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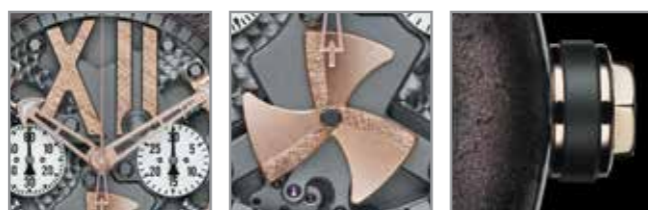
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FOREWORD



Welcome to the Stratstone Aston Martin Mayfair customer magazine, which I hope will give you an insight into our dealership along with the latest manufacturer news. Aston Martin Lagonda is a marque revered around the world as representing the pinnacle in automotive sophistication, luxury and outright performance.

The sports cars we offer, with the accompanying mystique and charisma, are produced to reflect the exclusivity that accompanies the name of the brand. It is fair to say that we have never been able to offer such a strong model line up. Aston Martin's rich and evocative history has been brought to life through a succession of iconic sports cars.

We will never forget our past successes but remain greatly excited about the future. This year sees the addition of some stunning new models from Aston Martin. We are very proud of the finished product and would encourage you to seek out a demonstration.

We also celebrated our recent award as The No.1 selling Aston Martin dealership in the world.

I do hope you enjoy reading the magazine and look forward to seeing you in the dealership soon.

Kind regards,

Nik Boxall
Head of Business



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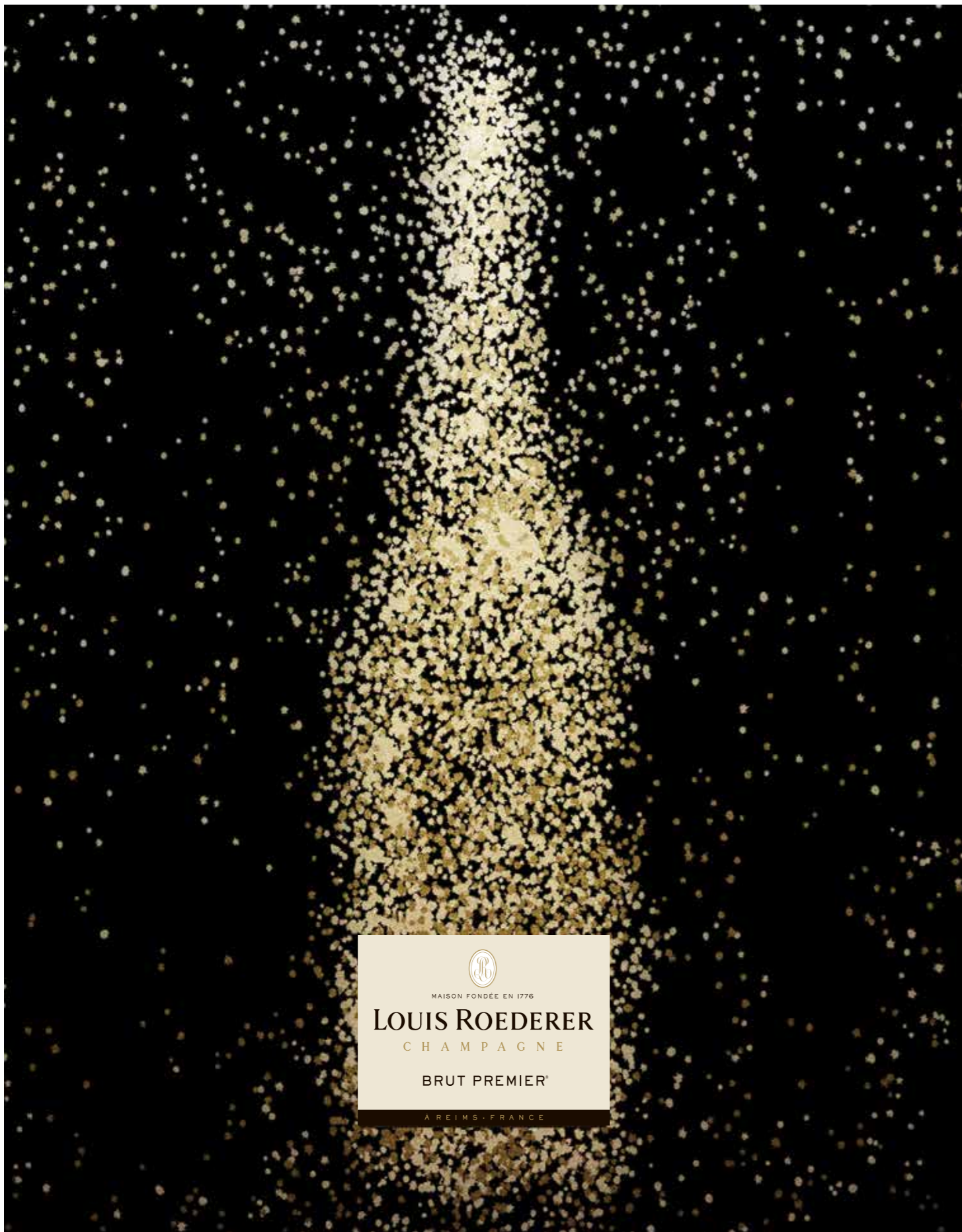
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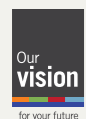


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STRATSTONE IS THE UK'S LEADING LUXURY AUTOMOTIVE RETAILER

Stratstone has been offering unrivalled, personalised service since the company was founded in 1921. It has been a great success story, made possible by the relationships Stratstone has forged with its key partners and customers.

At Stratstone we are really proud of our relationships with the world's leading automotive manufacturers. We have long standing associations in line with our Core Values, and are able to retail fantastic products and services.





The Key to Perfect Skin

Discover Nataliya Robinson Skin Therapy, the hidden beauty secret in the heart of Knightsbridge

Nothing symbolises effortless beauty more than flawless, radiant skin. But achieving it is often far from easy. Unless, that is, you're a client of celebrated London skin therapist Nataliya Robinson. To combat this, expert skin therapist Nataliya Robinson recommends a comprehensive approach combining targeted deep cleansing and anti-ageing face sculpting massage, to bring life and youth back to the skin for a glowing complexion that belies the elements.

Described by beauty editors as one of London's best facialists and the queen of perfect skin, Nataliya has been a qualified skin therapist for more than 15 years, both here in the UK and in her native Russia.

Nataliya specialises in advanced facial skincare treatments and is devoted to helping people achieve the healthiest, clearest skin possible. Her clinic is an oasis of calm and comfort tucked away in an exclusive SW London mews, and equipped with the latest skin-refining technology.

Not just a beauty therapist, Nataliya has cultivated a more natural and holistic approach to skincare by developing techniques that benefit rather than compromise the skin. Having realised that skin health is simply a mirror of overall health and wellbeing, she has also studied naturopathic nutrition and auricular acupuncture, and is currently studying Traditional Chinese Medicine.

"My knowledge goes beyond skin to encompass overall health," says Nataliya. "After all, good skin starts from the inside out."

The exclusive European Facial

Nataliya's European Facial has become synonymous with ultra-deep cleansing, promising to unclog the duller of complexions. It's the perfect solution for those who are bombarded with stress, pollution and other skin-damaging factors on a daily basis.

The first step of this highly personalised treatment is a thorough pre-treatment consultation with Nataliya, which includes a detailed skin assessment as well as a discussion of your diet and lifestyle.

Next is the deep cleansing, where

Nataliya removes dirt and impurities, expertly extracting blackheads (comedones) and white spots (milia) and soothing areas of inflammation.

The deep cleansing is followed by gentle microdermabrasion, where dead skin cells are removed to reveal a brighter complexion. This prepares your skin for the anti-ageing oxygen therapy and peptide serums that follow, and for those who want a natural skin-energising boost, Nataliya's signature facial sculpting massage.

Sheer luxury: the Fresh Caviar Facial

If you want to seriously spoil yourself, Nataliya's Fresh Caviar Facial harnesses the powerful skin-nourishing and anti-ageing properties of the best quality Beluga, Ossetra or Sevruga (your choice). Just one two-hour session can make your skin fresher, smoother and more youthful.

Again starting with a pre-treatment consultation, Nataliya continues with a thorough cleanse and exfoliation, with stubborn dead skin cells removed by microdermabrasion. Once your skin is perfectly clean and smooth, Nataliya follows up with her facial massage, making you feel completely and utterly relaxed.

The next step – the application of caviar – makes this facial truly special.

Caviar is the perfect skincare ingredient as it contains many beneficial nutrients such as proteins, omega-3 fatty acids, vitamins and minerals. And to give your skin the best chance of absorbing these nutrients, Nataliya places the caviar directly onto your skin and gently massages it in.

A fresh jar of caviar is opened for each client, and if there's any left over, Nataliya presents it to you on a slice or two of baguette in what has to be the most delicious way to finish off such a unique experience.

One thing's for sure: you'll never forget it.

Nataliya Robinson's European Facial costs from £160 while her Fresh Caviar Facial starts at £450. To find out more, visit nataliyarobinson.co.uk, or to book a treatment call 07774 544 455 / 020 7349 0038.



The Nataliya Robinson Skin Therapy private practice is based in a discreet area in the heart of Chelsea, London. A private consultation is also available at Nataliya Robinson's home-based salon in Hampstead, by appointment only.

Visit: www.nataliyarobinson.co.uk or call 07774 544 455 or 020 7349 0038 to book an appointment.

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STRATSTONE HAS A PROUD HERITAGE DATING BACK TO 1921

Motor enthusiasts Undecimus Stratton and Ernest Instone established the company to offer unrivalled personalised service to its customers.

Now as Europe's largest luxury automotive retail network, Stratstone upholds the values of its founders and prides itself on providing the very highest standards of quality service in Stratstone style.

1920s – Stratton-Instone Limited formed in 1921

Stratton and Instone went into partnership and assumed control of the Daimler Company's London premises heralding the arrival of the motor distribution system as we know it today.

1930s – Joseph Mackle assumes control in 1929

When our founders passed away Joseph Mackle, a former engineer with Daimler, took control and renamed the company Stratstone Limited.

Business booms in Stratstone style

Business surged following the launch of the Light 15 Daimlers. Stratstone extended its operations in England and Stratstone style became very much what it is today. Number 27 Pall Mall, London became a popular rendezvous for the growing list of wealthy and famous customers, particularly as a butler served champagne at a given time each morning.

The Stratstone Royal Connection

The Royal Warrant, first gained in 1921 was held by Stratstone until a change of ownership in 1982.

In the thirties' slump in England the government considered that national interest in cars might be stimulated if the King had a new fleet. Stratstone was commissioned to supply six new limousines to King George V.

1940s, 1950s, 1960s – Stratstone acquired by the Thomas Tilling Group in 1938

Following its acquisition and with war becoming likely, the leases on the Pall Mall and Euston Road Premises were not renewed and the head office was relocated to Berkeley Street.

Stratstone' change of venue during the war

During the war the Berkeley Street showroom was requisitioned by the Royal Air Force. As no cars were >>





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being manufactured, there was urgent demand for large cars that could be converted to ambulances. The company undertook these conversions, while smaller cars were sold to the police.

1970s – Stratstone expand in 1971

Stratstone expanded taking over a London service depot at Willsden, providing a specialist service north of the river. Throughout the 1970s rapidly rising inflation in England took its toll and tough measures had to be taken to cope with its effect on Stratstone. A fleet sales department was set up in 1973 to supply limousines to top companies, embassies and foreign governments together with the special requests of the funeral profession.

1980s – James Smillie takes the helm

James Smillie the Managing Director successfully acquired the equity and in 1982 Stratstone Limited became a private company after a break of 46 years.

Stratstone sets the standard

1988 saw the largest and most advanced service centre in Britain open at Grays Inn Road, London WC1. There were

24 work bays covering an area of 279 square metres and occupying two floors, with a retail and trade counter. Stratstone commenced work to completely refurbish the Berkeley Street showroom. The decor reflected the elegance of bygone days and at the same time complemented the image of the high quality modern products it represented; this Stratstone style has been an aspect of the brand that has been maintained to this day.

1990s – Stratstone has national coverage

In 1992 Stratstone grew through acquisition to become the largest luxury retailer in the UK.

Today – The Stratstone brand sits proudly along side over 20 of the world's premium automotive manufacturers. Stratstone delivers fantastic products and outstanding service in our unique Stratstone style showroom environments.

Stratstone has national coverage and this scale affords the group great opportunities to share its best practice and expertise of the luxury and specialist car markets and offer the Stratstone experience countrywide.



