow owners, family and enthusiasts, resplendent in the beautiful Australian summer weather.



SIR STIRLING TAKES TO THE STAGE

The annual lecture held at the Royal Automobile Club in London's Pall Mall every year in memory of Walter Hayes, the Aston Martin Heritage Trust's founding Chairman, was an extra-special occasion this year, being an audience with Sir Stirling Moss.

The glittering venue was a most suitable location and the 180 guests were greeted by the wonderful sight of Aston Martin DBR1/1 in the foyer. This was the car in which Moss drove one of his finest races at Nürburgring in 1959, taking over after his co-driver Jack Fairman dug the car out of a ditch after an 'off' and in typical Moss fashion driving flat-out to eventually win the race from Phil Hill's Ferrari by just 40 seconds. This win then laid the foundation for Aston Martin's victory in the World Sports Car Championship that year.

Dinner over, the guests settled down to hear a question-and-answer session between Aston Martin historian David Burgess-Wise and Sir Stirling. They were regaled with many tales, given a masterclass on driving a four-wheel-drive racing car, a comparison between the management techniques of John Wyer and Alfred Neubauer and many other fascinating anecdotes. Accompanied as ever by Lady Suzie, Sir Stirling gave generously of his time and even allowed the AMHT to print two photographs from his personal album which were auctioned, raising £1,850 for Trust funds.

All in all it was a memorable evening, setting a very high standard for next year's dinner.

For full details of this years' Aston Martin Owners Club and Heritage Trust events, please visit www.amoc.org or www.amht.org.uk. To join AMOC, just download your application form or call the Membership Secretary on +44 (0)1865 400400.

NEW MODELS
PURE ASTON MARTIN

ONE-77 II-V

VIRAGE VI-IX

DB9 SPECIAL EDITIONS X-XIII

V8 VANTAGE S XIV-XVII

CYGNET XVIII-XXII

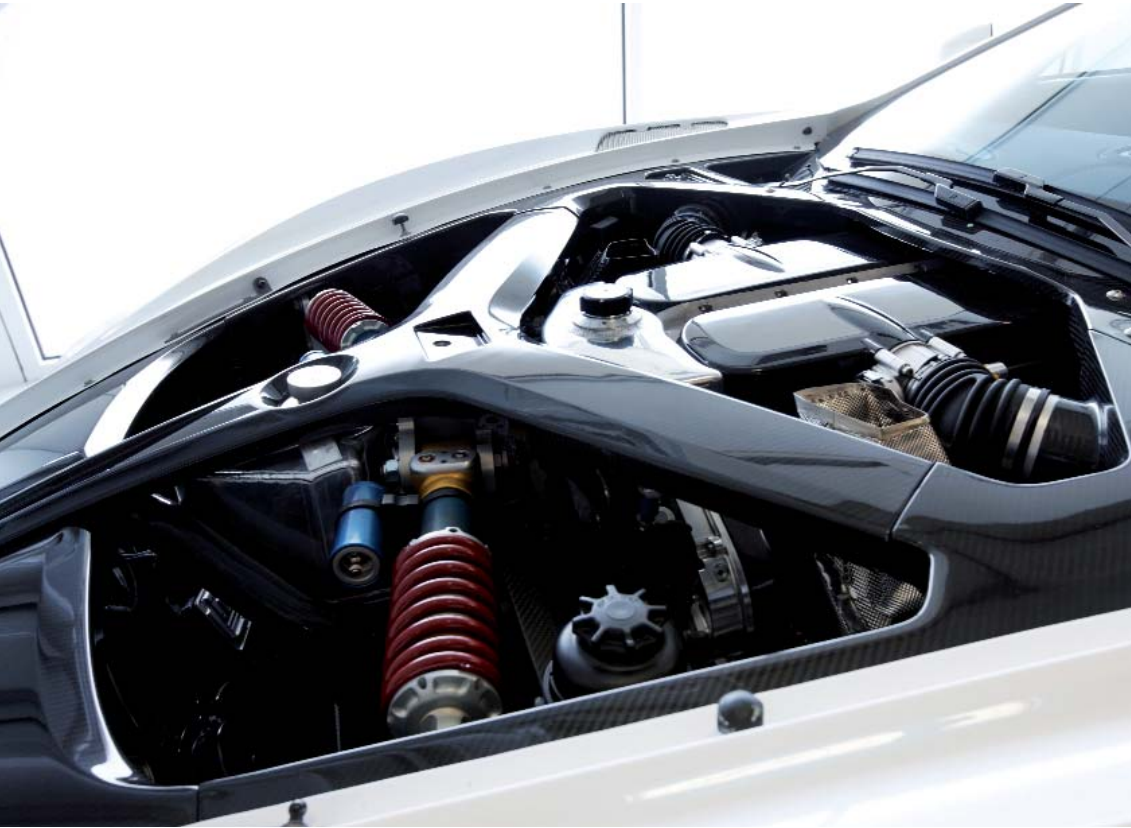


ASTON MARTIN



ONE-77

FOR A STRICTLY LIMITED NUMBER OF DISCERNING CUSTOMERS, ONE-77 FUSES ADVANCED TECHNOLOGY WITH STUNNING ASTON MARTIN DESIGN TO CREATE WHAT IS POSSIBLY THE WORLD’S MOST DESIRABLE AUTOMOTIVE ART FORM



To achieve optimal weight distribution, the One-77’s 7.3-litre V12 engine is mounted so far back that almost half the engine sits behind the base of the windscreen.

[one-77]

Aston Martin’s One-77 exists at the intersection between a limited edition artwork and pure technological innovation. The 77 people who will become owners are making a major commitment – their reward, a car that is the culmination of all the elements that define Aston Martin’s modern era; V12 power, lightweight construction, modern materials, craft skills, design excellence and, naturally, raw beauty.

The people behind the project are clear that new ground has been broken. ‘The One-77 needed to be connected to the living spirit of our company,’ says Aston Martin’s Chief Executive Officer Dr Ulrich Bez, ‘the important thing is to have a genuine connection with the brand so this car demonstrates our creativity, strength of innovation and our confidence.’

Based on a sophisticated carbon fibre chassis with a hand-crafted aluminium body, this 200 mph-plus, 7.3-litre V12 supercar will deliver exhilarating performance for a strictly limited number of discerning customers. The vision of Aston Martin’s design team, led by Marek Reichman, Director of Design, has been faithfully translated into a stunning machine by the One-77 team led by Engineering Director Ian Minards, with the structural tub and cross-bracing revealed beneath its flowing skin. One-77 is as pure an expression of Aston Martin design as it is Aston Martin engineering.

It goes without saying that One-77 is not a traditional production car. For a start, the exquisitely engineered chassis is not designed for assembly on the high-tech production line at Gaydon. Instead, the car is comprised of a series of bespoke elements, all brought together in a specially designated production area, where each finished customer car will take an estimated 1,500 hours to create.

For Aston Martin, One-77 is a unique opportunity to create a car as functional art – an object of beauty and contemplation that can also be interacted with, enjoyed by a select few on a strictly personal basis. Although One-77 delivers nothing less than shattering performance and handling, at rest it will provide a different kind of enjoyment; the indulgence in manufacturing excellence and the appreciation of pure form.



[one-77]

DESIGN

The One-77 makes a monumentally bold statement – a streak of raw potential, low and broad, yet also immensely lithe and taut. Everywhere one looks one finds sinuous form expressing the car’s lightness and power, from the door mirror support, a blade of aluminium extruded from the skin of the door, through to the swan wing doors, with their finely detailed architecture of switchgear and handles arranged in a futuristic, arrow-like shape.

