

Virage

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DB12: WORLD'S FIRST SUPER TOURER

DB5 V8 - AM V12 VALOUR

FOR ASTON MARTIN OWNERS AND GT CAR ENTHUSIASTS PREFERABLY.

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► **Prestige F4**

Inspired by the movement of water, the elegant, fluid exterior lines of the new hull of the F4 marry perfectly with the polished surfaces of living spaces, reflecting an abundance of natural light. Curves have been meticulously studied to confer softness, refinement, and power to the whole. The exterior and interior furnishings have been reinvented to offer exceptional comfort for all on board.



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ASTON MARTIN

DB 12

INTRODUCING
THE ASTON MARTIN DB12
THE WORLD'S FIRST
SUPER TOURER

DB12



Aston Martin is proud to introduce the new DB12. Delivering a quantum shift in sporting character and dynamic capability, this new generation of the legendary DB bloodline defines its own new category. Combining a scintillating driving experience with exceptional refinement, state-of-the-art technology and indulgent luxury, the DB12 demands a new definition. Grand is not enough; this is the world's first Super Tourer.

The DB12 takes a new direction. One which makes it the most complete and accomplished DB model in Aston Martin's history. Blessed with exceptional performance and handling to satisfy and reward the most demanding drivers, its meticulously honed chassis is perfectly matched to a class-leading 680PS/800NM V8 Twin-Turbo powertrain. The result is an energised Aston Martin that shines with authenticity, capability and passion to deliver a driving experience that's second to none.

Engineered to maximise performance and intensify emotion, the DB12 is the product of a holistic approach. One that starts with meaningful increases in structural stiffness and ends with Michelin Pilot Sport 5 S tyres made to Aston Martin's precise specification. Supported by an all-new suspension system featuring the latest adaptive dampers, control and connection are further amplified by an exceptionally precise and direct Electronic Power Assisted Steering (EPAS) system and an Electronic Rear Differential (E-Diff) that enhances agility and brings the DB12 alive on the most dynamic of roads.

Supported by an industry leading Electronic Stability Control (ESC) system, which employs six-axis inertia measurement to predict available grip, the DB12 also gives the driver a choice of five pre-set driving modes allowing the freedom to incrementally explore the limits of grip and traction with complete confidence and safety. Put simply, no series production Aston Martin has dedicated itself so completely to setting new dynamic benchmarks.

The announcement of DB12 comes as Aston Martin celebrates two significant milestones in 2023; Its monumental 110th anniversary and 75 years of the illustrious DB model line. When founders Lionel Martin and Robert Bamford officially formed the partnership that became Aston Martin, they ignited more than a century of automotive passion, cutting-edge British innovation, and high-octane racing success. It comes at a time when Aston Martin is enjoying one of the most dynamic periods in its 110-year history thanks to continued podium success in the 2023 Formula 1® season. Competing at the pinnacle of world motorsport remains a key pillar of the marque's brand and product strategy.

DB12's core values of high-performance and ultra-luxury are spearheading Aston Martin's next generation of sports cars. As such it heralds a new era. One which will see all Aston Martin models characterized by prodigious performance and pinpoint dynamics, seamless integration of advanced technologies and the sublime style and exemplary craftsmanship for which the brand has long been renowned.

Roberto Fedeli, Group Chief Technology Officer of Aston Martin said of the new DB12: "DB12 is a statement car. One that asserts Aston Martin's position as a leader in performance, dynamics, engineering and technology. We have pushed every aspect of this car to be best-in-class. The result is more power and performance than its rivals.

Combined with exceptional handling and an exciting soundtrack, it is a car with passion and a truly sporting character. Crucially, thanks to its breadth of capability we have achieved this without compromising refinement, comfort and luxury. Together with our use of industry-leading dynamic control and infotainment systems, DB12 is the start of Aston Martin's most exciting new era".

PERFORMANCE – FIERCER, NEWFOUND ENGAGEMENT FROM CLASS-LEADING POWERTRAIN

Unapologetic and unambiguous, DB12 makes an emphatic statement. One that exudes the confidence of a car endowed with a 0-60mph time of 3.5 seconds, a 202mph top speed and best-in-class potency from its 4.0 Twin-Turbo V8 engine. This exceptional hand-built engine, tuned by Aston Martin engineers to deliver class-leading 680PS/671bhp at 6000rpm and 800Nm/590lb ft between 2750-6000rpm; an increase of 34% compared with the outgoing DB11.

These higher outputs have been achieved through modified cam profiles, optimized compression ratios, larger diameter turbochargers, and increased cooling. To manage increased thermal demands the cooling system has been completely redesigned, with an additional two auxiliary coolers added to the existing central main radiator. To ensure desired engine intake air temperatures are achieved in all conditions, an additional low temperature radiator has been fitted to the charge cooler water circuit.

In addition, the auxiliary outboard engine oil cooler now has over double the face area of its predecessor in order to manage the demands on the lubrication circuit. Cooling has been optimised further by improving thermal airflow, a 56% increase in open apertures allowing more cold air to flow into the radiators, while centrally mounted bonnet vents placed above the twin turbos allow hot air to escape.

HANDLING AND DYNAMICS – THE SHARPEST DB EVER

Power is fed through an 8-speed automatic transmission and for the first time on an Aston Martin DB model, Electronic Rear Differential (E-Diff). This differential is linked to the car's Electronic Stability Control (ESC) system. Unlike a conventional Limited Slip Differential, it can go from fully open to 100% locked in a matter of milliseconds, giving the driver maximum response for more precise and consistent handling.

Working in harmony with the latest generation ESC system the E-Diff significantly improves the car's cornering capabilities in all conditions. In low to medium speed corners, the DB12 feels brilliantly agile and responsive, coming alive on challenging roads thanks to immense front-end grip and tremendous traction. Meanwhile, total composure in high-speed corners lends the DB12 to a great feeling of confidence and control.

To increase driver engagement and amplify the intensity of its performance, the DB12 features a revised (shortened) Final Drive Ratio (3.083:1), plus a unique transmission shift calibration. The former works to deliver punchier in-gear acceleration, while the latter reduces shift speeds and creates different shift characteristics to suit the DB12's broad range of dynamic modes.