STRATSTONE ASTON MARTIN LONDON

StratstoneAston Martin Mayfair has been the Flagship Aston Martin Dealership since 1999, after moving to Park Lane from the previous location on Berkeley Square. Aston Martin Mayfair prides itself on an unparalleled level of customer care, and on a personal and bespoke service to their wide and varied customer base. We offer both New and Pre-Owned Aston Martin vehicles and an additional vehicle sourcing service.

Located at the Marble Arch end of Park Lane, it can be visited via Marble Arch, Bond Street & Hyde Park Corner Underground Stations or with underground parking with prior notification. Our esteemed experience and service levels enable them to accommodate custom from around the world as well as those who live and work across London. In 2014 we were announced as the No.1 selling dealership in the world!



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If your idea of paradise includes bold, experimental and imaginative experiences, naturally-modern accommodation and indulgent offerings everywhere you turn, then the sublime Huvafen Fushi by Per AQUUM has your name written all over it.

Since exploding onto the scene back in 2004, Huvafen Fushi has been showered in awards for just about everything. Their signature attention-to-detail is second-to-none, and when it comes to accommodation you'll find a choice of expansive bungalows or pavilions with plunge or private pools, set either directly on the sandy beach or perched over the Indian Ocean.

Downtime can be spent diving, sailing, night-fishing, skimming the water in glass kayaks, gazing at dolphins or simply relaxing beside the infinity pool or on the island's powder-white sands. Yoga, sunset cruises, a spa with treatment pavilions over or 36 feet below the surface of the sea, and innovative dining on a whole other level, set in a variety of creative locations, all come together to make this the ultimate escape for over-achievers in need of recharging. And if you don't want to see another person during your stay, that really is a possibility too. It's no wonder this place is so adored by so many.



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Our team boasts experience with the Aston Martin brand of over 18 years, highlighting our true passion for the brand and our knowledgeable team. This enables us to offer exceptional advice and assistance to all clients whether they are already apart of the Aston Martin family or just beginning their journey.

The showroom offers access to W-One, Aston Martin's showcase of its Q department, developing cars on an individual basis to suit customer requirements with bespoke colour changes and interior trims to truly individualise your Aston Martin.

At Stratstone we aim to deliver an outstanding customer experience at each and every dealership you visit, from our customers' initial enquiry right through to comprehensive aftersales care. To ensure we remain focused on meeting our customer needs we survey every customer and use this feedback to guide the on-going training and development of our dealership teams.

Customers are invited to rate their recent experience from 1 to 5, 1 being poor, 5 being outstanding and are also invited to submit written feedback about their experience. Our dealership ratings reflect real experiences from real customers.

During the last three months the Stratstone team have a positive rating of 4.4 out of 5. We show all positive and negative comments, and shortly this feedback will be available for you to view on each of our dealership pages along with their individual star rating for Sales and Service.



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ASTON MARTIN CELEBRATE BEING THE NO.1 SELLING DEALER IN THE WORLD FOR 2014 AT THEIR MAYFAIR SHOWROOM.

Aston Martin Mayfair hosted an evening event at their Mayfair Showroom on Thursday 26th March to celebrate being The No.1 selling dealer in the world 2014. Guests were treated to cocktails, canapés and music as well as being able to view the Vanquish Volante 'No.1 of one' commemorative Q model that was on display.

There was also a chance to win the ultimate Bond getaway, with a two night stay at the luxurious Chedi Andermatt Hotel with the use of an Aston Martin for the weekend. The hotel is famous for the iconic Aston Martin car chase in the movie Goldfinger. The evening was thoroughly enjoyed by all in attendance.

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ASTON MARTIN AT MOTOR EXPO 2015

Aston Martin Mayfair and Western Avenue took part in the Motor Expo Event from Monday 8th June through till Sunday 14th June at Canary Wharf.

This was the 20th annual UK event for Motor Expo; transforming London's premier business district with an array of vehicles. With over 105,000 people working on the Canary Wharf Estate, this was an ideal location for us to be displaying our product.

The Vanquish sits proudly at the top of the Aston Martin model range. As our flagship Grand Tourer it represents the height of our design, engineering, technology and craftsmanship. Available in Coupe or Volante format it is a car of unprecedented ability, it is the very essence of Aston Martin.

The 2015 Vanquish is equipped with the new generation AM29 V12 engine – the most powerful GT production engine in Aston Martin history. 568 bhp of power. 201 mph top speed. 0-60mph in just 3.6 secs.

Vanquish has the greatest performance numbers ever reached in an Aston Martin, it's not a Grand Tourer, it's a Super Grand Tourer.

Vanquish is now also available in unique and distinctive Carbon Edition specification. For more information about events and brand partnership, please contact Reshma Patel at Aston Martin Mayfair on 020 7235 8888.





ON TRACK FOR GLORY - ASTON MARTIN VULCAN PREPARES FOR TAKE-OFF

Introducing the Aston Martin Vulcan – a track-only supercar and the British luxury brand's most intense and exhilarating creation to date.

Born out of extensive motorsport experience – and using the brand's acknowledged flair for design and engineering ingenuity – the 800-plus bhp, all-carbon fibre Aston Martin Vulcan promises truly extreme performance.

Uniquely for Aston Martin the new supercar – limited to just 24 examples worldwide – will allow owners the opportunity to precisely tailor their track day experience through a

graduating scale of detailed power and dynamic performance adjustments. CEO, Dr Andy Palmer, said: "Aston Martin Vulcan is, by its very nature, a rare and thrilling supercar. Designed and engineered to deliver a genuinely bespoke driving experience that draws on our rich heritage, this car tailors its power and handling to both the capabilities of the driver and the characteristics of the track.

"A sports car for true sports car lovers, I believe the Aston Martin Vulcan – and the unique ownership programme that sits behind it – sets a whole new standard in the ultra-high luxury supercar class." >>



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MOTORSPORT-INSPIRED

Styled entirely in-house by the Aston Martin design team led by Chief Creative Officer Marek Reichman, and with a design language hinting at the next generation of Aston Martin sports cars, this supercar is powered by the most potent iteration yet of the company's naturally-aspirated, 7.0-litre V12 petrol engine.

With its 800-plus bhp powerplant developed in conjunction with Aston Martin Racing, this front mid-engined, rear-wheel drive sports car draws extensively on the brand's rich GT motorsport experience.

Utilising the techniques of world-class motorsport engineering, the supercar sees its power-to-weight ratio exceed those of the GTE cars which compete in the FIA's annual World Endurance Championship.

Comprising cutting edge engineering including that sourced from the brand's successful GT racing campaign, the car features a carbon fibre monocoque and body constructed by Aston Martin's long-term specialist body engineering and manufacturing partner Multimatic, integral limited-slip differential, magnesium torque tube with carbon fibre propeller shaft and Brembo racing calipers acting on carbon ceramic racing disc brakes which measure 380mm in diameter at the front and 360mm at the rear.

Drive is channelled to the 345/30 x19 rear wheels and Michelin race specification tyres through a race-bred rear mid-mounted Xtrac six-speed sequential shift gearbox.

Track-derived pushrod suspension with anti-dive geometry is complemented by Multimatic's Dynamic Suspension Spool Valve (DSSV) adjustable dampers and anti-roll bars front and rear, driver-adjustable anti-lock braking, and variable traction control.

The new track car will comply with all relevant FIA race safety requirements.

Aston Martin's Director of Special Projects and Motorsport, David King, said: "Taking the extensive learning from our various successful racing programmes and applying it to this exceptional track car for customers has been an exciting and sometimes challenging task for the team here at Gaydon.

"Our deep and broad motorsport experience, allied to our renowned road car expertise, has allowed us to make the Aston Martin Vulcan the absolutely compelling proposition it is today."

FAST-TRACK TRAINING

Prior to taking delivery of their cars, owners will be offered the opportunity to take part in an extensive and detailed programme of intensive track driver training.

Experienced racers including Aston Martin Racing's Le Mans-winning Darren Turner will support owners on their learning journey, offering them the chance to refine their track driving technique and increase their ability through a carefully-constructed series of practical and theoretical driver training events.



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Using a number of exciting high performance Aston Martins including the V12 Vantage S and One-77 road cars and the Vantage GT4 race car, customers will gradually build experience and develop their track technique, before beginning their thrilling personal journeys into the immense performance potential of their Aston Martin Vulcan.

David King said: "We will be running a series of exclusive track day events commencing in 2016 that will offer the opportunity for these customers to explore their driving capabilities, and the car's performance potential, on some of the world's most famous and glamorous race circuits."



There will also be the option of time in the virtual race car world of Darren Turner's Base Performance Simulators, where buyers will have ample opportunity to further refine their driving style in the safety of the digital race track.

No longer the exclusive preserve of Formula 1, it is widely acknowledged that using a simulator can help prepare a driver for any race; improving technique and consistency as well as, ultimately, lap times.

Almost infinitely flexible in terms of colour and trim options, the exclusive new sports car will be offered to buyers through Aston Martin's VIP sales programme, using the expertise and luxury customer service that is now a hallmark of the brand's 'Q by Aston Martin' bespoke personalisation service.



Dr Palmer added: "We have already received strong interest from the customers we have spoken to about Aston Martin Vulcan. "The cars will blend our traditional Aston Martin values of Power, Beauty and Soul with an unrivalled ownership experience; a unique combination that will guarantee their place in the brand's rich and charismatic history."

Performance data, together with further technical details about the ultra-exclusive track-only supercar, will be released closer to its track debut later this year.

The Aston Martin Vulcan made its world debut on the brand's new stand at the 85th Geneva International Motor Show.

ASTON MARTIN VULCAN LIGHTS UP GOODWOOD



Months of anticipation for Aston Martin enthusiasts around the world are, today, brought to a close with the exciting global dynamic debut of the Aston Martin Vulcan – a track-only supercar and the British luxury brand's most intense and exhilarating creation to date.

Patrons attending today's session of the 23rd Goodwood Festival of Speed in the grounds of historic Goodwood House, West Sussex, have been treated to a historic occasion of their own – with the first public running of the Aston Martin Vulcan following its unveiling at the Geneva Motor Show earlier this year.

The 800-plus bhp, all-carbon fibre, Aston Martin Vulcan today delivered on its promise of truly extreme performance with a series of spine-tingling sprints up the famous hill climb with Aston Martin Racing works'

driver Darren Turner at the wheel. Before its inaugural run, the new model was showcased on the Michelin stage in the Supercar Paddock. Powered by the most potent iteration yet of the company's naturally-aspirated, 7.0-litre V12 petrol engine, the Aston Martin Vulcan is predicted to be capable of sprinting from rest to 60 mph in less than three seconds, and achieving a top speed of more than 200mph.

The brand's CEO, Dr Andy Palmer, was on hand to witness the momentous occasion. He said: "Seeing the Aston Martin Vulcan unleashed at Goodwood today is a memory I will cherish for many years. We wanted to give this car its debut on 'home soil', and where better than at this hugely popular and globally renowned event."



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ENGINEERED TO EXCEL

The new car's 800-plus bhp powerplant has been developed in conjunction with Aston Martin Racing and the front mid-engined, rear-wheel drive sports car draws extensively on the brand's rich GT motorsport experience.

Comprising cutting edge engineering the car features a carbon fibre monocoque and body constructed by Aston Martin's long-term specialist body engineering and manufacturing partner Multimatic, integral limited-slip differential, magnesium torque tube with carbon fibre propeller shaft and Brembo racing calipers acting on carbon ceramic racing disc brakes which measure 380mm in diameter at the front and 360mm at the rear.

Drive is channelled to the 345/30 x19 rear wheels and Michelin race specification tyres through a race-bred rear mid-mounted Xtrac six-speed sequential shift gearbox.

Track-derived pushrod suspension with anti-dive geometry is complemented by Multimatic's Dynamic Suspension Pool Valve (DSSV) adjustable dampers and anti-roll bars

front and rear, driver-adjustable anti-lock braking, and variable traction control.

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The new supercar is limited to just 24 examples worldwide and has been designed to allow owners the opportunity to precisely tailor their track day experience through a graduating scale of detailed power and dynamic performance adjustments.

Dr Palmer added: "As we have seen at Goodwood today, this is a sports car for true sports car lovers. I believe the Aston Martin Vulcan – and the unique ownership programme that sits behind it – sets a whole new standard in the ultra-high luxury supercar class."

Follow Aston Martin at Goodwood Festival of Speed 2015 at www.astonmartin.com/fos or by using #astonmartinfos on Facebook, Twitter and Instagram.