If the heart of the car is the engine, then the soul of the One-77 is conveyed through the richly detailed cabin, a space that is the fusion of two very different materials, each requiring high levels of craft: carbon fibre and leather. Although the One-77 is not a tailor-made object, buyers will have extensive scope for personal specification, especially in terms of colour and trim, the finishes of the cabin’s glistening array of forged metal switches and dials, and even the set-up of certain suspension components and seating positions. Seats and dashboard surfaces are trimmed in fine, hand-stitched leather, with coarser, hard-wearing saddle leather used to cover key areas of trim.

Aston Martin know that those who commission a One-77 are effectively acting as grand patrons, contributing to a project that goes beyond manufacturing into the realm of innovation, experimentation and fine art. Dr Ulrich Bez cites the artwork of David Nash, a British sculptor whose works, although varied in scale and form, are instantly recognisable. ‘You don’t need to put the signature on it; you can see the imprint of the architecture immediately. It’s the same for One-77 – even without the badge, this is every inch an Aston Martin.’

True art cannot exist in a vacuum, and One-77 arises out of Aston Martin’s legendary culture of design, technology and manufacturing. Just as the greatest works of art speak volumes about the era of their creation, One-77 will act as a fitting physical record of the abilities and achievements of Aston Martin in the 21st century.

ENGINEERING

The One-77’s underpinnings are also nothing less than a work of art. In place of the bonded-aluminium chassis common to Aston Martin’s current ‘VH’ production cars, the core of the One-77 is a carbon fibre monocoque. One-77 is built on a structure of carbon fibre, a rigid tub that supports the engine and front suspension, before flaring out to envelop the passenger compartment and culminate in the mounting for the rear suspension. The woven carbon fibre material is hand cut and assembled into tools, vacuum bagged, before being autoclaved to form a rigid structure this is then lacquered to present a smooth, polished surface. The carbon fibre is also visible in the interior as the main spine runs between the seats. This ultra-light, immensely strong material is commonly used in aerospace and top-level motor sport, but remains the preserve of only the most specialised road car projects.

Pushing the boundaries of road car design and technology, Chief Platform Manager Chris Porritt and his team drew inspiration from the front-engined, rear-wheel DTM race cars. As the ultimate incarnation of this layout, they applied similar principles and technology to a road car scenario. This means an engine that is mounted as low and as far back in the One-77’s engine compartment as you would ever believe possible (100 mm lower and 257 mm further back to be precise).

The DTM-inspired layout also extends to the suspension, which features double wishbones at each corner, with pushrods employed to transfer vertical suspension movements to the horizontally mounted spring/damper units. These are attached inboard of the front and rear wheels on beautifully machined and anodised monolithic blocks of high-grade aluminium.

PERFORMANCE

If the carbon fibre monocoque and race-derived suspension forms the One-77’s skeleton, then Aston Martin’s magnificent new 7.3-litre V12 engine is its pounding heart. It is an extreme evolution of the power unit found in the DBS, DB9 and most recently the V12 Vantage – the product of a collaboration with world-leading engine builders Cosworth. The engine team was set the target of achieving the most powerful and torquey Aston Martin engine whilst also having an aggressive weight reduction target greater than 10 per cent.

In a series of test runs completed in December 2009 at a secret proving ground in southern Europe, the One-77 exceeded original expectations and recorded a 220.007 mph (354.86 km/h) top speed in dry but windy conditions under the guidance of the Aston Martin engineering team.



TECHNICAL SPECIFICATION

one-77

BODY

- Two-seat, two-door coupe
- Carbon fibre monocoque structure
- Hand crafted aluminium body panels
- Single bi-xenon headlamps with integrated LED side lights and direction indicators
- Carbon fibre front splitters
- Carbon fibre rear diffuser with integrated transaxle cooler
- LED rear lamps (fog and reverse)
- Active aerodynamics with deployable spoiler

ENGINE

- Alloy quad overhead camshaft, 48-valve, 7312 cc V12
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless-steel lightweight sports exhaust system with active bypass valves
- Compression ratio 10.9:1
- Max power 559 kW (750 bhp/760 PS)
- Max torque 750 Nm
- Acceleration 0–100 km/h (62 mph) in under 3.7 seconds
- Maximum speed Over 354 km/h (220 mph)

TRANSMISSION

- Rear mid-mounted, six-speed automated manual gearbox with auto shift manual/select shift manual (ASM/SSM) electric hydraulic control system
- Magnesium alloy torque tube with carbon fibre propeller shaft
- Limited-slip differential
- Final drive ratio 3.538

STEERING

- Rack and pinion, power-assisted steering, 3.0 turns lock-to-lock
- Column tilt and reach adjustment

WHEELS & TYRES

- 20" forged alloy wheels – 7 or 10-spoke – bespoke finishes
- Front Pirelli P Zero Corsa 255/35 ZR20
- Rear Pirelli P Zero Corsa 335/30 ZR20

SUSPENSION

- Front Independent double wishbone suspension incorporating anti-dive geometry, anti-roll bar, pushrod actuated coil springs and adjustable bump and rebound monotube dampers, electrically adjustable for ride height and rate change
- Rear Independent double wishbone suspension incorporating anti-squat and anti-lift geometry, anti-roll bar, pushrod actuated coil springs and adjustable bump and rebound monotube dampers, electrically adjustable for ride height and rate change

BRAKES

- Front Ventilated carbon ceramic discs, 398 mm diameter with six-piston calipers
- Rear Ventilated carbon ceramic discs, 360 mm diameter with four-piston calipers
- Dynamic Stability Control (DSC)
- Anti-lock Braking System (ABS)
- Electronic Brakeforce Distribution (EBD)
- Emergency Brake Assist (EBA)
- Traction control

INTERIOR

- Leather-trimmed sports steering wheel
- Electrically adjustable lightweight memory seats¹
- Powerfold exterior memory mirrors
- Dual-stage driver/passenger front airbags
- Automatic temperature control
- Trip computer
- Glass ECU and switches
- LED map-reading touch sensitive lights
- Front/rear parking cameras (option)

DIMENSIONS

- Length 4601 mm
- Width 2204 mm including mirrors; 1999.5 mm excluding mirrors
- Height 1222 mm
- Wheelbase 2791 mm
- Front track 1706 mm
- Rear track 1627 mm
- Turning circle (curb to curb) 12.705 m
- Fuel tank capacity 98 litres
- Weight 1630 kg

CO2 EMISSIONS

- 572 g/km

¹ Not available in all markets. Please consult your dealer for details.
² Sportshift trademark is used under licence from Prodrive (Holdings) Ltd.



VIRAGE

THE ASTON MARTIN VIRAGE IS A NEW BREED OF HANDCRAFTED LUXURY SPORTS GT. POWERED BY AN EFFORTLESSLY MUSCULAR V12 ENGINE MATED TO A SMOOTHLY RESPONSIVE PADDLE-SHIFT 'TOUCHTRONIC 2' AUTOMATIC TRANSMISSION, THE VIRAGE IS A LESSON IN DISCREET STYLE AND ASSURED PERFORMANCE: ELEGANT, OPULENT, EXCLUSIVE AND SEDUCTIVELY UNDERSTATED



Even by Aston Martin's standards, the Virage's leather interior has had extensive time and skill lavished upon it. A bold new pinstripe welt flows throughout the interior, created through a hugely meticulous hand-finished technique taken from hand-made shoe design.

[virage]

French for 'bend' or 'turn', 'Virage' was an apt nomination for Aston Martin's new top-end V8 sports car in 1988. Immaculate design, innovative engineering, immense performance and impeccable quality were the founding cornerstones of the Aston Martin Virage range. Twenty-three years on, built around Aston Martin's proven all-aluminium structure for lightness and strength and powered by a bespoke version of the company's iconic V12 engine, Virage is back, offering a new twist to Aston Martin's unique brand of performance.