DB12's bonded aluminium structure has seen a 7% increase in global torsional stiffness thanks to changes to a range of underbody components; the engine cross brace; front and rear undertrays; front cross-member and rear bulkhead. The combined effect is a focused improvement in torsional rigidity and lateral stiffness – especially between the front and rear strut towers – which provides a stronger and more stable attachment points for the dampers and rear axle. This brings gains in suspension performance, isolation and refinement, along with improvements in on and off-centre steering feel and overall sense of driver connection.

DB12



With the introduction of new generation intelligent adaptive dampers and extensive engineering of key components such as stiffer anti-roll bars, DB12 offers class-leading driving dynamics and greatly increased breadth of capability.

With a 500% increase in bandwidth of force distribution, these state-of-the-art dampers are a huge advance as their greater capacity facilitate a far broader range of control and refinement across the DB12's drive mode settings. By exploiting this increased scope, Aston Martin's vehicle attributes engineers have extended the DB12's range of character far beyond those of class rivals.

Careful calibration of the dampers allows the progressive introduction of more response and tighter body control as you scroll through the dynamic modes, with detailed tuning of suspension bushing delivering excellent refinement and isolation. Combined with the E-Diff and ESC system this means that in GT mode a luxurious ride quality is retained for sublime yet agile cruising, while Sport and Sport+ modes ramp-up the DB12's responsiveness and tighten body control, shrinking the car around the driver and making it truly come alive on challenging roads as never before.

As the primary point of contact between car and driver, careful attention has been paid to perfecting the DB12's Electronic Power Assisted Steering system (EPAS). This begins with the fitment of a non-isolated steering column, which gives an enhanced dynamic feel by ensuring steering inputs from the driver and feedback from the road remain pure and uncorrupted.

EPAS calibration focuses on ensuring plenty of on-centre feel mated to a swift but natural-feeling rate of response. Taking care to avoid the steering responding in an exaggerated, overly aggressive manner, DB12 has an intuitive, confidence-inspiring feel. One that allows the driver to relax on long journeys but revel in its precision, responsiveness and agility when attacking an apex.

In the interests of consistency and driver connection, the EPAS has a constant 13.09:1 ratio rack with variable, speed sensitive assistance and 2.4 turns lock-to-lock. This variable level of assistance is integrated with the DB12's drive mode programmes, the level of assistance reducing incrementally while moving towards the most aggressive mode (Sport+).

Ensuring it has the stopping power to match its prodigious pace, DB12 is fitted as standard with cast-iron 400mm front discs and 360mm rear discs with grooved and drilled faces for improved thermal capacity. The brake booster has also been re-tuned to improve pedal feedback, giving the driver greater confidence thanks to a firm pedal with an immediate sense of stopping power combined with progressive response.

Underlining its Super Tourer credentials, DB12 can be ordered with a Carbon Ceramic Brake (CCB) option. Offering increased braking performance and reduced brake fade at temperatures of up to 800°C, fitting CCB saves 27kg in unsprung mass compared to the standard braking system, which in turn benefits ride quality and steering response.

Confirming its commitment to fulfilling the DB12's Super Tourer brief, Aston Martin is the first OEM application of the new Michelin Pilot Sport 5 S tyres – 275/35 R21 103Y front and 315/30 R21 108Y rear. Not settling for off-the-shelf versions, the DB12's tyres are marked with 'AML' codes. This signifies they feature a bespoke compound and have been tuned by the Aston Martin dynamics team to ensure the highest levels of reactivity for precision steering, together with maximum grip in wet and dry conditions.

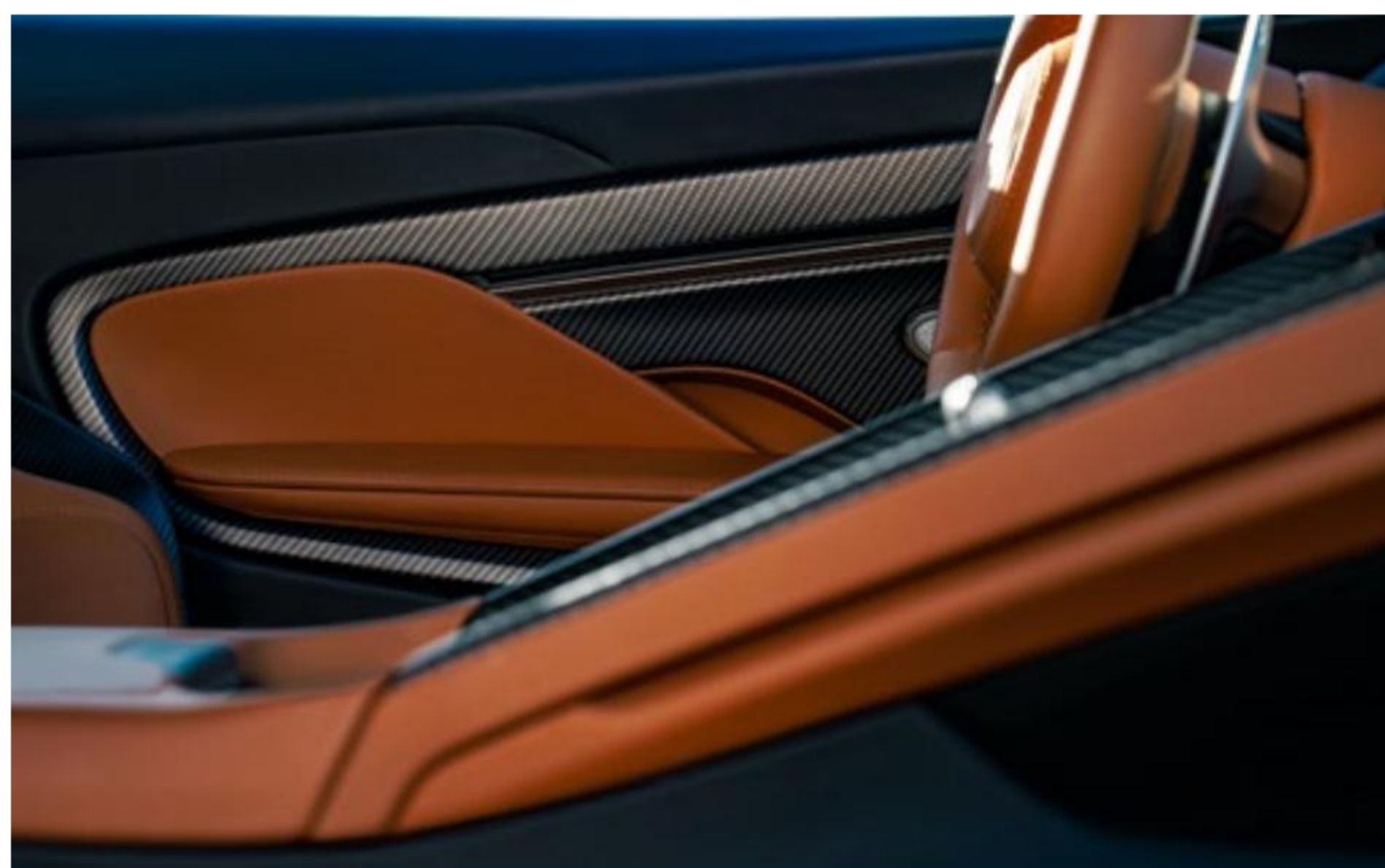
The Pilot Sport 5 S also feature noise-cancelling polyurethane foam inserts within the tyre's carcass. This reduces tyre 'hum' transmitted to the car's interior by 20%, lowering noise levels and improving refinement and driver comfort.