ASTON MARTIN EXPANDS LAGONDA TARAF LUXURY SALOON AVAILABILITY

Aston Martin is today announcing that the luxurious new Lagonda super saloon will be made available, in strictly limited numbers, to more customers around the world.

Aston Martin will now accept orders for the Lagonda Taraf – the latest in a proud line of saloons revered worldwide as ‘the finest of fast cars’ – from prospective owners in more major markets.

It is now available to clients in EU legislation-compliant Continental Europe, the United Kingdom and South Africa, with the Lagonda Taraf now re-engineered to be available in either left or right-hand drive.

CEO, Dr Andy Palmer said: “Opening up the Lagonda Taraf to an increased number of customers around the world was a high priority for me as soon as I >>

joined Aston Martin late last year. I wanted to be able to offer this exceptional saloon to the potential owners from around the globe who have been enquiring about it, and I'm very happy that we have been able to expand the Lagonda proposition."

Initially available only to buyers in the Middle East, where it was launched in Dubai late last year, the Lagonda Taraf is being built in a strictly limited small series of no more than 200 cars.

The return of Lagonda follows in the wake of other bespoke special projects by Aston Martin such as the creation of the extreme Aston Martin Vulcan supercar, Vantage GT3 special edition, One-77, V12 Zagato and the CC100 Speedster Concept. >>

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Based on the brand's almost infinitely flexible VH architecture, the saloon draws inspiration from the highly sought-after William Towns-designed Lagonda of 1976 and features many of the same cutting edge engineering techniques seen in modern Aston Martin sports cars, such as the extensive use of carbon fibre body panels.

The car is hand-built by the finest craftsmen and women at Aston Martin's state-of-the-art manufacturing facilities in Gaydon, Warwickshire, in a dedicated building previously given over to the creation of the One-77 supercar.

The 6.0-litre V12-engined super saloon is being offered to clients through Aston Martin's VIP sales programme with precise pricing details remaining confidential, and likely to be significantly different in each case due to very high levels of bespoke content. Naturally, each Lagonda customer will have the option of ensuring their car is truly unique by personalising it via the popular Q by Aston Martin bespoke service.

Dr Palmer said: "As a result of today's announcement we anticipate very quick expressions of interest from customers around the world, many of whom will want to add Lagonda to their luxury and sports car collections.

"Aside from its confident style, many buyers will also recognise this Lagonda Taraf as a piece of automotive history, following in the tracks of its distinguished predecessor the William Towns Lagonda." He added: "I'm also particularly pleased that we have been able to engineer Lagonda for right-hand drive markets meaning, of course, that I'm sure we will see the car in use on Aston Martin's 'home ground' of the UK in due course."





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ASTON MARTIN LIFE

Gaydon, Warwickshire. When company founder Lionel Martin first started building cars, the specification was for 'a quality car of good performance and appearance: a car for the discerning owner-driver with fast touring in mind, designed, developed, engineered and built as an individual car'. It is a principle that exists to this day.

The initial objective of the partnership formed in 1913 between Robert Bamford and Lionel Martin was the sale and preparation of Singer cars, for hill climbing and racing. It was Martin's own successful performances at the Aston Hill Climb in Buckinghamshire that was to give the cars he went on to produce their famous name: Aston Martin.

Following the acquisition of premises in Henniker Mews, South Kensington, London, plans to build a car were announced in 1914. Fitted with a Coventry Simplex side-valve engine, the first Bamford & Martin car – later known as 'Coal Scuttle' – appeared the following year.

After the 1914/18 War, work began again at new premises in Abingdon Road, Kensington. Count Zborowski agreed to provide finance for the company, which enabled the building of two Grand Prix cars to contest the French Grand Prix in 1922. In that same year, on 24 May, an Aston Martin, affectionately known as 'Bunny' broke 10 world records at Brooklands, during a run of 16 and a half hours, averaging 76.04 mph.

"10 world records at Brooklands"

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For complimentary wines and cocktails throughout your stay quote "Aston Martin" at the time of enquiry.



By 1924 the company was offering sports and touring models, which soon gained a reputation for long life and reliability. The Charnwood family held what remained of the company after the departure of Lionel Martin in 1925 and it was Lord Charnwood who, with Augustus Cesare Bertelli and William Somerville Renwick, was to form Aston Martin Motors in new premises at Victoria Road, Feltham, Middlesex, during 1926.

The famous International model had evolved by 1929 and this established new standards for roadholding and handling. Bertelli sustained a vigorous and successful competition programme and in 1932, he and Pat Driscoll won the Biennial Cup in the Le Mans 24 Hour race. Charles Martin & Charles Brackenbury also won the Cup in 1935 when they finished third overall and established a 1.5-litre class record, which was not broken until 1950.

Towards the end of 1932, the company passed into the hands of Sir Arthur Sutherland, whose son, Gordon, took on its management. By this time, the International had been followed by the equally famous Le Mans model. A Mark II version appeared in 1934, from which was developed the famous Ulster model.

Early in 1939, a prototype was built using, for the first time on an Aston Martin, independent front suspension together with a Cotal electric gear box. It was all packaged in an early form of spaceframe. This car, known as the Atom, was later to form the basis of the first generation of post-war Aston Martins. In 1947 the company was taken over by David Brown, Chairman of the David Brown group of companies, and the 2-Litre Sports entered production the following year.

It was decided to enter one of these cars in that year's 24-hour sports car race at Spa. Driven single-handedly by 'Jock' St John Horsfall, it scored an outright victory. At the end of 1947 David Brown also acquired Lagonda.

Despite its continental sounding name, Lagonda has always been a British car, the name being an echo of founder Wilbur Gunn's early life at Lagonda, Springfield, Ohio. In 1898, Gunn produced a small, single-cylinder engine to power his bicycle.

It was built in the greenhouse of his house at Staines, the site that was eventually to become the Lagonda factory. Motorcycles followed and then, in 1904, came the first of his Tricars.

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The famous V12 Lagonda, introduced in 1937 – two years after Lagonda had won Le Mans with a 4.5-litre, six-cylinder model – was a massively powerful model with independent front suspension and many other advanced features.

A new, smaller Lagonda appeared in 1945 with a 2.6-litre, twin overhead camshaft engine. This engine, designed under WO Bentley's supervision, was to play an important part in the post-war history of both Aston Martin and Lagonda. In April 1950 the DB2 was announced, fitted with the Lagonda-derived engine.

At Le Mans a DB2 took equal first in the Index of Performance and won its class. Both marques were now being built at Hanworth Park in Feltham; in 1954, however, David Brown bought Tickford Motor Bodies in Newport Pagnell, which was to become home to Aston Martin Lagonda for almost half a century. In 1957, the DB Mark III superseded the DB2/4 Mark II. It featured disc brakes – a direct development of the company's racing experience.

Since Aston Martin's success at Spa in 1948, the racing team had continued under the direction

of John Wyer. The culmination of this programme was the phenomenal success enjoyed by the DBR1 that won Le Mans and the World Sports Car Championship in 1959.

The DB4 was introduced in 1958 with a 3.7-litre, aluminium alloy engine designed by Tadek Marek and, to create a high level of torsional stiffness without excess weight, it featured a tubular 'Superleggera' frame inspired by Italian coachbuilder Touring. A variation of this platform chassis was also used for the Lagonda Rapide. In October 1963, the DB5 was introduced, using a 4.0-litre version of the engine.

Probably the most famous DB5 was the car converted for Ian Fleming's fictional character, James Bond. Built for the film 'Goldfinger' and used, later, in 'Thunderball', it incorporated machine guns, a passenger ejector seat and hydraulic over-rider rams and had equipment for projecting oil, nails and smoke. The DB6 appeared in 1965 and, with its Mk2 version, was to remain in production until 1970. The convertible version, known as the Volante,



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The resort’s two restaurants showcase Polynesian-inspired dishes, East/West fusion and classic French cuisine, and the award-winning cuisine of Guy Martin of the Michelin-starred restaurant Le Grand Vefour in Paris is featured in both dining venues and in-room dining. A vegan menu, designed by the renowned Chef Kelvin Au-Ieong, is also available at the resort.

The all-inclusive resort offers a beautiful Polynesian spa overlooking a lily pond with the finest holistic treatments inspired by ancient Polynesian traditions coupled with modern techniques, as well as an

organic garden, diving and other water activities, a large lagoon-side pool, a lagoon view bar, a beach bar, tennis courts, a library, and boutiques.

In addition to being a luxury resort, The Brando is a pioneering model of sustainable technology with sea water air-conditioning and energy from the sun and coconut oil. Protection of the abundant tropical fish and other marine life is core to the resort’s mission, and there is an eco-station for scientific research that guests can visit.

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was the first European car to be manufactured with a power-operated hood. The DBS, launched in 1967, was the biggest advance in GT styling and design since the DB4. Introduced with the 4.0-litre, six-cylinder engine, it later evolved into the DBSV8 when Tadek Marek’s 5.3-litre V8 engine went into production.

In 1971 the David Brown Corporation put Aston Martin Lagonda up for sale and, the following February, Company Developments, a Birmingham-based group of businessmen, took control. Sir David Brown became President of the company, while William Willson became the new Chairman.

Production of the DBS and DBSV8 continued until 1972 when modified versions of the cars appeared. These were re-named the Aston Martin Vantage and Aston Martin V8 – neither car bearing the familiar DB prefix.

In 1974 Company Developments was forced to put Aston Martin Lagonda into receivership and at the end of that year production was halted while a buyer was sought. In June 1975 possession was secured by North American Peter Sprague and Canadian George

Minden, shortly to be joined by Englishmen Alan Curtis and Denis Flather. Immediate plans were put in hand to revitalise the company and a direct result of this was the appearance of a totally new Lagonda at the London Motor Show in 1976.

With coachwork by William Towns, its strikingly modern appearance and very advanced specification made a considerable impact. The following year saw the introduction of a very high performance version of the V8, called the Aston Martin V8 Vantage.

In June 1978 a convertible version of the standard V8 was introduced and again called the Volante. Early in 1981 Aston Martin Lagonda changed hands, when Pace Petroleum – a private petroleum company led by Victor Gauntlett – and CH Industrials, a public company chaired by Tim Hearley, took control.

In 1983 Automotive Investments – distributor of Aston Martin and Lagonda cars in the United States – purchased 100 per cent of the company, which it retained until October 1984, when the family of Peter Livanos took 75 per cent and Victor Gauntlett took 25 per cent.



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Aston Martin Lagonda continued strengthening sales of the V8, V8 Vantage and Lagonda until they were joined by the 300 km/h Vantage Zagato in March 1986. A convertible version followed 12 months later.

In September 1987 it was announced that Ford was to purchase 75 per cent of the shares; the remaining 25 per cent were owned equally by the Livanos family and Victor Gauntlett, who was to remain as Executive Chairman and Chief Executive. In October 1988, the Virage was introduced at the British Motor Show.

Designed to take the company into the 21st century, it replaced the Aston Martin V8, which had been in production for 20 years. A new Group C racing team was formed to compete in the 1989 World Sports Car Championship.

Its final placing was a most creditable eighth position. In September 1991, long-serving Executive Chairman Victor Gauntlett resigned and was replaced by Walter Hayes CBE, a former Vice-Chairman of Ford of Europe.

At the 1993 Geneva Show, Aston Martin announced the return of a DB model to its range for the first time in more than 20 years. The Aston Martin DB7 was named 'Car of the Show'.

In February 1994, Walter Hayes CBE retired as Executive Chairman of Aston Martin and was succeeded by John Oldfield. On his retirement, Walter Hayes was named an Honorary Life President in succession to Sir David Brown who had died in September 1993.

During the summer of 1994 Ford acquired 100 per cent of the share capital and, to accommodate the DB7, a specialist paint and assembly plant at Bloxham in Oxfordshire was purchased. An all-time production and sales record was established in 1995 when Aston Martin Lagonda produced more than 700 new cars in a single year. Although the DB7 accounted for most of these sales, a series of powerful – often supercharged – V8 models were still being produced at Newport Pagnell. David Price succeeded John Oldfield as Executive Chairman in October 1995.



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The world debut of the DB7 Volante at the Detroit and Los Angeles International Auto Shows in January 1996 signalled the marque's return to the North American market. In December Bob Dover joined Aston Martin Lagonda as Chairman and Chief Executive. The success of Aston Martin in overseas markets was formally recognised with a Queen's Award for Export Achievement. In July 1998 Ken Giles was named as Managing Director.

Major product introductions in 1999 included the launch of the first ever 12-cylinder Aston Martins, the DB7 Vantage and DB7 Vantage Volante. In July 2000 Dr. Ulrich Bez joined the company as Chief Executive. Early the next year the V12 Vanquish was unveiled at the Geneva Motor Show and production started soon afterwards at the revitalised Newport Pagnell factory.