Neatly fusing the full-blooded performance and striking looks of a thoroughbred sports car with the effortless character and lavish appointments of a luxury GT, the Virage is the perfect choice for the discerning driver who demands comfort but also desires genuine dynamism. It combines the presence and formidable performance of a V12-engined sports car with the comfort, convenience and prestige of a true luxury car. Delivering an intoxicating blend of imperious pace and cossetting sensory indulgence, every journey is an experience to savour.

The smooth, sensual lines of both the Coupe and convertible Volante perfectly reflect the way the Virage performs. With a peerless 490 bhp 6.0-litre V12 engine it has the outright pace of a purebred sports car, but thanks to its six-speed 'Touchtronic 2' automatic transmission and carbon ceramic brakes such performance is delivered with composure and maturity.

Taut lines and generous, fluid curves give the Virage a sleek, muscled physique to match its powerful performance potential. Masterful detailing ensures it has its own distinct identity, while an opulently appointed interior fashioned from the finest natural materials creates a truly luxurious environment for driver and passenger alike.

[virage]



PERFORMANCE

With a top speed of 186 mph and the ability to sprint to 62 mph in just 4.6 sec the Virage can count itself amongst the fastest GTs in the world. Thanks to the tremendous vocal range of its 6.0-litre V12 engine it is also one of the most characterful. From the moment it fires exuberantly into life you know you are in for a treat, but thanks to special by-pass valves in the exhaust system the Virage is blessed with an ability to soothe you when cruising yet inspire with a stirring howl when driven hard. A true sporting luxury GT the Virage effortlessly adapts to complement your journey and suit your mood. With Sport mode engaged, not only does the drive-by-wire throttle become 30 per cent sharper, but the Touchtronic 2 transmission delivers 50 per cent quicker gearshifts.

DESIGN

Assertive but not aggressive, elegant, graceful and quiet potency characterise the design of the Virage. Its beauty and class are as obvious as its formidable performance potential, yet there is something impressively understated about the way in which it draws your gaze. Where other designs 'shout' at you, the Virage's clean lines and muscled physique have rare visual magnetism. A new hand-finished stainless steel grille, with elements shaped like wing sections, new intake meshes and striking bi-xenon headlights give the Virage a handsome face. A pair of recessed bonnet vents provide subtle clues as to the rear-set positioning of the front-mid-mounted V12 engine and are available in a choice of two styles for added personalisation. And needless to say, in Volante form, the Virage's lines retain all the fluidity and poise of the Coupe whether its roof is up or down.

CONTROL

Featuring Aston Martin's Adaptive Damping System (ADS) the Virage has the character and abilities of two cars perfectly melded into one brilliantly executed package. With springs and electronic damping control software specifically honed to complement the Virage's character and objectives, ADS takes sensor readings from the car's systems to build a picture of the driving style and road surface quality. Special electronically controlled valves in the dampers then constantly adapt the suspension settings to find the most supple and comfortable balance of ride and handling. For sustained high-speed driving the driver can elect to engage 'Sport' mode, which firms the suspension settings for an increased sense of connection and control. The Virage also features a three-stage Dynamic Stability Control (DSC) system. This allows the driver to choose the level of electronic intervention according to the road conditions.

ENGINEERING

It is a remarkable – but true – fact that the Virage is over 500 kg lighter than some other luxury GT cars. Focusing on minimising mass from the start of the design process results in a car that has natural athleticism. It feels alive as only a car with true sporting credentials can. Refinement has also been the focus of attention, with all the lessons learned in the development of Aston Martin's four-door Rapide being applied to the Virage. The use of a more dense sound deadening material has further isolated road noise, and improved refinement. This lack of white noise makes the Virage less tiring to drive over long distances, which further enhances its effortless mile-eating abilities.

CRAFTSMANSHIP

When it comes to craftsmanship and meticulous attention to detail an Aston Martin is like a fine piece of furniture, a Swiss watch or a bespoke tailor-made suit. Nothing is rushed. Perhaps the finest example of this ethos is the Virage's leather interior. Even by Aston Martin's standards it has had extensive time and skill lavished upon it. New combinations seduce and delight your senses, while an expert machinist stitches every seam for absolute accuracy and consistency.



TECHNICAL SPECIFICATION

virage

BODY

- Two-door coupe or soft-cover convertible top body style with 2+2 seating
- Extruded bonded aluminium VH body structure
- Aluminium, magnesium alloy and composite body
- Extruded aluminium door side-impact beams
- Single bi-xenon headlights with integrated LED side lights and direction indicators
- LED rear lamps and side repeaters

ENGINE

- All-alloy, quad overhead camshaft, 48-valve, 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless steel exhaust system with active bypass valves
- Compression ratio 10.97:1
- **Max power** 365 kW (497 PS/490 bhp) at 6500 rpm
- **Max torque** 570 Nm (420 lbft) at 5750 rpm
- **Acceleration** 0-100 km/h (62 mph) in 4.6 seconds
- **Maximum speed** 186 mph (299 km/h)

TRANSMISSION

- Rear mid-mounted, Touchtronic 2 six-speed automatic gearbox with electronic shift-by-wire control system
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential
- Final-drive ratio 3.46:1

STEERING

- Rack and pinion, power-assisted steering, 3.0 turns lock-to-lock
- Column tilt and reach adjustment

WHEELS & TYRES

- 20" 5-spoke alloy silver painted wheels
- **Front** 8.5 x 20" Pirelli P Zero 245/35
- **Rear** 11 x 20" Pirelli P Zero 295/35

SUSPENSION

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

BRAKES

- **Front** Ventilated Carbon Ceramic discs, 398 mm diameter with six-piston calipers
- **Rear** Ventilated Carbon Ceramic discs, 360 mm diameter with four-piston calipers
- Dynamic Stability Control (DSC) with Track mode
- Anti-lock Braking System (ABS)
- Electronic Brakeforce Distribution (EBD)
- Emergency Brake Assist (EBA)
- Traction Control (TC)

STANDARD SPECIFICATION

- Full-grain leather interior
- Alcantara headlining
- Walnut fascia trim and Iridium Silver centre console finish
- Memory seats and exterior mirrors (three positions)
- Electrically adjustable sports seats with side airbags
- Powerfold exterior heated mirrors
- Dual-stage driver/passenger front airbags
- Heated seats (sports seats only)
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- Trip computer
- Cruise control
- Satellite navigation system^{1,2}
- Bluetooth telephone preparation¹
- Glass ECU
- LED map-reading lights
- Front and rear parking sensors
- Tyre-pressure monitoring¹
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Battery disconnect switch
- Tracking device (UK only)
- Boot-mounted umbrella

IN-CAR ENTERTAINMENT

- 700W Aston Martin Premium Audio System with Dolby® Pro Logic II®
- Integrated Apple iPod® connector³
- USB connector with Waveform Audio Format (WAF), Windows Media Player (WMA) and MPEG (MP3) audio file compatibility
- 3.5 mm auxiliary input socket
- Satellite radio system (USA only)

EXTERIOR OPTIONS

- 20" 5-spoke alloy Graphite painted wheels with diamond-turned finish
- 20" 10-spoke alloy Liquid Silver painted wheels
- 20" 10-spoke alloy Silver painted wheels with diamond-turned finish
- 20" 10-spoke alloy Graphite painted wheels with diamond-turned finish
- 20" 10-spoke alloy Satin Black painted wheels with diamond-turned finish
- Titanium finish bonnet and side strake meshes
- Bonnet louvres with Titanium finish side strake meshes

INTERIOR OPTIONS

- 2+0 seating (Coupe only)
- Lightweight seats with six-way electrical adjustment (must be ordered in conjunction with 2+0 seating configuration, not available with heated seats feature)^{1,4}
- Alternative fascia trim finishes: Mahogany, Piano Black, Tamo Ash, Nexus Alloy, Double Apex Alloy
- Matching wood door trim (not available with alloy facias or B&O BeoSound audio system options)
- Personalised sill plaques
- 1000 W Bang & Olufsen BeoSound audio system with ICEpower technology
- Auto-dimming interior rear-view mirror¹
- Auto-dimming interior rear-view mirror with garage door opener (Europe only)¹
- Alarm upgrade (volumetric and tilt sensor)
- Tracking device (UK Category 5)^{1,2}
- First-aid kit
- Trinket tray