DB12 features 21 inch forged alloy wheels as standard; 9.5J front and 10.5J rear. There is a choice of three different designs – standard Five-Spoke and optional Multi-Spoke and Y-Spoke – in a range of colors and finishes: Five-Spoke in Gloss Silver; Multi-Spoke in Satin Platinum, Satin Black and Satin Black Diamond Turned; Y-Spoke in Satin Bronze, Satin Black and Satin Black Diamond Turned.

Aston Martin have worked closely to optimize the structure of these lightweight wheels to maximize performance without compromising aesthetics. Using cutting edge simulation to ensure excess mass has been removed, these wheels are 8kg lighter than previous 20" offerings.

Driver centricity – Purer, intuitive technology that puts you in control. Designed to offer the driver the perfect degree of dynamic support without restraint, DB12 introduces an industry leading Electronic Stability Program (ESP) system. The system offers four pre-defined ESP modes (Wet, On, Track & Off) selectable via the ESP button on the centre console. Each is seamlessly integrated to deliver progressive control while avoiding abrupt interventions.

The system works by taking information from a multitude of sensors around the vehicle, the most advanced of which is the new six-axis inertia measurement unit. This complex accelerometer data builds a real-time picture of the what the car is doing. Then, using cutting edge algorithms, it predicts the level of grip available, as well as reacting to momentary instabilities.



DBX, READY TO GO ANYWHERE



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Designed to work discreetly in the background, this sophisticated system allows the driver to get the best from the car and the conditions with fewer perceived ESP interventions while maintaining a high degree of safety. The same predictive, model-based technology underpins all the car's chassis control systems (ABS, Traction Control and Lateral dynamics) in an unprecedented, integrated way for an unmatched level of driver confidence and enjoyment.

In addition to multi-mode ESP, DB12 also features five pre-defined drive modes; GT, Sport and Sport+ progressively adjust the dynamic behaviour, with each step allowing the driver more freedom to explore the limits of grip and traction; Wet mode enhances stability on low grip surfaces; Individual mode allows the driver to precisely tailor the vehicle systems to their preferences, with the freedom to mixing and matching chassis, powertrain, ESP and traction control settings.

Drive modes are selected using the centre console; a knurled rotary controller allowing quick and easy cycle function through the five pre-sets. Individual override buttons for the chassis, ESP and exhaust are also located on the centre console, below and to the left of the rotary controller. These allow the driver to override the drive mode priority and select their preferred settings.

EXTERIOR – BOLDER BY DESIGN

The DB12's bold and assertive exterior design is a perfect expression of power and potency. Presented with the immaculate style for which Aston Martin is renowned, integrating 75 years of DB heritage and segment defining proportions worthy of the world's first super tourer, it exudes confidence and commands attention with an impressively athletic physique, measured aggression and unrivalled elegance.

Presented with a more muscular physique to signify the power that lies beneath – an increase in track by 6mm at the front and 22mm at the rear, the all-new front-end features a larger, re-shaped radiator aperture and a re-shaped splitter. Framed by new Light Emitting Diode (LED) headlights with a distinctive new Daytime Running Lamp (DRL) signature and intricate surface detailing, the DB12's wide-track stance is complemented by standard-fit 21 inch forged alloy wheels. Sitting proudly on the nose is the latest evolution of the iconic Aston Martin wings badge. Symbolising the start of an exciting new era, DB12 is the first sports car to which the new wings have been applied. New smaller, frameless wing mirrors compliment the new design whilst also improving the aerodynamic profile of the car and to assist entry, presenting door handles welcome occupants into the new, ultra-luxury cabin.

Marek Reichman, Executive Vice President and Chief Creative Officer of Aston Martin, adds: "DB12 is our design definition of a Super Tourer. Historically, the GT code among most contemporary enthusiasts meant some semblance of comfort, speed, and refinement. But since the Aston Martin customer is no ordinary motorist, and we no longer simply design objects in and of themselves, we've fused everything together on the DB12 — the handling, dynamics, powertrain, sense of space, and styling — and we've done it to the max through technology to deliver this new category of performance-design driving experience".

"We know that when the owner of an Aston Martin heads out for open-road driving at the upper limits, hoping to reach those exhilarating moments of perfection, they are seeking the thrills of speed and performance while safely commanding control of their experience.



DB12 intuitively knows what the driver is wanting and effortlessly gives them that optimal combination at any driving moment. It's this total experience that separates the DB12 as the first breed of Super Tourer."

The latest addition to Aston Martin's most illustrious bloodline, DB12 exemplifies the brand by boldly moving forward. That wholesale progression is reflected in the DB12's styling, which features an all-new front-end treatment, wider stance and more muscular surfaces for increased presence. The interior has also been completely redesigned, with clean horizontal lines emphasizing the sense of space and providing the perfect contemporary backdrop for new a new state-of-the-art infotainment system. Emphatically fresh yet unmistakably Aston Martin, DB12 defines the new breed of Super Tourer".