Two years later the DB9 was unveiled at the Frankfurt Motor Show – it was to be produced at an all-new, purpose-built factory at Gaydon in Warwickshire, which was also to replace Newport Pagnell as the company's new headquarters. Gaydon spawned a second model with the introduction of the smaller V8 Vantage in 2005.

In the same year, competition prepared DBR9s heralded Aston Martin's return to top class GT racing. The new race car took top GT1 honours on its debut at the 12 Hours of Sebring and two years later achieved similar success at Le Mans. Indeed, 2007 was a hugely significant year for Aston Martin. The prestigious sports car manufacturer

was purchased by a private consortium comprised of David Richards, Investment Dar and Adeem Investment, ending almost 20 years as part of Ford Motor Company. In June, to the delight of record crowds, the marque secured an eagerly awaiting victory at the Le Mans 24-hour race with the DBR9 triumphing in a fiercely competitive GT1 class.

The final Vanquish S rolled off the production line at Newport Pagnell in July, concluding over 50 years of Aston Martin production on the site. In August, the DBS, Aston Martin's ultimate luxury sports car, was unveiled at the Pebble Beach Concours d'Elégance. The year culminated with the opening of the first purpose built Aston Martin Design Studio, helping to secure cutting edge designs long into the future.

In 2008 the company introduced updated versions of the DB9 and V8 Vantage – already established as amongst the most successful Aston Martins of all time. The DBS wowed audiences around the world with second successive appearance as James Bond's car of choice in the 22nd 007 film, Quantum of Solace, following a starring role in Casino Royale in 2006.

The company also revealed an early snapshot of the stunning One-77 – the ultimate artistic interpretation of the marque which fuses advanced technology with beautiful Aston Martin design. In 2009, exciting plans for the Aston Martin brand continue as the company prepares to unveil a number of further new models – V12 Vantage, DBS Volante and Rapide – and, in its centenary year, revive the legendary Lagonda brand.



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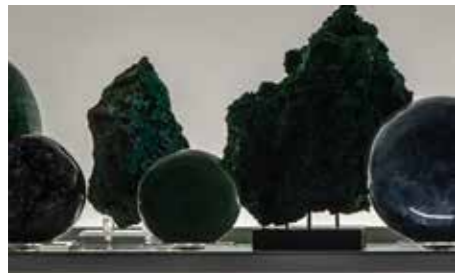
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V8 VANTAGE S ROADSTER
DYNAMIC WITH A BEAUTIFUL BALANCE

VANQUISH

THE ULTIMATE GRAND TOURER



INTRODUCING VANQUISH

Vanquish sits proudly at the top of the Aston Martin model range. As our flagship Grand Tourer it represents the height of our design, engineering, technology and craftsmanship.

Available in Coupe or Volante format it is a car of unprecedented ability, it is the very essence of Aston Martin. Vanquish is now also available in unique and distinctive Carbon Edition specification.



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“Vanquish is a bold and original blueprint for the next generation of Aston Martin. An impeccable Super GT exuding timeless modernity, it is the definition of a 21st century Super GT.”

- Marek Reichman, Design Director



Taking the Aston Martin ethos of understated elegance and evolving it to express a greater sense of dynamism, Vanquish takes direct influences from the extraordinary One-77 supercar. Sheer surfaces and harder lines give it a lithe, tightly tailored appearance.

Cloaked in a suit of Carbon-fibre, its muscled body has an aura of intense athleticism. The nose is defined by the latest evolution of the iconic Aston Martin grille aperture, which draws the eye downwards to the stylish yet wholly functional Carbon-fibre front splitter.

Shared DNA with the One-77 can also be seen in the tight waistline and extended side strakes, which combine to accentuate the deeply sculpted curves

of the front wheel arches and rear haunches. The exposed Carbon-fibre sill compliments the front splitter and hints at the exotic material that lies beneath the flawless paintwork.

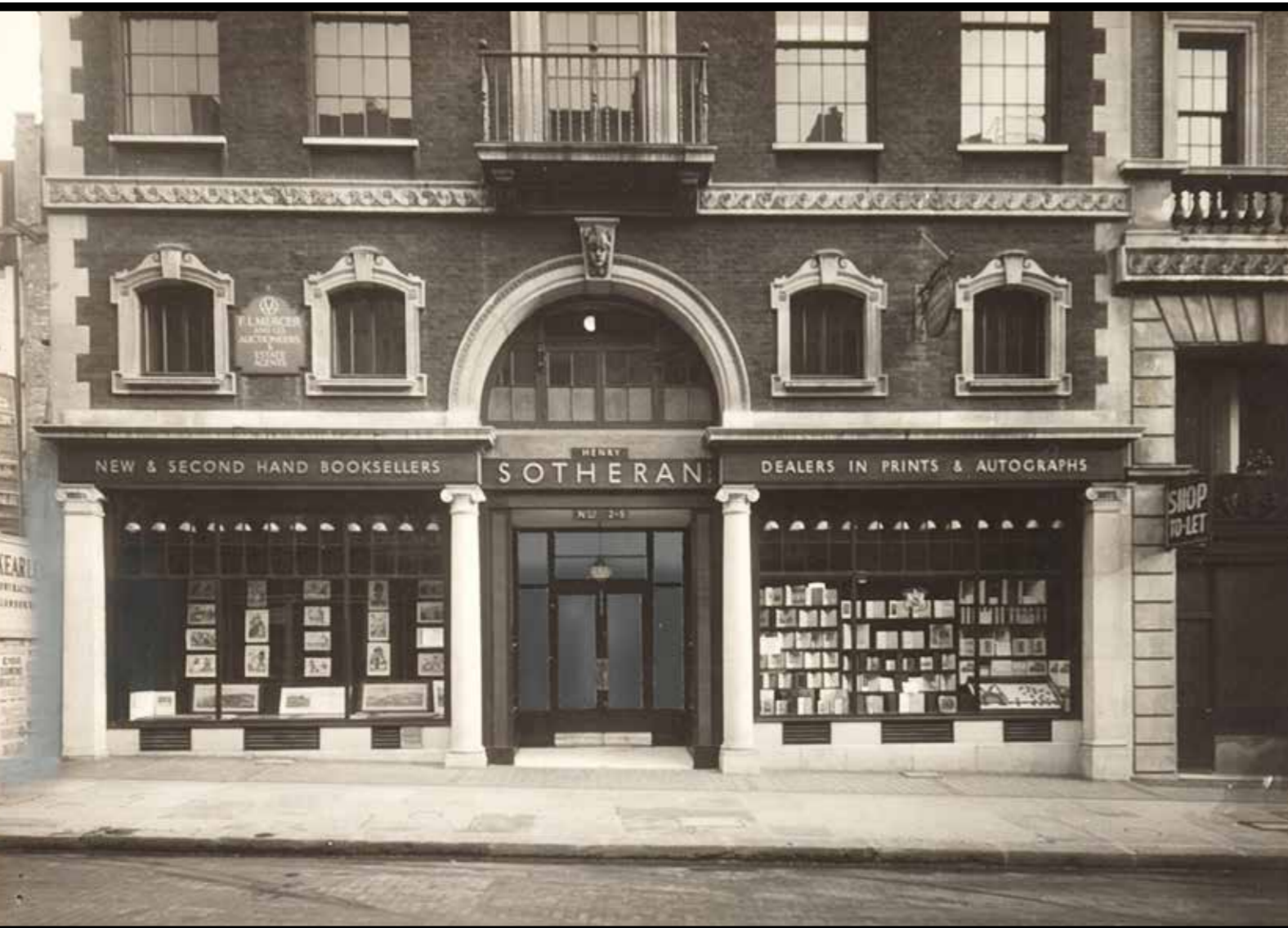
Proof that aerodynamic function and aesthetic form go hand-in-hand is ably demonstrated by the rear ‘aero duct’ bootlid.

Not only does this seamless one-piece panel exploit the airflow to terrific effect, it integrates perfectly with the spectacular LED light blade rear lamp – which mimics the shape of the Aston Martin ‘wings’ logo – and the full-width Carbon-fibre rear diffuser, completing a truly original and distinctive design.



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INSIDE AS OUTSIDE, VANQUISH BREAKS NEW STYLISTIC AND TECHNOLOGICAL GROUND



Once again the One-77 supercar has provided welcome inspiration, giving rise to the central 'waterfall' design centre console. This flowing, elegant design houses all the major controls for the ventilation and latest generation infotainment systems.

It also incorporates touchsensitive capacitive switches, which give haptic feedback – a gentle vibration - through the smooth glass surface. All the materials used in the interior are authentic, and used in such a way as to deliver a supremely tactile experience.

Personalisation has been elevated to a whole new level, including a choice of leather and quilting options and centre stack finishes. With greater space for occupants and luggage and fully integrated navigation, Bang & Olufsen audio and latest generation AMi Infotainment systems, Vanquish is the ultimate long distance partner.





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Image: Infinity pool at Gran Hotel Roca Nivaria, Tenerife

VANQUISH VOLANTE

THE ULTIMATE VOLANTE

The new Vanquish Volante is the very essence of Aston Martin distilled into one beautifully sculpted car. The Vanquish's soaring performance, meticulous craftsmanship and cosseting luxury are now combined with the pure hedonism of open air motoring to create a dazzling and unique driving experience.

With a light but incredibly stiff aluminium structure and clothed in a suit of Carbon-Fibre, the Volante retains the precision of its exceptional coupe sibling yet brings the driver closer to the elements and closer still

to its magnificent 6.0-Litre V12 engine. This is the most powerful Volante we have ever created with a magnificent 573 PS (565 bhp), and the Vanquish Volante's sheer breadth of talent is unrivalled.

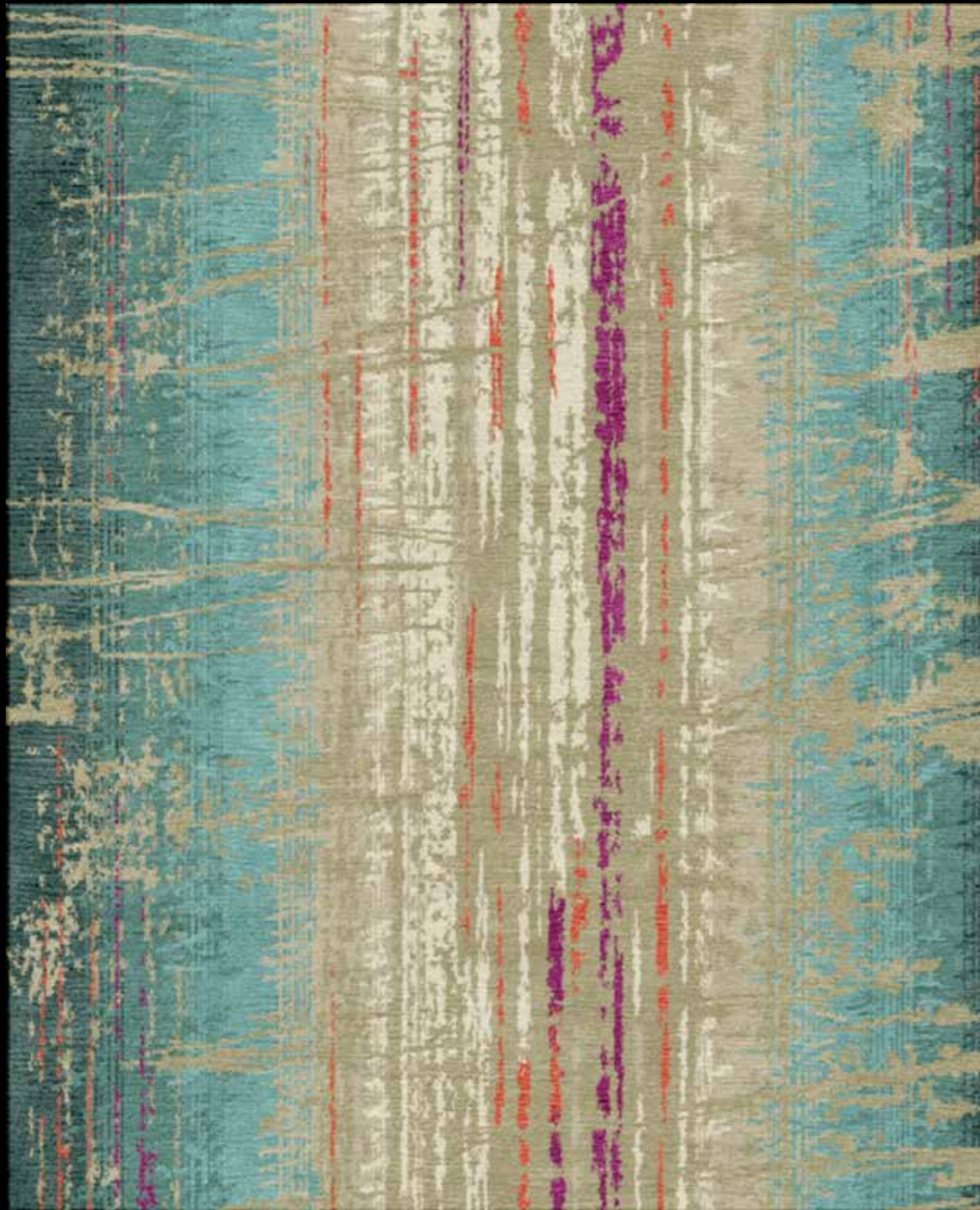
To ensure that you can explore every facet of its character at any moment, the luxurious multi-layered roof with Thinsulate™ technology stows at the touch of a button in just 14 seconds. The Ultimate Super Grand Tourer has become the Ultimate Volante.