DIMENSIONS

- **Length** 4703 mm (185.2")
- **Width** 1904 mm (75.0") excluding mirrors; 2061 mm (81.1") including mirrors
- **Height Coupe** 1282 mm (50.5")
- **Height Volante** 1289 mm (50.7")
- **Wheelbase** 2740 mm (107.9")
- **Front track** 1586 mm (62.4")
- **Rear track** 1581 mm (62.2")
- **Turning circle** 11.6 m (38 ft) (kerb to kerb)
- **Boot capacity Coupe** 184l (6.5 cu ft) (3935 lb)
- **Boot capacity Volante** 152l (5.4 cu ft) (3395 lb)
- **Fuel capacity** 78 litres (17.15 UK gal/20.6 US gal)
- **Curb weight Coupe** 1785 kg
- **Curb weight Volante** 1890 kg (4166 lb)

1 Not available in all markets
2 Complies with UK Thatcham Category 5 requirements. Excludes subscription. Standard in UK
3 iPod® is a trademark of Apple Inc., registered in the US and other countries.
4 Does not include side airbags or passenger airbag cut-off switch



DB9 SPECIAL EDITIONS

THE ASTON MARTIN DB9 SPECIAL EDITIONS BRING A NEW LEVEL OF EXCLUSIVITY TO
ASTON MARTIN’S SIGNATURE MODEL, THE ICONIC DB9 –
THE QUINTESSENTIAL SPORTING GRAND TOURER COMBINING TRUE
BEAUTY WITH THOROUGHbred PERFORMANCE

[db9 special editions]

The opulent white paint finish of the ‘Morning Frost’ Luxury specification is enhanced by a contemporary 10-spoke forged diamond-turned alloy wheel design and a sumptuous Metallic Bronze leather interior.



Since its introduction in 2004, the DB9 has been at the core of Aston Martin’s model range – a sporting grand tourer that embodies the company’s commitment to dynamism, elegance and sensational design. The DB9 has been refined and enhanced, ensuring that this exemplary sporting grand tourer retains its position as a class leader and one of the most desirable Aston Martins ever made. The new DB9 Coupe and Volante Special Edition models are available in two specifications, ‘Sport’ and ‘Luxury’. The Sport specification – available as either ‘Carbon Black’ or ‘Quantum Silver’, features rich, dark paintwork, which enhances the DB9’s iconic lines and complements the contrasting black and silver interior to create a striking, aggressive theme.

The Luxury specification is exclusively available as ‘Morning Frost’, a sophisticated, white tone, which blends magnificently with the sumptuous Metallic Bronze, Piano Black and metal interior to deliver a luxurious and contemporary package. The DB9 Special Editions epitomise the iconic design and outstanding levels of craftsmanship and material quality that form the heart of every Aston Martin. The company continues to redefine modern bespoke manufacturing at its factories in Gaydon, Warwickshire, and Graz, Austria, and these special edition DB9s demonstrate the way high technology engineering and manufacturing is paired seamlessly with distinctive detailing and handcrafted processes to create truly individual design.

[db9 special editions]

SPORT

The ‘Carbon Black’ and ‘Quantum Silver’ Sport specifications are equipped with a sports exhaust to deliver an exhaust note that enhances the sporting character. A black finish has been applied to key features on the exterior to accentuate the aggressive sporting theme. The 10-spoke forged diamond turned alloy wheels, which expose the black brake calipers, feature a Gloss Black painted finish applied to the sides of the spokes and the bonnet meshes, side-strake grilles and lower front and rear grilles are black powder-coated. The aggressive, dark styling continues throughout the interior. Swatches of Obsidian Black leather combine with a rich Piano Black veneer, which is applied to the fascia, centre console area, door handles and door cappings, to deliver a powerful contrast to the glass switches, metal detailing and coarse silver stitching. Black anodised tread plates on the sills, which include the specification nomenclature beautifully etched onto the sill plaque, complete the striking, sporting design. The Coupe features Obsidian Black semi-aniline leather headlining with a silver centre stitch, while the Volante includes a black hood which can be specified with either Obsidian Black or Tailors Grey headlining.

LUXURY

For the ‘Morning Frost’ Luxury edition, the opulent white paint finish is enhanced by contemporary 10-spoke forged diamond turned alloy wheel design, through which the silver brake calipers are clearly visible. The bonnet meshes and lower exterior grilles are powder-coated with a Magnum Silver finish and give further emphasis to the bright exterior. The luxurious Metallic Bronze leather interior is a perfect partner for the contemporary exterior. Once again, Piano Black veneer throughout the cabin combines with the bronze leather, glass switches and metal details to create a cossetting environment which exudes prestige. The Luxury edition DB9 displays a special sill plaque on both the driver and passenger tread plates, which is etched with ‘Morning Frost’. The Coupe features Metallic Bronze leather headlining with a centre stitch. The Volante can be specified with either a Black or Bitter Chocolate hood – both of which include Ivory headlining.

PERFORMANCE

The DB9’s powerful yet refined all-aluminium 6.0-litre V12 produces 350 kW (470 bhp) and 600 Nm (443 lb ft) of torque, giving a top speed up to 306 km/h (190 mph) and accelerating 0–100 km/h (62 mph) in 4.8 seconds. But despite these impressive figures and the instant throttle response, the DB9 can also relax. Eighty per cent of the V12 engine’s torque is available from as little as 1500 rpm, while enormous mid-range performance provides instant overtaking power almost regardless of engine speed, or gear. Aston Martins have always sounded like true thoroughbreds and the DB9 is no exception: the 6.0-litre V12 has been described as one of the finest-sounding engines in production: an exhilarating roar when accelerating; a growl when cruising.

CONTROL

To achieve the low weight required for a great sports car, all the DB9’s major body and mechanical components are made from aluminium, magnesium alloy or advanced, lightweight, composite materials. The front-to-rear weight distribution of the DB9 is a perfect 50:50, with 85 per cent of the car’s mass sited between the front and rear axles. The DB9 cabin is focused on the driver, who sits as low and as close as possible to the car’s centre of gravity. Combined with the rigid body structure and all-aluminium, double wishbone suspension, the result is unfiltered feedback of the car’s dynamic behaviour. This unparalleled two-way communication – car to driver, driver to car – is at the very core of the DB9’s design philosophy. What’s more, the DB9 now features an Adaptive Damping System (ADS) as standard, whose central ECU takes readings from various sensors to determine the car’s dynamic conditions and subsequently set the dampers to their most appropriate stiffness. In ‘Normal’ mode, the ADS continually stiffens the dampers away from their softest positions when required; in ‘Sport’ mode, the ADS automatically softens them away from their maximum stiffness to optimise the car’s control.



Swatches of Obsidian Black leather combine with a rich Piano Black veneer in the DB9 Sport Special Edition to deliver a powerful contrast to the glass switches, metal detailing and coarse silver stitching.