Those who wish to celebrate their own style own can explore endless possibilities via the Q by Aston Martin personalisation service. By accessing the skills of Q by Aston Martin's designers and craftspeople, customers are invited to take a unique personal commissioning journey; one that encompasses everything from a single small distinguishing detail to full-scale engineering and production of entirely bespoke components. Nothing is out of reach with the design team with endless possibilities to make their DB12 a true one of a kind.

INTERIOR – FINER CRAFT & TECHNOLOGY

Enriched by an all-new, ultra-luxurious interior, the DB12 indulges occupants with modern opulence, empowers with Aston Martin's next-generation bespoke infotainment system and a formidable suite of connected technology and entertains with a spectacular surround sound system by new audio partner, Bowers & Wilkins.

Combining clean, contemporary design with classic craftsmanship and the finest materials, the DB12's interior provides a stylish and sumptuous haven for driver and passengers alike. The design character focuses on a driver centric cockpit, seamlessly integrating everyday technologies with luxury craftsmanship and materials. Occupants sit below the shoulder line with a high centre console, allowing complete engagement with the ultra-luxurious cockpit and its combination of contemporary display screens and interactive analogue switches. Driver-centric controls are ergonomically placed along the cabin centreline, ensuring maximum driver connection and the bold, horizontal lines are softened with elegant cabin jewelry and distinctive trim details.

Craftmanship remains at the core of all Aston Martins. Swathed in aromatic, hand-stitched Bridge of Weir hides, this cossetting space embodies true Super Tourer values; soothing comfort to excel at all-day, big mileage journeys, yet still provides the support and connection needed to deliver maximum driving enjoyment. Exquisite detailing and unique character embodied by the new quilts introduced with DB12. The new quilting pattern is applied to the highest quality full leather or Alcantara® interior environments.

A major DB12 landmark is the introduction of Aston Martin's next-generation infotainment. Entirely bespoke, designed and developed by Aston Martin, it is the marque's first in-house system.

The new system, which supports wireless Apple CarPlay™ and Android Auto™*, is a fully integrated multi-screen system and displayed using 10.25 inch Pure Black, 1970x720 high-resolution screens with ultra-responsive (30ms reaction time) capacitive touch control.



Understanding the need for balance between touchscreen commands and the positive tactility of physical switches, DB12 retains buttons for the key mechanical operations of gear selection, drive selection, heating and ventilation offering the perfect blend of digital and analogue controls. There are also override switches for chassis, ESP and exhaust, Lane Assist and Park Distance Control, ensuring the most used controls are always conveniently to hand.

The all-new navigation system for DB12 features online connectivity for a smarter, quicker and more informative experience. Online connection enables the driver to simply look up their favourite restaurant, read the reviews and chose it as a destination. Or, if more convenient, choose a destination in the Aston Martin App and simply send it to their DB12 in readiness for travel.

The new 3D mapping with subdued hues gives intuitive, clear instruction with lane guidance and real time traffic overlays. Connected dynamic routing ensures no unnecessary delays. Satellite view is available for those who like to see details, dynamically downloaded to visualise the surrounding area as you drive.

Cornerstones of the DB12's new infotainment system are online connectivity and an all-new companion Aston Martin App. Two firsts for the brand, DB12 owners will be able to communicate, interact and engage with their car.

Online connectivity will assist the ownership experience through increased ease of use and peace of mind, offering Over The Air (OTA) updates and diagnostics. An ever-expanding system, Aston Martin's connected car offering will continue to evolve as products, services and support for vehicles evolves.

This all-new connected car ecosystem utilises three key elements – the DB12, the Aston Martin App and Aston Martin's secure data servers. These three elements connect through globally roaming 4G LTE / GSM cellular networks via the embedded e-SIM in DB12, which is provided and funded by Aston Martin.

When purchasing their new DB12, customers will be invited to enroll in the new Aston Martin App and create their own unique AML ID. Available on iOS and Android, the app allows seamless interaction, control and feedback to and from the car via their personal device.

Personalised content specific to their vehicle is presented in clear and intuitive screens that seamlessly match the new UI/UX of the infotainment system. From the app, customers can monitor, locate and protect their vehicle, send navigation POI's or be guided on foot with last mile navigation. They can also manage their account details and share in the community of Aston Martin owners through integrated media feeds.

The app also offers a range of connected car subscription packages that are free for the first three-years and designed to maximise the Aston Martin ownership experience. There are three connected car subscription offerings. These are activated free of charge when a customer's new DB12 warranty is activated. As an additional benefit to future owners, the subscription is tied to the vehicle for the first three-years, even if the DB12 is re-purchased through Aston Martin's Timeless approved pre-owned sale programme.

An optional Advantage subscription offers additional personalisation, interaction and functional benefits. Initially offering a Stolen Vehicle Tracker, Advantage enables DB12 owners to build a portfolio of additional features and subscription services to expand and enrich their ownership experience.

In keeping with its mission to deliver excellence in every aspect, the Aston Martin DB12 introduces a new experience in audio enjoyment. To this end it is fitted as standard with the Aston Martin 390w 11 speaker audio system. Utilizing advanced hardware, this system offers a surround sound mode and employs QuantumLogic® sound processing to create a soundscape and audio performance designed to match DB12 perfectly.

For true audiophiles Aston Martin has developed an optional surround system with new audio partners, Bowers & Wilkins. Taking technologies and innovations found in Bowers & Wilkins' world-class domestic hi-fi, this bespoke system has been acoustically engineered for the DB12's interior volume and shape to deliver a truly spectacular listening experience.

High-performance loudspeakers such as Aluminium Double Dome tweeters and Continuum® midrange speakers give this 15-speaker,

double amplified 1,170W surround sound system a balanced and accurate sound. Dedicated 3D headline speakers and a powerful subwoofer ensure the most enthralling sound experience possible in an Aston Martin sports car.

This immersive quality is achieved by perfect location, direction and symmetry of the speaker positions, which have been built deep into the fabric of the DB12; something that has been achieved by close co-operation between Aston Martin and Bowers & Wilkins' engineers.