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Some cars like to shout for attention but the Vanquish Volante has an effortless charisma. It is always centre stage but never overbearing and exudes the unique Aston Martin elegance.

But there is a twist – inspired by the extraordinary One-77 supercar, the Volante's tightly sculpted suit of Carbon-Fibre underscores that elegance with a palpable sense of scintillating dynamism. Of course for those looking on in wonder, the Vanquish Volante is also a piece of street theatre.

The crucial details – the Carbon-Fibre front splitter, the one-piece 'Aero Duct' bootlid, the vast Carbon Ceramic brakes – might pass them by, but they will know they have just seen a truly special Aston Martin.

And as it glides out of sight and the rich tone of the 6.0-Litre V12 washes over them, it will leave an indelible impression. The Vanquish Volante has an understated, timeless movie star quality.



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EMBRACE
THE DARK SIDE

Vanquish *Carbon*



THE ULTIMATE GRAND TOURER UNLEASHED

Soaring performance, startling dynamics and deeply indulgent luxury come together in the Vanquish to create an extraordinary GT car and the ultimate expression of Aston Martin. The Vanquish Carbon special edition delves deep into its character and subtly but unmistakably accentuates its innate dynamism. The result is a fascinating, sinister aesthetic with a dramatic sense of purpose. Confident and sophisticated, the Vanquish Carbon embraces its darker side.

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RAW BEAUTY, PURE DRAMA

Sculpted from carbon fibre and freed from conventional material restraints, the Vanquish melds elegance and athleticism into a lean, sinuous form that is at once bold and understated. This advanced material from which the Vanquish's form is cleaved, with a powerful dark aesthetic, heightens its innate tension.

From the Gloss Black 20-inch forged alloy wheels to the perfect weave of the exposed carbon fibre roof, the Vanquish Carbon is possessed with extreme drama and a theme of timeless craftsmanship reinvigorated for a new age.

The beating heart of the Vanquish Carbon is the latest version of our iconic 6.0-litre V12 masterpiece.

Sophisticated new engine management frees even more power and torque while communicating seamlessly with the new 8-speed Touchtronic III automatic gearbox.

The lighter, faster gearbox enhances refinement when required but also executes each gearshift with greater precision when the unfettered savagery of the engine's ultimate power is summoned.

With shifts completed as quick as 130 milliseconds and 568 bhp (576 PS) to draw upon, the Vanquish Carbon Coupe is capable of 0-60 mph in 3.6 seconds (0-100 km/h in 3.8 sec) and a breathtaking top speed of 201 mph (324 km/h).



DEVIL IN THE DETAIL

Carbon fibre – light, strong and capable of adopting complex forms – is the perfect material for the lithe body of our Ultimate GT. The Vanquish Carbon celebrates this incredible material and its inherent engineering and aesthetic beauty. The deep front carbon fibre splitter, side strakes, mirror caps and roof* are

complemented by black grille, bonnet and side strake meshes, black trim around the distinctive glasshouse, zircotec exhaust tailpipes and Gloss Black forged 10-spoke 20-inch alloy wheels. Powerful, menacing and coolly tactile, the Vanquish Carbon concentrates Aston Martin's dynamic DNA to absolute purity.

Actual view over Hyde Park



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Computer generated image shows The Residence. Photograph shows local area.

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DB9 *GT*

ASTON MARTIN REVEALS DB9 GT – THE ULTIMATE IN BESPOKE GRAND TOURING

Aston Martin is today revealing the DB9 GT – the luxury British sports car maker's most compelling production 'DB' to date. Designed to offer the best of what DB9 can be, the new car delivers world-class grand touring and hand-built excellence.

Claiming the title of the most potent DB9 yet devised, by virtue of its updated 6.0-litre V12 engine which now boasts 547 PS – the DB9 GT makes its public debut as part of Aston Martin's impressive presence at this week's Goodwood Festival of Speed.

The new sports car appears as Aston Martin also unveils a raft of colour, trim and equipment enhancements across its sporty Vantage and luxurious Rapide S model lines.

Aston Martin CEO Dr Andy Palmer said: "The arrival of 16 Model Year (16MY) cars, as well as the addition of the sophisticated DB9 GT, gives us our most compelling sports car line-up to date as we continue to build our strongest ever global offering."



The new DB9 is both a full-blooded sports car and a hugely capable Grand Tourer. The fastest and most dynamic so far, with the greatest breadth of ability, offering a supreme combination of driver involvement, character, luxury and refinement. Available as a sleek Coupe or open-top Volante, with the new V12 engine that's more powerful than ever before and built around our state of the art bonded aluminium structure that sets new standards of rigidity, the DB9 has never been better.

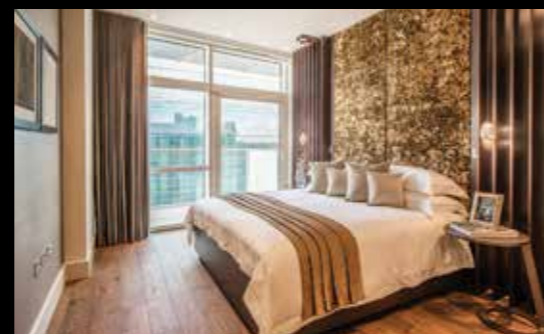
Everything about the DB9 is optimised to create a perfectly balanced sporting GT capable of delivering a driving experience that is second to none. Naturally we have made every effort to keep weight to a minimum. We've also focused on locating major masses within the wheelbase to achieve a near-perfect weight distribution.

This blesses the DB9 with inherent agility, stability, traction and predictability. The result is handling and performance that is both breathtaking and supremely accessible.

Tuned to deliver the vast majority of its peak torque below 2000 rpm, the DB9's new V12 is a majestic power unit with an exceptional spread of performance and a rousing soundtrack to match.

With a top speed of 295 km/h (183 mph) and the ability to accelerate from 0-100 km/h (0-62 mph) in just 4.6 seconds, the DB9 is one of the fastest luxury GT cars in the world, yet thanks to its Touchtronic II automatic transmission it is also one of the easiest and most refined to drive, whether you're storming a mountain pass or cruising through the heart of the city.





DB9 GT – TIMELESS STYLE REDEFINED

Since their debut in the early 1950s, the 'DB' models offered by Aston Martin have been synonymous with sophisticated grand touring and thrilling sports car performance.

In the tyre tracks of DB4, DB5, DB6 and DB7, today's DB9 GT continues that distinguished tradition of luxury, excitement and style with a raft of engineering, equipment and styling developments calculated to make this the very best of what DB9 can be.

Fundamental to the new model's unique appeal is its updated 6.0-litre V12 petrol engine, which is capable of generating 547 PS at 6750 rpm, and 620 Nm of torque at 5500 rpm.

The all-alloy, quad overhead cam, 48-valve 5,935 cc front mid-mounted V12 is mated to the proven rear mid-mounted Touchtronic II six-speed transmission with electronic shift-by-wire control system.

It carries the British luxury sports car maker's core GT offering from rest to 62 mph in 4.5 seconds, and on to a top speed of 183 mph.

The independent double wishbone suspension all round continues to deliver secure handling while the three-stage Adaptive Damping System (ADS) offers distinct Normal, Sport and Track modes for the broadest possible breadth of dynamic characteristics.

However power is only part of the story, as the new Aston Martin also includes important and far-reaching equipment changes which underline its position as the best DB9 to date.

Most notable among the interior equipment updates is the arrival of the AMi II touch-sensitive Aston Martin infotainment system. While AMi debuted on the range-topping Vanquish at its launch, AMi II offers a revised menu structure which makes using the system even more user-friendly.

Building on the system launched in the Vanquish, the DB9 GT's AMi II infotainment package sees key improvements made in a number of areas including text message integration, vehicle status information and extended background themes for greater personalisation. >>

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BESPOKE LUXURY AS STANDARD

Instantly recognised the world over as a timelessly stylish Aston Martin, the core visual characteristics of the DB9 are of course retained in the DB9 GT. Refined styling enhancements inside and out, however, signal that this new car once again leads its class.

Aside from the subtle GT badges, this new DB9 is identified by black painted splitter and diffuser, revised headlight and tail light treatments and new ten-spoke 20-inch alloy wheels. Black anodised brake calipers and a GT engraving on the aluminium fuel filler cap further distinguish the new model.

Options, for those who wish to further personalise their car, include carbon fibre tail lamp inserts, side strakes, front splitter and rear diffuser; graphite, diamond-turned ten-spoke alloy wheels and alternative brake caliper colours.

Inside, the 2+2 seating configuration remains, however the seats now boast 'GT' embroidery on

the unique fluted leather. An iridium trim pack and Alcantara-wrapped steering wheel (Coupe only) further distinguish the new car.

A broad array of options inside the DB9 GT include various centre console finishes such as Ice Mocha and Copper Cuprum, while other interior options include Duotone leather seats, door inserts and head linings; and a One-77-inspired steering wheel design.

Aston Martin Chief Creative Officer, Marek Reichman, said: "The purity of form and proportion, together with a lithe powerful, stance, remain at the core of what the DB9 is to look at. With these changes, we have made the DB9 GT yet more stylish, while retaining its unmistakable and globally renowned identity."

The DB9 GT is now available to order in markets around the world, priced from £140,000 RRP (UK).



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Dr. Ulrich Bez, Chief Executive Officer




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The restaurant is located on the first floor, enter up a flight of stairs, where a small pond dotted with tea lights sets the scene, the first floor opens out into the lounge, which can be used for pre-dinner drinks.

Seating up to 100 diners, the softer, darker tones create an intimate dining experience. For exclusive hire, we can accommodate up to 150 guests using the main restaurant, Berkeley and Dover rooms.





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One of the truly unique qualities of the Rapide S is that while it pays close attention to the needs of its passengers, it never forgets that an Aston Martin is a car for drivers.

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glass switches are thoughtful and satisfying, completing a driving experience so immersive you will forget you are in a four-seater sports car.

Fashioned from the same fine materials with the same obsessive attention to quality and detail, the rear passengers' compartment of the Rapide S is just as enticing as the front. Individually sculpted rear seats provide ample support, yet are yielding enough to be comfortable over extended distances.

The raised sweep of the central console serves as a built-in armrest as well as somewhere to stow drinks. Zoned air conditioning ensures rear seat passenger can enjoy their own climate independent from that of those in the front.

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ASTON MARTIN DESIGN STUDIO

Aston Martin's design studio cements the company's reputation as one of the world's most technologically sophisticated sports car manufacturers. Design is one of Aston Martin's core values, and the Studio, located in a world class building adjacent to Aston Martin's manufacturing and engineering centre at Gaydon in Warwickshire, integrates the process into the heart of the company. "Aston Martin is about design and it is about beauty," says Aston Martin's Chief Executive Officer, Dr Ulrich Bez, "yet until now it has never had its own design studio."

The elegant modern pavilion, designed by the Weedon Partnership in collaboration with Austrian pre-fabrication specialists Holzbau Saurer, has been

built using the latest construction technology and is a showcase for environmentally sustainable design. The architecture is modern and uncompromising, making extensive use of structural wood and large expanses of glass. The modular wooden structure has been sourced from managed forests in Austria and Switzerland. The studio has taken just six months to build and only twelve months to complete from its design conception to realisation.