TECHNICAL SPECIFICATION

db9 special editions

BODY

- Two-door coupe or convertible body style with 2+2 seating
- Extruded aluminium bonded VH body structure
- Aluminium and composite body panels
- Extruded aluminium door side-impact beams
- High Intensity Discharge (HID) headlamps (dipped beam)
- Halogen projector headlamps (main beam) with power wash
- LED rear lamps
- Clear tail lamps

ENGINE

- All-alloy, quad overhead camshaft, 48-valve, 5935 cc V12
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless steel exhaust system with active bypass valves
- Compression ratio 10.9:1
- **Max power** 350 kW (470 bhp/477 PS) at 6000 rpm
- **Max torque** 600 Nm (443 lb.ft) at 5000 rpm
- **Acceleration** 0-100 km/h (62 mph) in 4.8 sec; 0-60 mph in 4.6 sec
- **Max speed** 306 km/h (190 mph)

TRANSMISSION

- Rear mid-mounted, ‘Touchtronic 2’ six-speed automatic with electronic shift-by-wire control system
- Alloy torque tube with carbon-fibre propeller shaft
- Limited-slip differential
- Final-drive ratio 3.154:1

STEERING

- Rack and pinion, Servotronic speed-sensitive power-assisted steering, 3.0 turns lock-to-lock
- Column tilt and reach adjustment

WHEELS & TYRES

- 19” alloy wheels
- **Front** 8.5J x 19” Bridgestone Potenza 235/40 ZR19
- **Rear** 9.5J x 19” Bridgestone Potenza 275/35 ZR19

SUSPENSION

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

BRAKES

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

INTERIOR

- Full length Piano Black fascia trim
- Piano Black door handles and door cappings
- Perforated leather seat inserts
- Glass switchgear
- Auto-dimming interior rear-view mirror¹
- Auto-dimming interior rear-view mirror with garage door opener (USA and Canada only)
- Electrically operated seats
- Memory seats and exterior mirrors (three positions)
- Dual-stage driver and front passenger frontal airbags
- Front occupant side airbags
- Automatically deployed roll-over bars (Volante)
- Heated front seats
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- LED map lamps and ambient lighting
- Trip computer
- Cruise control
- Hard Disk Drive (HDD) satellite navigation^{1, 2}
- Bluetooth telephone preparation¹
- Satellite radio system (USA only)
- Powerfold exterior mirrors
- Rear parking sensors
- Tyre-pressure monitoring¹
- Alarm and immobiliser
- Remote-control central door locking and boot release
- Wind deflector (Volante only)
- Tracking device³ (UK only)
- Boot-mounted umbrella

‘SPORT’ SPECIFICATION

- Carbon Black or Quantum Silver paint
- Sports exhaust
- 10-spoke diamond turned forged alloy wheels with Gloss Black finish
- Black brake calipers

- Black bonnet, side-strake and lower bumper meshes
- Graphitic tail pipes
- Obsidian Black semi-aniline (Coupe) or full grain (Volante) leather interior
- Coarse Silver stitching
- Obsidian Black semi-aniline leather headlining with silver centre stitch (Coupe)
- Black hood with Black or Tailors Grey headlining (Volante)
- Unique black tread plates

‘LUXURY’ SPECIFICATION

- Morning Frost paint
- 10-spoke diamond turned forged alloy wheels with Silver finish
- Silver brake calipers
- Magnum Silver bonnet, side-strake and lower bumper meshes
- Metallic Bronze full grain leather interior
- Fine Bitter Chocolate stitching
- Metallic Bronze leather headlining with centre stitch (Coupe)
- Black or Bitter Chocolate hood with Ivory headlining (Volante)
- Unique tread plates

IN-CAR ENTERTAINMENT

- Aston Martin 700 W Premium Audio System with Dolby® Pro Logic II® and a six-CD autochanger
- MP3 player connectivity
- Integrated Apple iPod® connector⁴
- USB connector with Waveform Audio Format (WAF), Windows MediaPlayer (WMA) and MPEG (MP3) audio file compatibility
- 3.5 mm auxiliary input socket

OPTIONS

- 1000 W Bang & Olufsen BeoSound Audio System with 1000 W RMS of ICEpower®⁵ amplification
- Front parking sensors
- Second glass key

- Auto-dimming interior rear-view mirror with garage door opener (Europe only)
- Alarm upgrade (volumetric and tilt sensor)
- Tracking device^{1, 3}
- First-aid kit
- Smokers’ pack
- Satellite radio system (Canada only)

DIMENSIONS

- **Length** 4710 mm (185.5”)
- **Width** 1875 mm (74”)
- **Height** 1270 mm (50”)
- **Wheelbase** 2745 mm (108”)
- **Front track** 1570 mm (62”)
- **Rear track** 1560 mm (61.5”)
- **Turning circle** 12.0 m (39.4 ft)
- **Fuel tank capacity** 80 ltr (17.6 UK gal, 21.1 US gal)
- **Cd** (Coupe) 0.35
- **Curb weight** (Coupe) 1800 kg (3968 lb)

FUEL CONSUMPTION⁶

- Litres/100 km (mpg)
- **Urban** 22.3 (12.7)
- **Extra-urban** 10.2 (27.8)
- **Combined** 14.6 (19.4)

GAS MILEAGE (NORTH AMERICA ONLY)

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

CO₂ EMISSIONS⁶

- 345 g/k

¹ Not available in all markets.
² Includes Traffic Messaging Channel (TMC) in Continental Europe.
³ Complies with UK Thatcham Category 5 requirements. Excludes subscription. Standard in UK.
⁴ iPod is a trademark of Apple Inc., registered in the US and other countries.
⁵ ICEpower is a proprietary technology of Bang & Olufsen Audio System
⁶ Data not applicable to North American market.



V8 VANTAGE S

THE ASTON MARTIN VANTAGE RANGE COMES OF AGE WITH THE NEW V8 VANTAGE S,
CHARACTERISED BY A HOST OF NEW DRIVER-FOCUSED FEATURES ALL
DESIGNED TO PUSH THE HONED DYNAMICS OF THE STANDARD VANTAGE TO
A NEW BENCHMARK LEVEL



[v8 vantage s]

‘The V8 Vantage S epitomises every attribute of the V8 Vantage and pushes the driver experience beyond what we have offered before,’ says Dr Ulrich Bez, CEO of Aston Martin. ‘It combines dynamic exhilaration with all the charming finesse, beauty and practicality already associated with the Vantage range.’

As its name and race-bred looks suggest, the new V8 Vantage S is a more overtly sporting Vantage aimed at the keenest driver, heavily influenced by the 2011 Vantage GT4 race car. Available as a Coupe or a Roadster, styling changes include new wheels and race-winning aerodynamics honed in GT racing, while inside unique detailing creates a very special driving ambience. Featuring a tuned version of the same 4.7-litre V8 developing 321 kW (430 bhp) and 490 Nm (361 lb ft) of torque, the V8 Vantage S mates this added potency to an all-new seven-speed Sportshift II paddle-operated transmission specifically designed for ‘S’ model. The seven-speed gearbox is fitted as standard and features close gear ratios which, in combination with the short final drive ratio, ensure exceptional in-gear acceleration for a searing sense of urgency. Thanks to more sporting suspension settings and a more responsive steering rack it has the reactions to match, while a competition derived floating disc front brake system complete with larger discs and new six-piston calipers ensure immense stopping power for absolute confidence.



[v8 vantage s]

PERFORMANCE

Small, lithe and built around a rigid aluminium structure, the V8 Vantage S combines lightweight construction with a heavyweight punch for supreme all-round performance. Mounted as low and as far back in the chassis as possible for a low centre of gravity, supremely balanced handling and maximum agility, the V8 Vantage S 4.7 litre engine is tremendously powerful, delivering 321 kW (430 bhp). Remaining true to the Aston Martin philosophy of effortless, exploitable performance, the V8 Vantage S engine delivers 76 per cent of its 490 Nm (361 lb ft) torque peak at just 1500 rpm, delivering an instant response from a little over idle to 7000 rpm and beyond. Specifically tuned to develop an additional 10 bhp and 20 Nm of torque, the ‘S’ engine creates the most intense driving experience yet in a V8-powered Vantage.