Seamlessly integrated design ensures the system looks as good as it sounds. With stainless steel speaker grilles available in finishes to match the interior jewelry of DB12, they feature perforations optimized for perfect acoustics and striking aesthetics.

Amedeo Felisa, Chief Executive Officer of Aston Martin, said of the new DB12: "When a brand has as much history as Aston Martin it is important to honor the past. Not by looking back, but by pushing on with the same energy and passion that propelled our founders 110-years ago. With the new DB12 we are reinvigorating the DB model line and reasserting Aston Martin as a maker of truly exceptional performance sports cars. By combining class-leading performance and exceptional chassis dynamics with cutting edge technology, impeccable craftsmanship and immaculate design, DB12 leads Aston Martin into a new era of excellence".

With first deliveries scheduled to begin during Q3 2023, the bold new DB12 is defining its own new category of one and sets the benchmark for performance, driving excitement, ultra-luxury and style. This is no mere GT. DB12 is The World's First Super Tourer. «



ASTON MARTIN



Aston Martin presenteerde einde mei de vervanger (of eerder de opvolger) van de DB11. De Britse constructeur doopte het nieuwe model binnen de DB-bloedlijn logischerwijs DB12. Een magisch getal dat ironisch genoeg het einde van de 12 cilinderblok inleidt, een krachtbron die duidelijk niet meer van deze tijd is. De Britten gooien immers ook de term GT uit het raam en noemen de DB12 'world's first Super Tourer'!

680 PK EN 800 NM

Geen V12 meer; de DB12 zal steeds aangedreven worden door de krachtige twinturbo V8. Deze bekende 4.0-liter motor met AMG-roots produceert een vermogen van 680 pk en 800 Nm aan koppel. Daarmee sprint de wagen in 3,6 s naar 100 km/h en stopt hij pas met accelereren bij een topsnelheid van 325 km/h. Deze dolle gegevens worden overgebracht naar de achterwielen via een 8-trapsuutomaat en een elektronisch sperdifferentieel.

SUPERTOURER

Een vlugge blik op de nieuwe DB12 lijkt op het eerste gezicht op een grondige facelift van de DB11 te zijn, maar schijn bedriegt. Het wordt voor de kenners snel duidelijk dat de wagen op vele vlakken wezenlijk anders is. Hoewel het chassis nog gebaseerd is op zijn voorganger, kan de DB12 rekenen op een verbeterde koetswerkstijfheid (+7% torsiestijfheid), vernieuwde elektronische hulpsystemen (o.m. een fijnere afstelling van het EPS) en meer efficiënte, gestuurde dempers, waardoor een bredere spreidstand mogelijk is van GT-modus tot Sport+. Koolstof-keramische remmen, die het onafgeveerde gewicht met 27 kg verlagen, worden optioneel aangeboden voor bestuurders die meer vragen van hun Aston.

Toch blijft het exterieurdesign van de DB12 trouw aan het Aston Martin DNA en aan de rest van het actuele gamma. Het silhouet van de DB11 en DB12 lijkt vrij identiek te zijn, net als de achterzijde. Wel heeft de DB12 een nieuw front en een grotere grille, nieuwe koplampen met led-matrixtechniek en een nieuwe led-dagrijsverlichting. Diverse aerodynamische elementen zijn hertekend, de zijspiegels zijn verkleind en nu meer aerodynamisch en de portierengrepen (elektronisch uitklapbaar) zijn integraal in het koetswerk verzonken. De spoorbreedte van de DB12 is achteraan met 2,2 cm verbreed, vooraan met 0,6 cm. De Aston Martin DB12 staat op nieuwe 21-inch lichtmetalen velgen.

Met name ook het interieur heeft een flinke make-over gekregen. De focus ligt enerzijds nog steeds op luxe en mooie materialen (leer, alcantara en stiksels in diverse kleuren), maar de cabine van de DB12 wordt nu wel grondig gedigitaliseerd met grote displays die compatibel zijn met wat men vandaag mag verwachten in een dergelijke wagen – Apple Carplay, Android Auto, OTA-updates, een Aston Martin App ...).

PRIJS EN LEVERING DB12

De Britse constructeur belooft de eerst exemplaren te kunnen leveren vanaf dit derde kwartaal. De prijzen starten vanaf 232.000 €, inclusief BTW. Volgens insiders volgt wat later als naar goede gewoonte een Volante-versie. (Vanaf 250.000 €).

DB12 VOLANTE

THE ULTIMATE OPEN-TOP SUPER TOURER

Companion to the DB12 Coupe, this open-top model combines spectacular Super Tourer performance and handling with the irresistible sensory thrills of roof-down driving. A class-defining car of unmatched elegance and sporting character, DB12 Volante is the latest addition to Aston Martin's illustrious tradition of high-performance convertibles. Timeless qualities of style and craftsmanship have been revitalized by advanced technologies and state-of-the-art engineering, while the driving experience has been honed to its keenest possible edge.

Aston Martin Chief Executive Officer, Amedeo Felisa, said: *"For many of our customers, roof down driving is the greatest pleasure. Aston Martin Volantes have captured that emotion and expressed it in unique style for more than six decades. With the new DB12 Volante we have changed the rules, creating a car that intensifies those feelings by preserving all the purity and exceptional sporting capabilities of the DB12 Coupe. A rare and true sporting convertible in every respect, this is a car to challenge preconceptions and find a new generation of Volante customer"*.

Developed in parallel with its Coupe stablemate, DB12 Volante boasts the same game-changing design, engineering and technology advances made by this latest evolution of Aston Martin's most distinguished nameplate. With class-leading power and performance and purebred sports car dynamics, it is a transformative evolution. One that unashamedly positions the DB12 Volante as a true driver's car first and foremost.

The foundation of this focus on uncompromised performance and handling is the DB12's exceptionally rigid bonded aluminium structure.







Not only was this engineered to capably support the new level of dynamics on DB12 Coupe, but also to deliver the same unrivalled driving experience for DB12 Volante.