Environmental technologies will ultimately include a 'green' sedum roof, helping the building integrate into the surrounding landscape as well as providing a high level of insulation. A closed loop vertical ground water system provides heating and cooling, a process that >>



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uses only one third of the energy of that used in conventional systems. All floors have underfloor heating and cooling using a low energy 'Gravivent' system. The main wooden structure is insulated to a high specification using natural hemp insulation.

Marek Reichman, Aston Martin's RCA-trained Director of Design since 2005 oversees a team including clay modellers, computer modellers, interiors specialists and craftspeople. Reichman describes the new building as "high-tech but human," adding that the materials give the interior warmth. "Wood shifts and moves with time and gains a patina." The fine interior detailing has also been personally overseen by Reichman and his team.

"You've got the smells, colours and sensations of Aston Martin around you," he explains, pointing

out the high quality woods, art work, stainless steel, travertine marble and designer work spaces.

Everything contributes to an immersive sensory environment, mirroring the experience of the cars themselves. The public foyer has been designed to be used as both a gallery and a VIP area for launches and private viewings, complete with a Bang and Olufsen projection and speaker system.

The past decade has seen Aston Martin's engineering division grow from 30 people to 300. The Design Studio will provide a similar boost to the integration of the design process into the company. "In the past, the most wonderful cars came from Italian design houses," explains Dr Bez, "bodies were even made in Italy." >>

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To bring these skills in house, with their own dedicated facility, places Aston Martin in a position of considerable strength.

"Finally, we own design," says Dr Bez, explaining that "in order to build something that is beautifully designed, the key is to have the intelligence to do these things and not just have craft skills. You have to have them both. If we don't design it properly then we cannot build it."

The design department ensures Aston Martin's celebrated craft skills have a place in an ultra-modern car. "Even though we have incredible craftsmanship skills, without design intelligence we cannot use those skills to their best advantage," says Bez. The 2700_m studio provides space for the design team,

colour development work and a specialist trimmer. One side of the new building is faced entirely in glass, braced with glass beams, to help maximize the feeling of transparency, flooding the studio floor with natural light. Flush light fittings provide hidden ambient light, supplemented and enhanced by the customised and highly adjustable lighting rigs used to develop the clay surfaces.

"A studio has to have the ability to allow you to view the cars from all angles," Reichman says, "so the building design takes this into account." There are also five full-size 'plates' on the studio floor for the creation of full-scale models, along with a viewing garden, screened from the rest of the facility by a hand laid stone wall, landscaping. >>



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"The new Design Studio is a commitment from the new shareholders of how important the design of new models is to the company's future," says Dr Bez, "It also demonstrates the pace at which the company is capable of moving and brings one of our core competencies to Gaydon for the first time.

From conception to realisation in just twelve months is a fantastic achievement by everyone involved." The Gaydon factory manufactures the recently unveiled

flagship DBS, V8 Vantage, V8 Vantage Roadster, DB9 and DB9 Volante models.

Aston Martin has become synonymous with design excellence, and the creation of the new design studio will provide a fitting environment for the development of the next generation of production cars. The company was recently voted the Coolest Brand for an unprecedented second year running.



ASTON MARTIN CELEBRATES A GLORIOUS GOODWOOD

Aston Martin is today looking back on its most successful and comprehensive showing to date at the Goodwood Festival of Speed.

The annual celebration of all things automotive, held in the grounds of Goodwood House, saw the luxury British sports car brand treat the hundreds of thousands of festival

goers to a global 'first' in the shape of the dynamic debut for its extreme Aston Martin Vulcan.

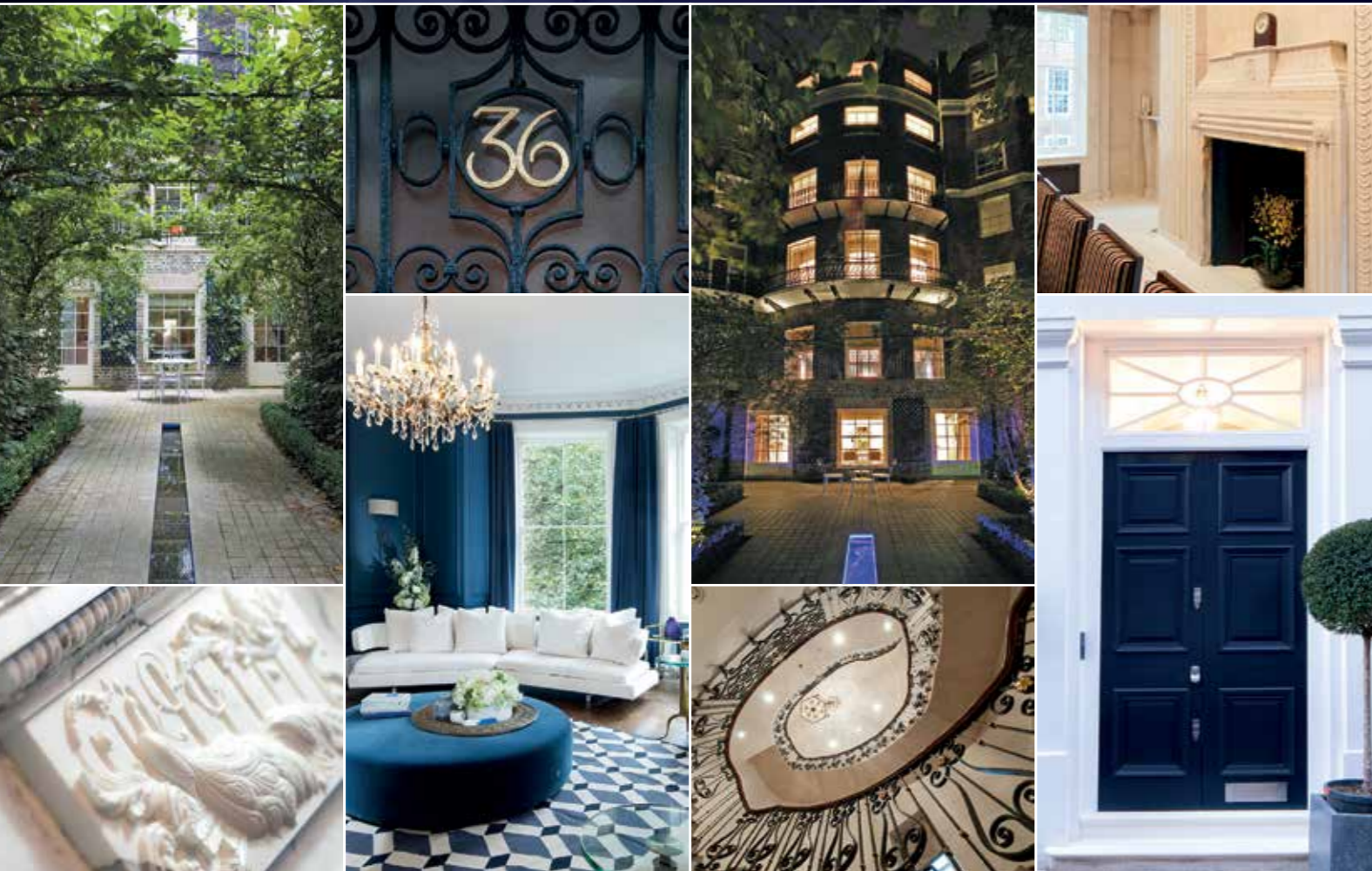
The track-only supercar is the company's most intense and exhilarating creation to date, and lucky visitors saw its first public running following its unveiling at the Geneva Motor Show earlier this year.

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by Robert Frost, published in 1916



Throughout the course of the event the 800-plus bhp, all-carbon fibre, Aston Martin Vulcan delivered on its promise of truly extreme performance with a series of spine-tingling sprints up the famous hillclimb with Aston Martin Racing works' driver Darren Turner at the wheel.

Powered by the potent 7.0-litre V12 petrol engine, developed in conjunction with Aston Martin Racing, the Aston Martin Vulcan is predicted to be capable of sprinting from rest to 60 mph in less than three seconds, and achieving a top speed of more than 200mph.

Meanwhile, festival goers were also able to see two other limited edition Aston Martin models in action, with hillclimb runs from both the sumptuous Lagonda Taraf and thrilling Vantage GT12. Also on display over the course of the weekend were the #97 Vantage GTE that competed at Le Mans earlier this month, and the exceptional Aston Martin CC100, created in 2013 to celebrate the brand's centenary.

Demonstrating the outright pace of the track-derived Vantage GT12, Aston Martin Chief





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Engineer Matt Becker secured a 'podium place' for it with third spot in the prestigious Michelin Supercar Run – notching up a time of 55.06 seconds.

Commenting on the brand's successful Festival of Speed programme, Aston Martin CEO Dr Andy Palmer said: "Bringing together such an exciting collection of Aston Martin sports cars, along with our latest Lagonda super saloon, was a big undertaking; however the reaction we've received has been incredibly positive.

"Our various social media channels have been flooded with 'likes' and positive messages, and I'm incredibly proud of the entire team involved in pulling this superb display together."



Dr Palmer added: "We wanted to give the Aston Martin Vulcan its dynamic debut on 'home soil', and the decision to make that debut at the Goodwood Festival of Speed has proved to be hugely popular.

"My personal highlights also included the privilege of driving both the Lagonda Taraf and the superb Vantage GT12 up the hill – fantastic memories that I will cherish." Relive all the action from Goodwood Festival of Speed 2015.



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ASTON MARTIN RETURNS TO HOTEL DE FRANCE

Aston Martin Racing and the Hotel de France reunited after more than 50 years yesterday to relive some of the most iconic memories from the luxury sportscar manufacturer's history at the world-famous 24 Hours of Le Mans.

In the 1950s and 1960s, Aston Martin's racing team used the Hotel de France

as its base for the 24-hour race. This year, it returned with three of its 2015 V8 Vantage GTEs and works drivers Darren Turner (GB), Richie Stanaway (NZ) and Mathias Lauda (AT) to recreate the photos and footage that captured some of the greatest moments in the brand's 102-year history.





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David Richards, Chairman of Aston Martin Racing, said: "The Hotel de France is an important part of Aston Martin's motorsport heritage, having been the team's Le Mans base for many years in the late 1950s, including 1959 when the team won the 24-hour race. This year, we wanted to recreate the nostalgia of those days, when the racing cars had their final preparations alongside the hotel before being driven some 40km to the circuit along public roads."

The Hotel de France's association with motorsport and the Le Mans 24-hour race started when John Wyer, Aston Martin's then team manager, discovered it in 1952 and then based his teams there.

Every year, hundreds of local people and motorsport enthusiasts would gather in the small French town to catch a glimpse of the cars and, in 1959, the hotel saw its first victory party, when the Aston Martin DBR1, driven by Carroll Shelby and Roy Salvadori, won the race for Wyer's Aston Martin team.





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Martin Overington, owner of the hotel, which he purchased and refurbished last year, said: "This is one of the biggest events that has ever taken place at the hotel. It is literally history repeating itself and we are delighted to be welcoming the racing cars, their drivers and of course David Richards, the Chairman of Aston Martin Racing.

Aston Martin Racing returned to Le Mans' Circuit de la Sarthe to contest this year's 24-hour race with its five V8 Vantage GTEs on 13/14 June.





The shocking fact is that a significant number of funds that are sold as 'supercharged' active funds are actually invested in stocks very similar to those in cheaper, lower cost index funds. They are what is known as closet index trackers. Their investment products are akin to buying a Ferrari and finding out there is a Morris Minor engine under the bonnet.

As with buying cars, when buying investments, it's vital to look under the bonnet

When you are a buyer confronted with powerful marketing campaigns, glossy brochures and slick salesmen, it is difficult not to fall for their banter. Investors have to 'lift the bonnet' of all investment funds and see all the moving parts of the engine driving the performance. Unfortunately, this is far easier said than done as very few fund managers disclose all their fees, costs or holdings.

Research by SCM Direct found that a third of the UK active fund industry are closet index trackers and are an expensive clone of the stock market, charging significant premiums for doing very little.

The 0 - 60

When looking to invest your money so that you can afford life's luxuries, such as the latest Vanquish or DB10, you need to look under the bonnet for what is known as *Active Share*. This shows how much of the fund is different to the index and being actively managed. The academic view is that once Active Share drops below 60%, a fund is probably closet indexing.

SCM Direct's research found that only 24% of 127 UK funds benchmarked to the FTSE All-Share index had an Active Share above 70%, compared to a US sample where 65% had an active share this high.

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Most people do not want their investments to be as racy as their cars but how do they make informed choices when it is almost impossible to see all the vital data and all the moving parts in traditional active funds? One alternative is to choose a company such as SCM Direct which has been innovating and evolving investment engineering since 2009.