DESIGN

The V8 Vantage S showcases aerodynamic refinements featured in Aston Martin’s GT4 motorsport programme. At the front a deeper bumper and aggressive carbon fibre splitter pluck more downforce from the airflow for increased stability at speed, while pronounced side sills reduce aerodynamic lift and give the flanks greater definition. At the rear the Vantage’s tailgate is shaped into a more pronounced upswept ‘flip’ – again to reduce lift – and a carbon fibre diffuser helps extract air from beneath the car. Inside, distinctive three-track stitching detail on the door inserts, sides of the centre console and seats convey the dynamic nature of V8 Vantage S. The door inserts also feature folded leather behind each track of the stitch detail – reminiscent of the gills of a shark, hinting at the power and agility of the car.

CONTROL

The V8 Vantage S is equipped with an all-new seven-speed Sportshift II ‘box fitted as standard. Featuring closer gear ratios, a shorter final drive and faster shift times for sharper response and even more vivid performance, the new transmission has been designed specifically for the more aggressive and focused character of this invigorating driver’s car. A new three-stage dynamic stability control (DSC) system has been specifically tuned to the V8 Vantage S, whilst a new brake control module includes features such as Hydraulic Brake Assist (HBA), which provides assistance in heavy braking situations, and Hill Start Assist (HSA). Dynamic revisions are central to the V8 Vantage S, with a quickened steering rack ratio of 15:1 compared to 17:1 on the standard car and a larger-diameter front brake disc with new six-piston front brake calipers.

TECHNICAL SPECIFICATION

v8 vantage s

BODY

- Two-seat, two-door coupe or soft-cover convertible top body style
- Extruded bonded aluminium VH body structure
- Aluminium, magnesium alloy, composite and steel body
- Extruded aluminium door side-impact beams
- Halogen projector headlamps (main beam)
- High Intensity Discharge headlamps (dipped beam)
- LED rear lamps
- Clear rear lamps
- Carbon fibre front splitter and rear diffuser

ENGINE

- All-alloy quad overhead camshaft, 32-valve 4735 cc V8
- Front mid-mounted engine, rear-wheel drive
- Fully catalysed stainless steel exhaust system with active bypass valves
- Compression ratio 11.3:1
- Max power 321 kW (436 PS / 430 bhp) at 7300 rpm
- Max torque 490 Nm (361 lb.ft) at 5000 rpm
- Max speed 305 km/h (189 mph)

TRANSMISSION

- Rear mid-mounted Sportshift II¹ seven-speed automated manual transmission
- Alloy torque tube with carbon fibre propeller shaft
- Limited slip differential
- Final Drive Ratio 4.182:1

STEERING

- Rack and pinion, Servotronic speed-sensitive power-assisted steering, 2.6 turns lock-to-lock
- Column tilt and reach adjustment

WHEELS & TYRES

- 19" V-spoke cast alloy silver painted wheels with diamond-turned finish
- Front 8.5J x 19" Bridgestone Potenza RE050 245/40 R19
- Rear 10.0J x 19" Bridgestone Potenza RE050 285/35 R19

SUSPENSION

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

BRAKES

- Front Ventilated and grooved two-piece floating discs, 380 mm diameter with six-piston calipers
- Rear Ventilated and grooved steel discs, 330 mm diameter with four-piston calipers
- Dynamic Stability Control (DSC)
- Anti-lock braking system (ABS)
- Electronic Brakeforce Distribution (EBD)
- Emergency Brake Assist (EBA)
- Hydraulic Brake Assist (HBA)
- Positive Torque Control (PTC)
- Hill Hold Assist (HHA)
- Traction Control

INTERIOR

- Full grain leather interior
- Weave Alloy fascia trim
- Iridium Silver centre console outer finish and Graphite inner finish
- Leather-trimmed sports steering wheel
- Embroidered ‘Vantage S’ seat logo
- Embroidered ‘Vantage S’ carpet logo
- Electrically operated Sports seats with side airbags

- Dual-stage driver and passenger front airbags
- Heated rear screen
- Automatic temperature control
- Organic Electroluminescent (OEL) displays
- Trip computer
- Cruise control
- Bluetooth telephone preparation²
- Glass ECU
- LED map lamps
- Rear parking sensors
- Powerfold exterior heated mirrors
- Tyre-pressure monitoring system²
- Alarm and immobiliser
- Remote-controlled central door locking and boot release
- Tracking device (UK only)³
- Anodised black ‘S’ theme tread plates
- Machined black ‘S’ theme tread plates
- Lamy pen and pen holder

IN CAR ENTERTAINMENT

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

EXTERIOR OPTIONS

- V-Spoke cast alloy graphite painted wheels with diamond turned finish
- 10-spoke forged alloy silver painted wheels with diamond turned finish
- 10-spoke forged alloy graphite painted wheels with diamond turned finish
- Bright finish grille
- Carbon fibre side strakes
- Magnum Silver bonnet and side stake meshes
- Front parking sensors

- Alternative brake caliper finish – black, red, silver
- Delete ‘Vantage S’ model badging
- Delete protective tape

INTERIOR OPTIONS

- Lightweight seats with six-way electrical adjustment^{2,5}
- Memory front seats and exterior mirrors (three positions)
- Heated seats (included as standard with Lightweight seats)
- Alternative fascia trim finishes – Prism Alloy, Piano Black, Piano Black Interior Pack
- Personalised sill plaques
- Alcantara trimmed steering wheel (Coupe only)
- Delete embroidered ‘Vantage S’ seat logo
- Delete embroidered ‘Vantage S’ carpet logo
- 700 W Aston Martin Premium Audio system with Dolby® Pro Logic II®
- 1000 W Bang & Olufsen BeoSound audio system with ICEpower® technology
- Satellite radio system (USA and Canada only)²
- Auto-dimming interior rear-view mirror
- Auto dimming interior rear view mirror with garage door opener (Europe only)²
- Hard Disk Drive (HDD) satellite navigation system^{2,6}
- Alarm upgrade (volumetric and tilt sensor)
- Ashtray and cigar lighter
- Second glass ECU
- Tracking device^{2,3}
- First aid kit
- Boot mounted umbrella
- Wind deflector (Roadster only)

DIMENSIONS

- Length 4385 mm (172.6")
- Width (excluding mirrors) 1866 mm (73.5")
- Width (including mirrors) 2022 mm (79.6")
- Height (Coupe) 1260 mm (49.6")
- Height (Roadster) 1260 mm (49.6")
- Wheelbase 2601 mm (102.4")
- Front Track 1570 mm (62.0")
- Rear Track 1564 mm (61.4")
- Turning Circle 11.38 m (37.3 ft) (curb to curb)
- Boot Capacity (Coupe) 300 litres (10.6 cu ft)
- Boot Capacity (Roadster) 144 litres (5.0 cu ft)
- Fuel Capacity 80 litres (17.6 UK gal/21.1 US gal)
- Curb Weight (Coupe) 1610 kg (3549 lb)
- Curb Weight (Roadster) 1690 kg (3726 lb)

FUEL CONSUMPTION⁷

- Litres/100 km (mpg)
- Urban 19.2 (14.7)
- Extra-urban 9.3 (30.4)
- Combined 12.9 (21.9)

GAS MILEAGE (North America only)