To match vehicle level capability, the focus was on the detail engineering and specification of all elements of the Volante's underbody. Key structural elements, such as the rear suspension upper mounting points and lateral connections, as well as performance additions, including the engine cross brace, boost DB12 Volante global torsional stiffness by near 5%. Of equal importance for vehicle integrity and dynamic performance, the mounting points for all suspension attachments were extensively upgraded laterally (140% on the front axle).

Thanks to changes to underbody components, including the engine cross brace, DB12 Volante sees a 3.7% increase in global torsional stiffness, along with improvement in lateral stiffness and gains in suspension performance and refinement.

"The DB12 Volante is a rare and true sporting convertible in every respect."







The Volante's performance credentials speak for themselves. Best-in-class potency from its 4.0 Twin-Turbo V8 engine endows DB12 Volante with formidable performance and a fabulous soundtrack. Tuned by Aston Martin engineers to deliver class-leading 680PS/671bhp at 6000rpm and 800Nm/590lb ft between 2750-6000rpm, this exceptional hand-built engine features modified cam profiles, optimised compression ratios, larger turbos, and increased cooling to achieve an increase in output of 34% compared with the DB11.

Accelerating from 0-60mph in 3.6 or 0-62mph in 3.7sec and powering on to a top speed of 202mph, the DB12 Volante's performance is truly breathtaking. Power is fed through a ZF 8-speed automatic transmission, which like the DB12 Coupe, features a range of shift strategies complimenting each of the dynamic driving modes.

The Volante also uses the same shortened Final Drive Ratio to maximise in-gear punch and Electronic Rear Differential (E-Diff) for the perfect mix of agility when you want it and stability when you need it. With four-stage ESC and a choice of five pre-defined dynamic modes, the DB12 Volante allows the driver to precisely tailor its behaviour.

Other highlights include new generation intelligent adaptive dampers, which have a 500% increase in bandwidth of force distribution compared to previous generation hardware, giving the DB12 Volante a range of dynamic capability and character far in excess of class rivals. Indeed, the main difference between DB12 Coupe and Volante are detail revisions to rear spring rate and a dedicated damper tune. Braking is provided by cast-iron 400mm front discs and 360mm rear discs as standard, with an optional Carbon Ceramic Brake (CCB) system offering increased braking performance, reduced brake fade and a 27kg weight saving in unsprung mass.

Central to the Volante experience is its electrically-operated 'K-fold' roof. Named due to the two-stage folding procedure engineered to achieve a class-leading 260 mm stack height, this exceptional design combines brilliant packaging solutions with maximised luggage capacity, swift operation and stunning aesthetics. Featuring 8 layers of insulation the fabric roof canopy is acoustically enhanced for improved interior cabin comfort. When raised, the beautifully sculpted roof line maintains the DB12's immaculate profile. When lowered K-fold mechanism sits low beneath a hard tonneau cover to create a beautifully elegant tail.

"The roof operation takes 14 seconds to open and 16 seconds to close, and can be used at speeds up to 31mph."

There are four different exterior hood colours to choose from. Black is standard, with a choice of Red, Blue and 'Black and Silver' as options. Marek Reichman, Aston Martin Chief Creative Officer, said: *"The new DB12 Volante is again another emotional Aston Martin design form with a desire to be driven. We've sculpted a graceful, muscular exterior shape that reflects its immense capabilities, set atop very advanced structural elements, with a clean, contemporary interior. Crafted through performance design for those who share our joy and happiness for adventuring in cars in the open air, new DB12 Volante is certainly exhilarating to experience and one that adds to our distinctive history."*

EIGHT INTO FIVE

THIS UNIQUE DB5 WAS CREATED
BY ASTON MARTIN'S EXPERIMENTAL
DEPARTMENT AS A TEST-BED
FOR ITS NEW V8 ENGINE.
WE TOOK THE WHEEL!





*“The V8 is un-temperamental
and the whole car feels tight.
The hot rod has been civilised!”*

This car shouldn't exist. When it reached the end of its working life as a test mule for Aston Martin's nascent V8 engine, it was recorded as being scrapped. Or, as the final hand-written entry in its logbook rather charmingly has it, 'scraped'. But somehow it escaped the breaker's yard and, after years spent flying under the radar with a straight-six engine, its significance was recognised and it was restored with a thumping Aston V8 under the bonnet.

That was 20 years ago. NPP 7D has spent most of the time since living a quiet life in Jersey, but it's now back on the UK mainland, where Aston a new owner plans to show it at top UK events. And just before it went to its new home it was reunited with one of the men who helped build it and who clocked up thousands of test miles behind its wheel. Bill Bannard was that man, and the stories he can tell about NPP 7D confirm its near-mythical place in Aston history.

Chassis number 001/D/P was the first prototype to be built at Newport Pagnell after Aston Martin shifted such operations from its old base at Feltham. It was 1966 and the Tadek Marek-designed V8 engine had been in development for a couple of years, though it was plagued with reliability issues. Installing it in a road car and clocking up serious mileage would be a key part of the solution. At the same time, the mule would be used to test a de Dion rear suspension set-up, which Aston intended to replace the live axle that had served since the '50s. And Bill Bannard, with his colleagues in Experimental, was responsible for developing and building it. He explained how they took the platform chassis of a DB6, removed the rear end and created a new one that could take both a live axle and a de Dion set-up, so that they could switch between the two whenever the de Dion needed modifications. According to Bill, the combination of the V8 engine and the live axle was a particularly exciting one. 'Enormous fun – but lethal!' was his neat summation. Surplus DB5 body panels were extended to fit over the modified DB6 platform – the wheelbase being 4in longer than that of a regular 5, which meant extra metalwork between door and rear wheel arch.

Just to further confuse contemporary Aston-spotters, 7D's original grille was early DB4, presumably for no more noble a reason than that there was one in the workshop. NPP 7D was, in Bill's words, 'a real mongrel'. Even so, much thought – and patience – went into squeezing the V8 engine, initially in 4.8-litre form, where the straight-six went. The trickiest part was accommodating the four-into-one exhaust manifolds on each side: with no pipe-bending machine in the factory, each had to be created from welding a number of pre-curved pieces together. Clearances were 'very, very tight'.