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Midnight in Paris, Hormazd Narielwalla, 2015

Hormazd Narielwalla is a London-based collage artist who uses bespoke Savile Row tailoring patterns, both antique and contemporary, to create artworks exploring the body in abstract form.

Since his first solo show, which was sponsored and exhibited by Sir Paul Smith in 2009, he has had critical and commercial success in the art world. In 2013 *Saatchi Art* magazine announced Narielwalla as 'One to Watch' and in 2014 he won their Showdown Art prize – *The Body Electric*.

His work has been commissioned by Crafts Council for the national touring exhibit *Block Party* (2011) and *Collect 13* at the Saatchi Gallery (2013). He exhibits regularly in London and internationally, such as at the Scope Art Fair, New York (2010) and India Art Fair, New Delhi (2014).

Narielwalla holds a PhD from University of Arts, London and is the author of a biography of Master Tailor Michael Skinner, *The Savile Row Cutter* (Benefactum, 2011).

To view Hormazd Narielwalla's work visit
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ASTON MARTIN AT LE MANS 2015

The Aston Martin Racing team left Le Mans empty handed and disappointed after coming close to its fourth GT title.

For the first time, the team went to La Sarthe, also the third round of the FIA World Endurance Championship (WEC), leading the GT Manufacturers' championship with three victories at Silverstone and Spa, and with a five car team that included three Pro cars.

With technical issues and on-track incidents, rather than outright pace, often deciding the

winner of what is one of the toughest motor races in the world, having three Pro cars, each with strong driver line ups and all capable of winning, was a major advantage.

Preparations for the race could not have got off to a better start with Aston Martin Racing securing pole in both the Pro and Am classes. While in a 24 hour race being first of the grid is more symbolic than a particular advantage in the race, it laid down a marker for the competition, as well as giving the team a point towards the WEC title. >>

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Le Mans 'rookie' Richie Stanaway posted the fastest lap and put the 99 Hanergy liveried-car on class pole.

"That was the start we were looking for, but there's still a lot of work to do to win the race," said Stanaway at midnight on Thursday as final qualifying ended. "The car feels great and we're all on top form so we just need to bring it all together on Saturday."

The 97 Vantage GTE, which drew much attention thanks to its unique livery designed by Tobias Rehberger, qualified third, while former F1 driver, Pedro Lamy, put the 98 car on the Am pole and fourth overall in GTE.

Heavy rain drenched La Sarthe throughout the rest day on Friday. But come race day, Saturday, the skies cleared and the sun shone down on the quarter of a million fans as the clock ticked past three pm and the race was underway.

Within 20 minutes the charging Niki Thiim in the 95 car had passed both his Pro team mates in the 97 and pole sitting 99 to take the lead, which he held until the first round of pitstops towards the three hour mark.

Unfortunately for the 95 Young Driver crew, the only technical issue that was to befall any of the five Vantage GTE cars in the entire 24 hours was to force them into the pits for a lengthy repair to the power steering, putting it out of contention. Despite this Aston Martin Racing continued to lead the Pro class with the 97 car while the 98 continued to build its lead in the Am class.

As night fell the 97 car was forced to retire after running over the kerbs at the Mulsanne chicane and damaging the engine. Soon the 99 Vantage GTE took over the reins and was dicing with the Corvette >>

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for the lead, eventually pulling out a comfortable gap in the early hours of Sunday morning. However, coming into the first Mulsanne chicane the 99 car clipped the rear of a passing LMP2 car. The car managed to get back to the pits, but nearly an hour of repairs meant its battle for the GTE Pro lead was over, as was Aston Martin Racing's.

With the 99 and 95 cars at the back of the GTE Pro field and the 97 retired, the team's attention turned to the 98 Am car of Paul Dalla-Lana, Pedro Lamy and Mathias Lauda. As the sun began to rise on the Sunday morning Lamy began to pull out a lead on the second placed Ferrari. Indeed, with incidents befalling so many of the Pro cars, the 98 Aston Martin Vantage was now second only to the Pro Corvette in GTE. But, as the Corvette was not competing in the WEC, this meant Aston Martin Racing was set to win the WEC round and score the full 50 points for first place. >>





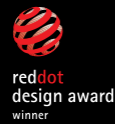
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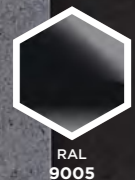
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As the race came into the final hour, the 98 car made a last stop for fuel and a driver change. By now it had a near two lap cushion, equating to nearly eight minutes, with just 45 minutes to go. As the car came to the end of its first lap on its final stint, it left the track at the first Ford chicane, hitting the wall and was unable to restart.

“We had a great opportunity this year to win both classes here at Le Mans and gain a significant advantage in the WEC Manufacturers’ championship,” said Aston Martin Racing team principal, John Gaw. “The cars had great pace and, except for the power steering issue on the 95, ran faultlessly. But that’s 24 hour sports car racing and if simply having the fastest and most reliable cars guaranteed victory, there would be no tension and no excitement. We’ll be back again next year even more determined to finally claim that Le Mans title.”

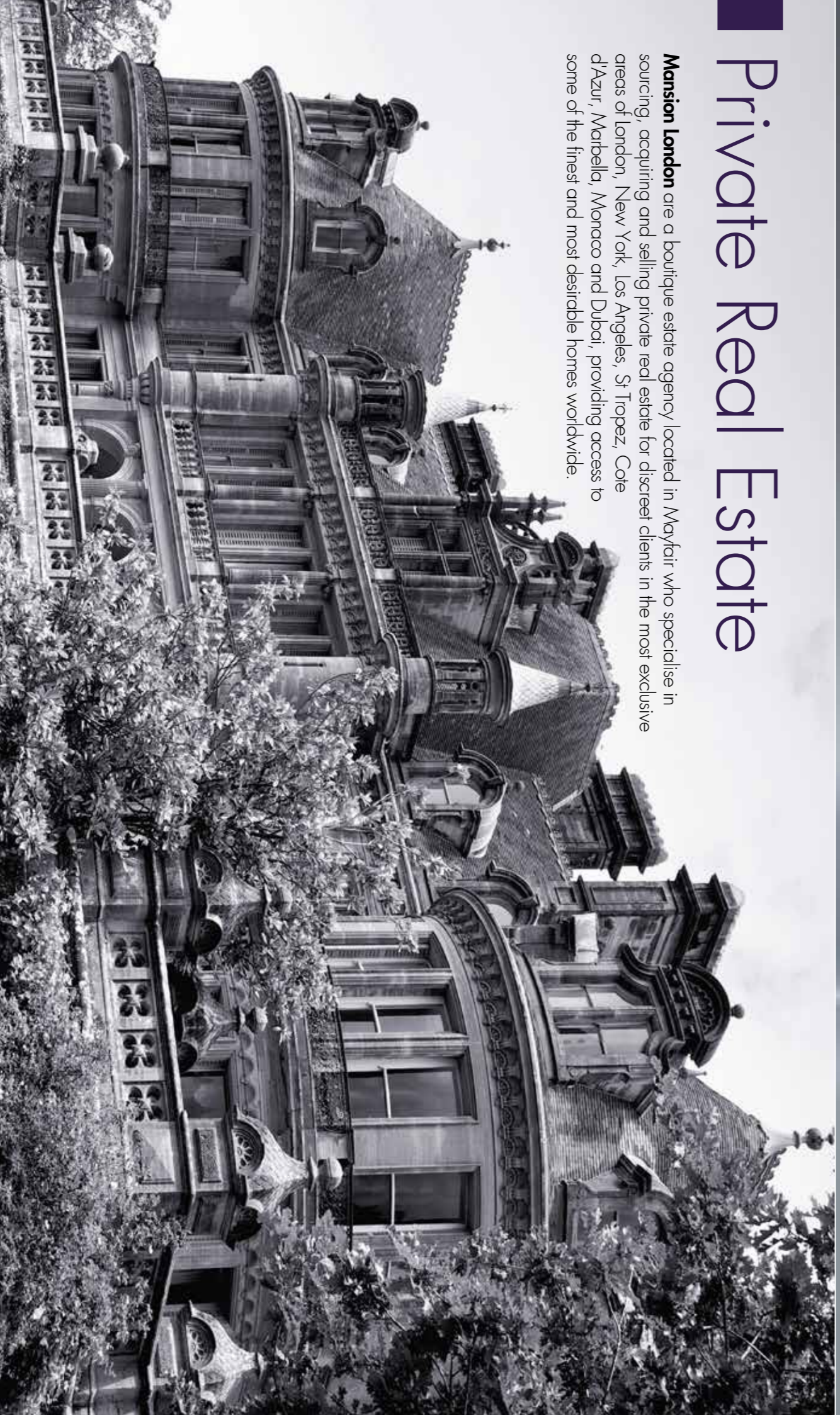
There is no let up for Aston Martin Racing as soon as the cars returned to its Banbury base, preparations began for the next round of the WEC in August, the Six Hours of the Nürburgring, where the team will renew its fight for the GT Manufacturers’ title.





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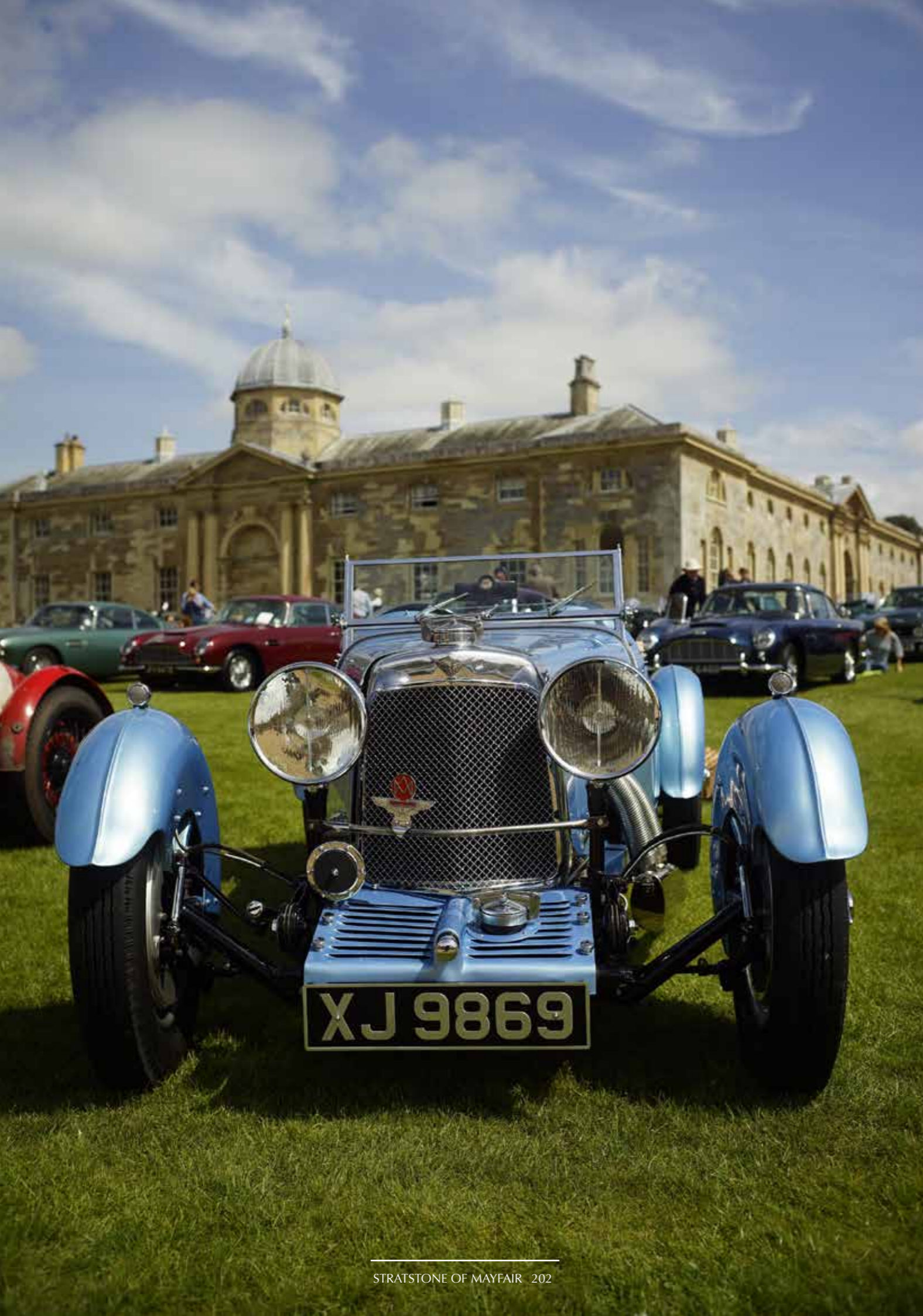
RECORD-BREAKING CONCOURS BACKED BY ASTON MARTIN WORKS

11 May 2015, Newport Pagnell, Buckinghamshire: The Aston Martin Owners Club (AMOC) held its annual Spring Concours event – the blue riband of competitions for Aston Martin owners – on Sunday 10 May, with support from Aston Martin Works.