- City 14 mpg
- Highway 21 mpg

CO₂ EMISSIONS⁷

- 299 g/km

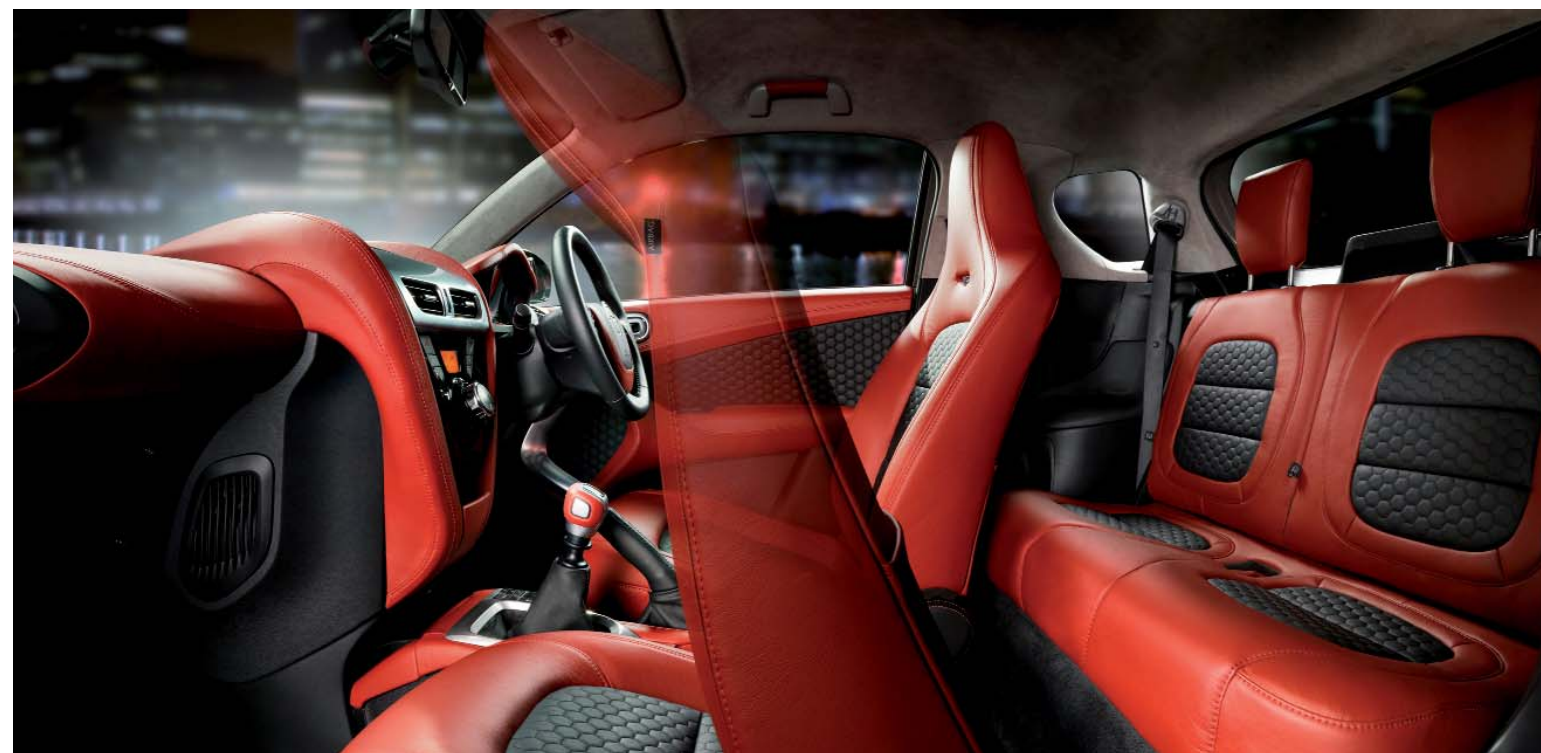
1 Sportshift trademark is used under license from Prodrive (Holdings) Ltd
2 Not available in all markets
3 Complies with UK Thatcham Category 5 requirements. Excludes subscription. Standard in UK
4 iPod® is a trademark of Apple Inc., registered in the US and other countries
5 Does not include side airbags or passenger airbag cut-off switch
6 Includes Traffic Messaging Channel (TMC) in Continental Europe
7 Data not applicable to North American market



Styled to evoke the look of an athlete wearing a skin-tight suit, the V8 Vantage S Roadster’s rakish lines and snugly tailored roof are perfectly in keeping with its pared-back performance-biased brief. Raised or lowered in just 18s up to 50 km/h (30 mph), the powered fabric hood stows beneath an aluminium tonneau to create a clean, unbroken line from front to rear.



[cygnet]



CYGNET

WE ARE MOVING IN A CHANGING WORLD. IT IS TIME FOR AN ASTON MARTIN TAILOR-FIT FOR THE CITY. ELEGANT AND DISTINCTIVE, INDIVIDUAL AND PRACTICAL, CYGNET IS THE LUXURY SOLUTION TO URBAN MOBILITY

With Cygnet, Aston Martin have created a car that is breaking into a new automotive space. Previously, 'small' has meant a compromise to materials and craftsmanship; Cygnet is a small car without compromise to either quality or craftsmanship. It looks and feels like an Aston Martin, with a hand-crafted interior comparable to the marque's current sports car range – even the One-77 supercar.

Cygnet is the eighth major production car Aston Martin has introduced at its state-of-the art Gaydon facility since 2004, and is assembled in a new dedicated facility by the same skilled local workforce of technicians and craftspeople that create Aston Martin's award-winning range of sports cars. Cygnet demonstrates Aston Martin's ongoing commitment to British manufacturing, supported by a strong local supplier network providing the finest materials and components. As a result, Cygnet's build quality matches its discreet styling, the richly detailed interior and exterior forming a visual and tactile delight.

The marque's characteristic design language, including signature details such as the metal grille, elongated side strake and inverted rear lights, establish a distinguished, solid form with strong road presence. Cygnet is innovative, luxurious and forward-thinking: a genuine solution for urban mobility, providing significant manoeuvrability and parking benefits and yet still being capable of carrying up to four people. It is a natural

extension to Aston Martin's line-up of acclaimed luxury sports cars, complementing the range by providing an alternative for the city commute – a luxury commuter car that can thread easily and unobtrusively through the modern metropolis.

Cygnet benefits from highly sophisticated active and passive safety technology to protect driver, passengers and pedestrians, with a range of breakthrough features rarely seen in small cars. Cygnet delivers everything the city driver needs, from essential equipment like ABS, nine airbags, stability control, electronic brake assist and retractable door mirrors to a luxurious interior specification, including keyless entry and start, heated seats, and satellite navigation, all packed into a car that is just three metres long.

The same Aston Martin philosophy of design, craftsmanship and attention to detail, allied to exquisite form and surface language, all result in a car of exceptional quality – only smaller. And in this case, small is beautiful – the perfect expression of your own character and lifestyle.

[cygnet]

Previously, small has meant a compromise to materials and style. With Cygnet, all that has changed. Aston Martin have created a new benchmark by which other commuter cars will be judged.



BLACK AND WHITE LAUNCH EDITIONS

To celebrate the commencement of production, the new Aston Martin Cygnet will be available in two special launch edition models, each exemplifying the highly bespoke nature of this unique car. 'White' and 'Black' are available with either standard manual or optional CVT automated transmission and each will be produced for a strictly limited time. Craftsmanship and meticulous attention to detail characterise each Cygnet, and the extremely high levels of interior finish are exemplified by the choice of materials and colours on these two unique models. Cygnet Launch Edition White brings together a serene exterior, finished in Snow White paint with a mix of silver mesh, chrome brightwork and White Diamond turned alloy wheels. In contrast, Cygnet Launch Edition Black features Magic Black metallic paint with a specially developed deep sea green effect, offset by matt black louvres and chrome brightwork. Both Cygnet Launch Editions also come with a bespoke Bill Amberg five-piece luggage set, especially designed for and tailored to Cygnet.



DESIGN

Tailor-Fit for the city, the Aston Martin Cygnet has been created with the same materials, features and finishes synonymous with Aston Martin's sports cars. The design aesthetic and iconic styling cues make Cygnet instantly recognisable as an Aston Martin yet with a personality of its own.

Cygnet's abstract proportions are complimented by its enlarged badges, iconic grille and elongated side strakes. Cygnet is compact – only three metres long, making it extremely manoeuvrable in today's bustling cities, yet with room for up to four people. Cygnet is luxurious and well appointed in true Aston Martin fashion. Previously, small has meant a compromise to materials and style. With Cygnet, all that has changed. Aston Martin have created a new benchmark by which other commuter cars will be judged.