The V8-powered NPP 7D first ran in March 1966, and Bill's name was first in the logbook, just before that of chief engineer Marek. 'I had the task of accumulating mileage as quickly as possible, which usually meant 300-350 miles a day,' says Bill. He would stay within 50 miles or so of the factory in case anything went wrong but would try to avoid using the same roads every day 'because I was doing a little bit more than the legal speed'. Indeed. The life of a development driver in those pre-speed-camera days was often a game of cat-and-mouse with the local constabulary, and there would have been few faster machines on the A- and B-roads of Northamptonshire and Buckinghamshire than the V8-engined DB5. For the next three years it was used to assess engines of different capacities (4.8, 5.0 and eventually 5.3 litres), Weber carburettors of both IDA and DCOE design (the former necessitating the larger bonnet bulge), and fuel injection systems from both Brico and Bosch. Overseas destinations included Italy and Germany (to visit Bosch).

When it was running well, the potential of the V8 was obvious. 'It was a very nice motor,' says Bill. 'Quite docile. It gave 80 or so more horsepower than the six, which meant it could be quite exciting if pushed!' Apparently it could also chew through a set of Avon Turbospeeds in as little as 3000 miles. The wire spokes were painted rather than chromed, because that made them less likely to break. The main issue for its roster of drivers, though, was cockpit heat, with limited ventilation, no air-conditioning and considerable heat-soak from the big engine up-front. 'It was a challenge,' says Bill, 'but one advantage was that it stopped people wanting to borrow the car!' Even when Bill's focus had moved on to the DBS V8 prototype, he would still occasionally drive 7D. 'If one had to go somewhere and it was available and you wanted a bit of fun, well, hey, what a nice way to enliven the day!' The 'mongrel' was recorded as being scrapped in January 1969, its work done; the DBS V8 was launched a year later.





When 7D was liberated from Newport Pagnell, it was with a straight-six and live rear axle, but a few years later it landed in the hands of well-known Aston racer David Preece, who with help and advice from Bill Bannard refitted it with a V8 and the original de Dion axle. Preece eventually sold it to Aston specialist RS Williams. In 1999 RSW embarked on a three-year rebuild on behalf of a client, transforming it from rough-and-ready prototype to the pristine machine you see today. Among the changes, beefier 16in wheels were fitted because – with a dyno-measured 352bhp and 402lb ft from the RSW-fettled V8 – it kept breaking its 15in items. Even if NPP 7D isn't quite as it was when he knew it, Bill is pleased that it has survived and taken its place in Aston legend. 'I'm delighted to see the car. It warms my heart to see that it's being looked after,' he told. 'And for all the guys at Newport Pagnell who put a lot of their lives into making cars, that legacy means a lot.' Bill also offers the tantalising thought that the engine and de Dion rear end could have been fitted in later production versions of the DB6. It would have taken more development expense – as we know, Aston Martin was never flush with funds – but what a capable and desirable car that would have been. If only the development of the engine hadn't been bogged down with teething problems...

So NPP 7D provides a glimpse of what might have been. It also stands testament to the work of a small band of engineers and fitters, whose ingenuity and dedication ensured the eventual success of the V8 engine – and thus Aston Martin's future. But it's also just a bloody exciting motor car. This is the DB5 that every enthusiast of the marque would like to get behind the wheel of.

Bryan Webb is the Aston enthusiast who has recently become the new custodian of NPP 7D and he couldn't be happier. His love affair with Aston began, as so many did, as a youngster with the Bond DB5. 'My parents had taken my brother and me on holiday to Brighton and it was a rainy Saturday and we went to see Goldfinger. Loved the car, loved the gadgets, and that was it – I was bitten.' His interest was stoked by childhood visits to Newport Pagnell. 'Living quite close to Newport Pagnell, we'd go for weekend walks in the Woburn woods and stop off at the factory on the way back, have an ice cream and drip it down the sides of the DB4s and 5s parked outside! One of my most vivid memories is of the splash-marks, the black rings on the walls of Sunnyside [Aston's building in Tickford Street] where cars had been started up. My brother and I would run between them, peering in at the speedometers, and it would be "This one's 160" and "This one's 180"! Had they visited on a weekday, they might even have witnessed a certain DB5 with a rather unusual exhaust note emerging through the factory gates.

Fast-forward 40 years or so, and in 2012, after a successful career building pipe-making plants around the globe, Bryan found himself in a position to start satisfying his Aston cravings. Since then he's owned no fewer than 20. These have included a succession of Gaydon-built cars – N430, DB9 GT Bond Edition, V12 DBS, a couple of Rapides – but it's the Newport Pagnell cars that have always excited him the most. He's owned examples of DB4, 5 and 6, DBS in both six-cylinder and V8 guises (his first Aston was a Persuaders-spec DBS in Bahama Yellow), a brace of 'Oscar India' V8s, Vantage X-Pack and Vantage Volante and a super-rare pre-wedge Lagonda series 1. 'I just love them,' he grins. So when he heard that NPP 7D was available, Newport Pagnell to its very core, he had to have it. 'I'd just missed out on Tadek Marek's own personal DB4 and then Neal (Garrard at Nicholas Mee & Co Ltd) rang and said "I think we've got the ultimate DB5 for you". And when I saw it, it was just like the Scalextric model I'd had as a kid, which I'd taken the bumpers off to make it faster! And of course now I've got my own Marek car.'





SPECS 1966 ASTON MARTIN DB5 V8

Engine	5340cc V8, DOHC per bank, four Weber DCNF carburettors
Power	352bhp @ 5500rpm
Torque	402lb ft@ 3500rpm
Transmission	Five-speed manual, rear-wheel drive, limited-slip differential
Steering	Rack and pinion
Suspension	Front: double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: de Dion axle, trailing arms, Watt's linkage, coil springs, telescopic dampers
Brakes	Discs
Weight	1500kg (est)
Top speed	160mph (est)
0-60mph	7.0sec (est)

Longer wheelbase dictated changes to DB5 bodywork; rear de Dion set-up was interchangeable with the original live axle; V8 in place of the straight-six; dog-leg first gear is a clue. Current owner Bryan Webb is a lifelong Aston Martin aficionado, following Goldfinger – and many a childhood visit to Newport Pagnell.