The annual Spring gathering of Aston Martin owners from across the UK and further afield, was this year staged in the elegant grounds of Woburn Abbey in Bedfordshire, just a few miles from the historic home of Aston Martin in Newport Pagnell.

This year's Concours was the largest to date with around 350 cars on show and was attended by Aston Martin CEO Dr Andy Palmer. For the first time, the Concours included a special class dedicated to the limited edition Aston Martin Works 60th Anniversary Vanquish.





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Five of the six Anniversary Vanquish models were entered in the event, with Aston Martin Works' Commercial Director Paul Spires presenting the trophy to happy winning owner Jeremy Levinson. Mark Donoghue, Chairman and Chief Judge of the AMOC Concours said: "Today's record event has once again raised the bar for our activities and I'm very happy that so many Aston Martin owners could join us here at Woburn. We included the Aston Martin Works' Anniversary class in honour of the 60th anniversary and were thrilled to see these special cars on display here today."

Also drawing the crowds at Woburn was the new Lagonda Taraf super saloon. The finest of fast cars made its UK debut at Aston Martin Works just 24 hours prior to the Spring Concours and continued to generate considerable attention among Aston Martin owners and enthusiasts at the glamorous event.

Paul Spires, Commercial Director at Aston Martin Works, said: "Just 24 hours after the 16th annual Bonhams auction at Aston Martin Works, the AMOC Spring Concours has been another great day for all of us in the Aston Martin 'family' and I'm really pleased that we have been able to mark Works' 60th anniversary with this special Concours class."



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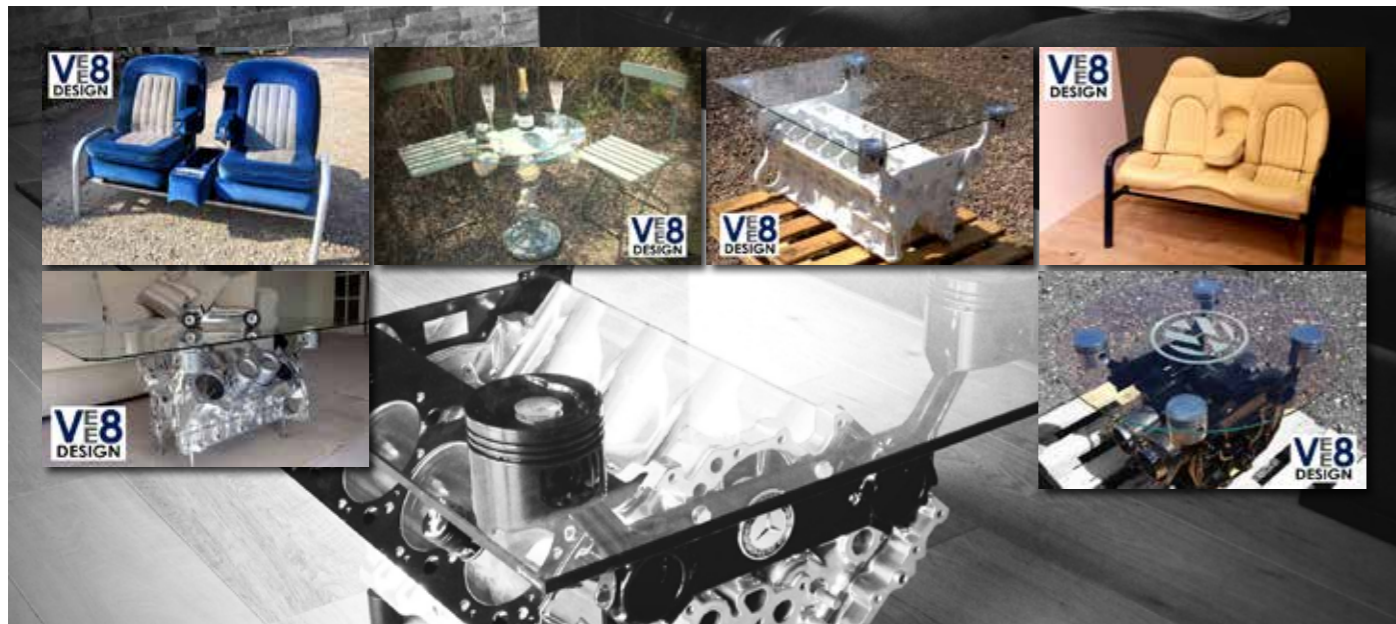
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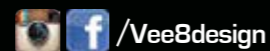
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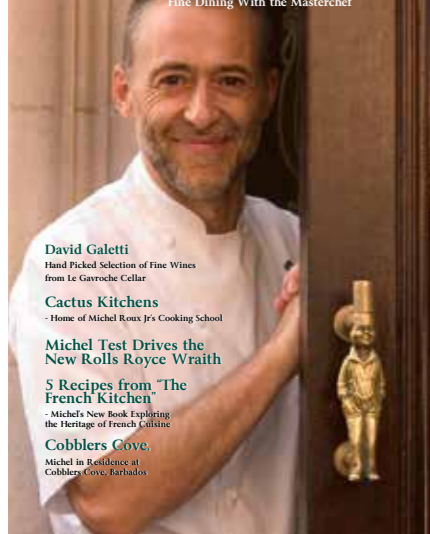


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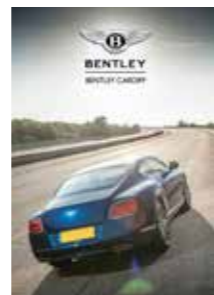


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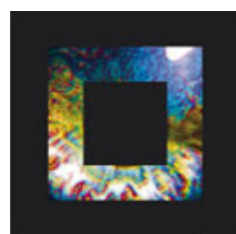


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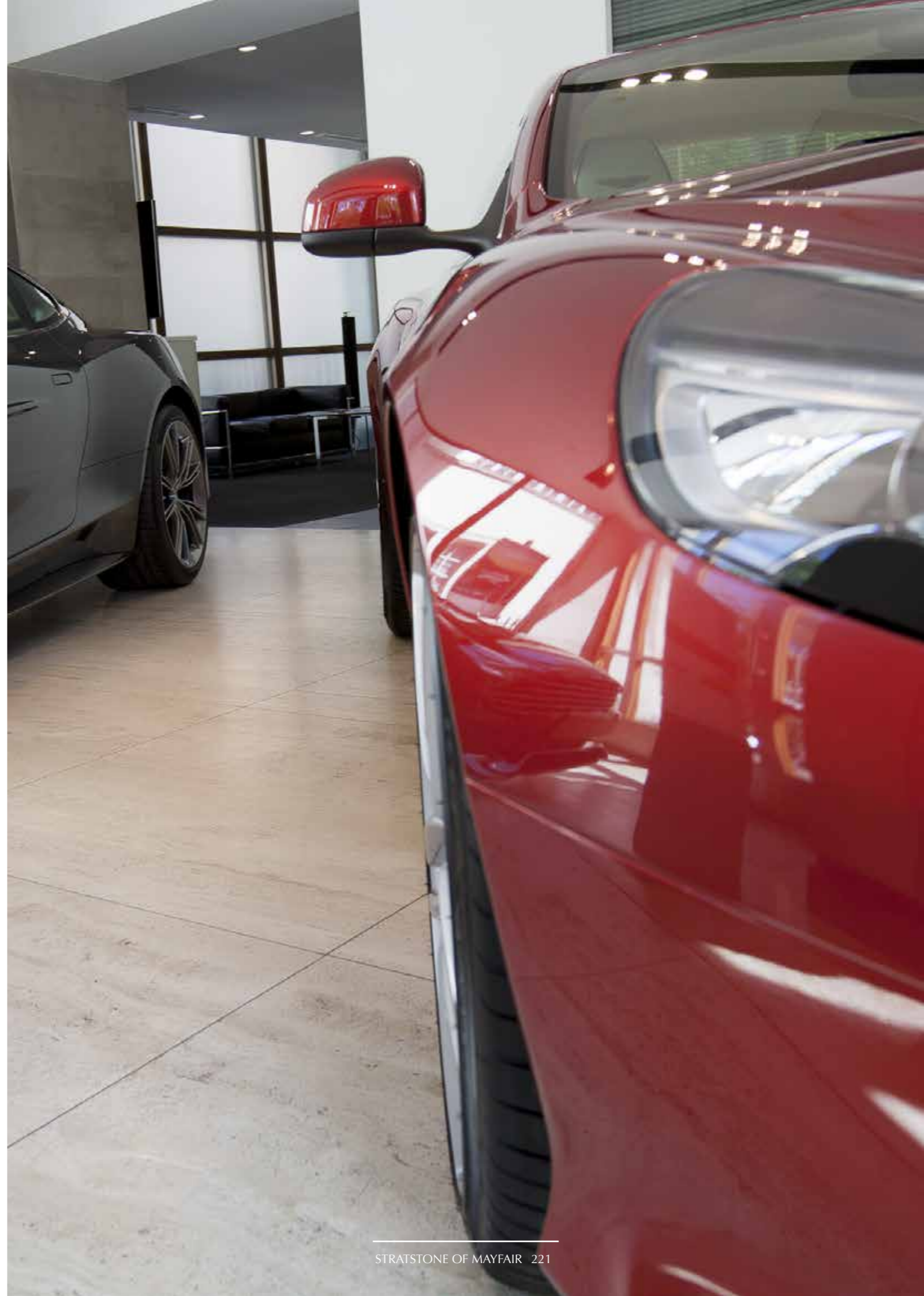
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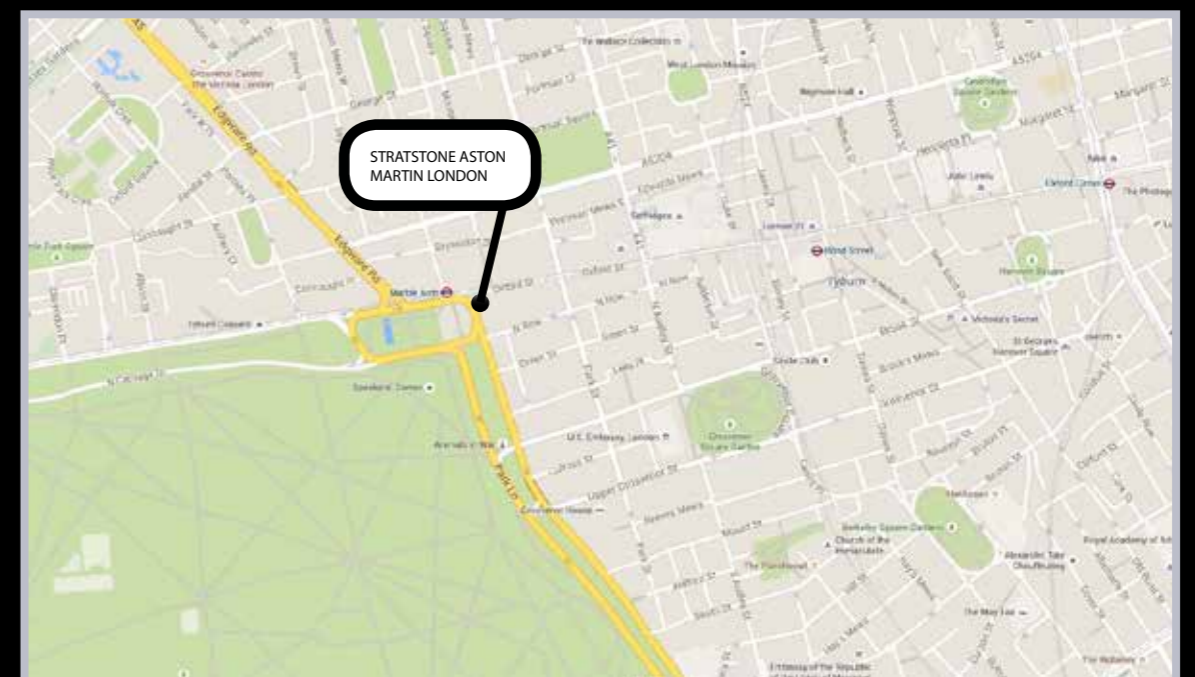
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