CRAFTSMANSHIP

This is a bespoke luxury city car, with the refinement, honest use of materials and meticulous attention to detail you expect from an Aston Martin. Hand finishing means Aston Martin can craft cars to a superior level with exclusive design details. And like all Aston Martins, Cygnet can be personalised to a high level, with a myriad of paint and leather trim colours and combinations, making each car tailor-fit to its owner.

Cygnet's interior is elegant, luxurious and supremely comfortable, using the same full grain leather as Aston Martin's sports cars. The hand finished interior is created not out of deference to tradition, but because a skilled craftsman can finish leather to a far higher standard than any automated processes.

PRACTICALITY

Cygnet's size is one of its strengths, at just three metres long, with a turning circle of only four metres; it can manoeuvre and park in spaces that others would not even consider. Cygnet is small, yet can seat up to four people plus has a versatile 50:50 split rear seat system providing ample storage for the city commute.

Cygnet benefits from sophisticated class-leading active and passive safety technologies, protecting driver, passengers and pedestrians. With CO₂ emissions as low as 116 g/km and a fuel economy of 56.5 mpg (manual transmission), Cygnet is extremely competitive with other commuter cars. Aston Martin strives for continuous improvement in its environmental performance and Cygnet is a bold step towards achieving those goals.

[cygnet]



TECHNICAL SPECIFICATION

cygnet

<p>BODY</p> <ul style="list-style-type: none">• Two door body style with full width tailgate and 4 seats• Bright aluminium front upper and lower grilles• Bright metal side strakes with Magnum Silver mesh• Bi-halogen headlights• LED tail lamps• Rear spoiler and diffuser blade• Body coloured door mirrors heated and electrically retractable• Side turn indicators on outer door mirrors• Rain sensing wipers• Dusk sensing headlamps• Front fog lamps• Rear privacy glass with washer jet and wiper• Rear parking sensors• Rear tailgate bright finisher <p>ENGINE</p> <ul style="list-style-type: none">• 1.33 litre with Variable Valve Timing (VVT)• 4 in-line cylinders• 16-valve DOHC (Double Overhead Camshaft) chain drive• Electronic fuel injection• Front mounted engine and differential• Front-wheel drive• Fully catalysed stainless steel exhaust system• Compression ratio 11.5:1 <p>TRANSMISSION</p> <ul style="list-style-type: none">• 6-speed manual (with Stop & Start technology and gear shift indicator)• Optional Constantly Variable Transmission (CVT) (with Eco Driving Indicator)	<p>PERFORMANCE</p> <ul style="list-style-type: none">• Max Power 72 kW (97 bhp/98 PS) at 6000 rpm• Max Torque 125 Nm (92 lb ft) at 4400 rpm• Max Speed 106 mph (170 km/h) Predicted• Acceleration 0-62 mph (0-100 km/h) Predicted – 11.8 seconds [6-speed manual] Predicted – 11.6 seconds [CVT] Predicted• Fuel economy combined cycle 56.5 mpg/5 l/100 km [6-speed manual] 54.3 mpg/5.2 l/100 km [CVT]• CO₂ emissions combined cycle 116 g/km [6-speed manual] 120 g/km [CVT] <p>SUSPENSION</p> <ul style="list-style-type: none">• Front MacPherson strut system• Rear torsion beam <p>STEERING</p> <ul style="list-style-type: none">• Rack and pinion• Servotronic speed-sensitive power-assisted steering, 3.0 turns lock-to-lock• Column tilt and reach adjustment <p>WHEELS & TYRES</p> <ul style="list-style-type: none">• 16" 8-spoke graphite painted diamond turned alloy wheels• Front and rear Bridgestone B250 175/60 R16 <p>BRAKES</p> <ul style="list-style-type: none">• Front Ventilated brake discs 255 mm diameter• Rear Solid brake discs 259 mm diameter• Anti-lock Braking System (ABS)• Electronic Brakeforce• Distribution (EBD)• Emergency Brake Assist (EBA)• Traction Control (TRC)• Vehicle Stability Control+ (VSC+)	<p>INTERIOR EQUIPMENT</p> <ul style="list-style-type: none">• Portable satellite navigation system with integrated Bluetooth mobile phone connection• Automatic climate-controlled air conditioning• Hand stitched leather steering wheel with audio switches• Hand stitched leather gearshift knob• Cirrus Grey Alcantara headlining• 4-piece floor mats with leather edge binding• Machined aluminium interior features• Satin Chrome with Iridium Electrochromatic rear-view mirror• Electric windows• Glovebox bag• Rear seat stowage tray under rear seats• Keyless entry (driver and passenger doors plus boot)• Keyless start• Multi-information display: audio, average speed, clock, outside temperature, current and average fuel consumption• SRS front airbags: driver and passenger• SRS curtain shield airbags: driver and passenger (front and rear)• Driver's SRS knee airbag• Seat cushion airbag switch-off• Seat belt warning: driver, passenger and rear occupants• Front seat belts: 3-point ELR with pre-tensioners and force limiters• Rear seat belts: 3-point ELR• Safety head restraint: driver and passenger• ISOFIX restraint system• Removable rear seat headrests• Rear seats 50:50 split folding <p>IN-CAR ENTERTAINMENT:</p> <ul style="list-style-type: none">• Radio, CD, 6 Speakers including MP3, Windows Media Player (WMA) and MPEG (MP3) audio file compatibility• 3.5 mm auxiliary input socket	<p>DIMENSIONS</p> <ul style="list-style-type: none">• Length 3078 mm• Width 1680 mm excluding mirrors• Height 1500 mm• Wheelbase 2000 mm• Front and rear track 1480 mm• Turning Circle 4 metres (13.1 ft) kerb to kerb• Fuel tank capacity 32 litres• Kerb Weight 988 kg <p>OPTIONS</p> <ul style="list-style-type: none">• 16" 8-spoke alloy wheels• 16" 16-spoke silver painted diamond turned alloy wheel• 16" 16-spoke graphite painted diamond turned alloy wheel• Bonnet louvre colours: Gloss Black, Grey Chrome• Delete Cygnet badge• Garage door opening mirror• First aid kit• Dark Chrome with piano black interior finishes• Cygnet sill plaque• Personalised Cygnet sill plaques <p>ACCESSORIES</p> <ul style="list-style-type: none">• Suspension lowering kit• Locking wheel nuts• Chrome mirror caps• Solar panel for battery charge• 3.5 mm auxiliary audio connection lead• Smokers pack• Bespoke 5-piece luggage set, designed exclusively for Cygnet by Bill Amberg, each piece carefully hand-crafted in black leather with technical fabric highlights: a uniquely designed glove box bag, a removable door pocket bag, a holdall, a garment bag and a collapsible tote bag. Each piece is also available separately• Indoor car cover• Outdoor car cover• Cygnet umbrella	<p>LAUNCH EDITION BLACK INCLUDES</p> <ul style="list-style-type: none">• Magic Black paint finish• Twin matt satin stripes• 16" 16-spoke diamond-turned alloy wheels with black finish• Chromed exterior mirror caps• Pure Black leather• Diamond shaped perforated leather inserts• Dark chrome finishes• Black wings badge• Bespoke Launch Edition sill plaques• Cygnet badge• Garage door opener• First aid kit <p>LAUNCH EDITION WHITE INCLUDES</p> <ul style="list-style-type: none">• Snow White paint finish• Twin Matt Satin Stripes• 16" 16-spoke diamond-turned alloy wheels with white finish• Chromed exterior mirror caps• Pearl White leather• Rectangular shaped perforated Alcantara inserts with silver backing• Satin Chrome finishes• White wings badge• Bespoke Launch Edition sill plaques• Cygnet badge• Garage door opener• First aid kit
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