Bryan shows me a scan of the original log for 7D, kept by Bill Bannard all these years. The hand-written entries are a wonderful record of the car's life – day by day, who drove it, for how many miles, the petrol and oil consumed, and any problems encountered. Bill features prominently among the drivers, as does Tadek Marek himself, but there are other great names from Aston Martin's past, including those of engineering directors Dudley Gershon and Mike Loasby, chassis man Harold Beach, even designer William Towns. It's basically a Who's Who of Aston in the late '60s. Since then, only a few lucky souls have been fortunate enough to experience this unique car, Bryan being the latest. And now I'm about to join them.

As you approach NPP 7D it's very quickly obvious that this is no ordinary DB5, even allowing for the fact that it's been shorn of its bumpers. The larger bulge in the bonnet is the first thing you notice, that and the bigger wheels and tyres, the wheel arches flared very subtly to contain them at the rear. Then there are the two separate exhausts emerging at each rear corner, rather than the standard single rear box with twin pipes poking out. It's the same colour – Pacific Blue – as it was in period, though it was never this shiny then. I can't help thinking it'd be even more enticing if it looked completely standard DB5, but then, of course, it never was 'standard'. There are also those extra inches in the wheelbase, not obvious at first, but, once you've spotted the increased distance between door and rear wheel arch, impossible to un-see. Now lift the bonnet and gaze in wonder. It really is very tight in there, the manifolds right up against the cut-away inner wings,



while the airbox for the four downdraught Weber DCNF carburettors almost touches the underside of the bonnet. But fit it does – and when it fires and you blip the throttle, the whole car rocks with torque. Inside, the only tell-tale as you settle into the driver's seat is the greater protrusion of the transmission tunnel into the footwell; otherwise it's classic DB5 save for the dog-leg first on the slightly later ZF five-speed gearbox and the '8-cyl' mark on the rev-counter, redlined at 6000. Oh, and the speedo, reading all the way to 200mph. The schoolboy Bryan would have adored that; the grown-up one thinks it's pretty cool too.

As with any DB-era Aston, all the major controls are pretty weighty, the unassisted steering formidably so at low speeds, exacerbated by the substantial footprint of the 215/65 Pirellis, requiring you to haul at the skinny-rimmed wheel. Mercifully, once you're above jogging pace it's merely heavy. The clutch takes up progressively and you're under way with just a tickle of revs. There's clearly a disconnect between the familiar DB5 surroundings and the burbling soundtrack. It's classic V8, a bigger, breathier, more sonorous note pulsing from those twin pipes. Less busy-sounding than the six, more muscular. Which is exactly how the whole car feels, too. Bill Bannard reckons that, back in the day with the 5.0-litre engine, 7D ran out of puff in the 140s 'because we never really developed the intake system', while David Preece has said that he clocked 145mph when he raced the car in the '80s. With this extremely fit-feeling RS Williams engine, something in the region of 160mph is theoretically possible, although as Bill has spoken of noticeable front-end lift at 140mph, it might be quite the white-knuckle ride to get there.

"The main issue for the driver was cockpit heat, with limited ventilation, no air conditioning and considerable heat-soak from the big engine!"

Not that we'll find out today on these narrow lanes. What I can tell you is that NPP 7D feels substantially quicker than any standard six-cylinder DB5 or 6; the torquey nature of the V8 makes accessing the power so much easier. In any gear and at any revs, a squeeze of the throttle is rewarded instantly with a solid shove of acceleration. Hold it in gear and the rush keeps coming, the exhaust note flattening and compressing. I keep the driver's side window down, all the better to hear its crescendo – and introduce a welcome breeze to the cabin. It's long-legged, too, third gear being good for anything from 15mph to well past the legal limit, so on back-roads like these you find yourself rowing between second and third – on the same plane thanks to the dog-leg first. Responses to steering inputs feel similar to those of a regular DB5, the extra few kilos of the V8 countered by the wider tyres.



“Special ‘8-cyl’ rev-counter is matched with 200mph speedometer!”

The ride is on the firm side but rarely does it jar. And while it's hardly a definitive test, the de Dion rear end feels a good deal more composed under power, less susceptible to being upset by bumps and potholes, less inclined to judder and shimmy than a live-axle equivalent.

It all just works, quite beautifully. Even mooching through town, the V8 is completely un-temperamental, and the whole car feels tight and together, testament to the quality of the RS Williams restoration. The hot rod has been civilised, but it's still a compelling proposition. In fact, it occurs to me that it's rather like driving all of Newport Pagnell's greatest hits in one car: DB5 body, DB6 chassis but with the de Dion rear end from the DBS, and of course the engine from the DBS V8. A mongrel then, but an immensely likeable one, and it's been such a privilege to make its acquaintance. «





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RAIDILLON

A TIMEPIECE WITH ARDENNES ROOTS





THE RAIDILLON BRAND WAS BORN IN 2001 ON THE OUTSKIRTS OF THE SPA FRANCORCHAMPS CIRCUIT.

Raidillon stands out for its sporting spirit, colorful dials and passion for precision. The Raidillon is one of the bends on the most emblematic circuit in the world, in the Belgian Ardennes. It's a legendary bend that must be negotiated at full power (over 300 km/h for F1 cars) after passing the pits. Most drivers consider it to be one of the most beautiful in the world!

The fact that you have no visibility during the climb, you can only see the sky, is an element that adds to the adrenalin. Mika Hakkinen (famous F1 driver) says: "You're forced to trust yourself. At the bottom of the hill, you must know exactly what to do and know the right angle to turn". It's a veritable 240-meters wall of asphalt, at 17% with a 24-meter drop the equivalent of an 8-storey building...at over 300 km/h! For all drivers and 'Gentlemen drivers'...it's a benchmark and a legend. It's this DNA that the watches want to pass on to their owners. Whether they are drivers or not, this sporting spirit and love of fine mechanics is a typical state of mind that sticks to the skin of the owners of a Raidillon watch.

TWO HISTORIC FIGURES

- Raidillon watches are all limited to 55 pieces. The number 55 was not chosen by chance. It represents the maximum number of cars authorized to compete on the Spa-Francorchamps circuit.
- In motor racing, the number 13 is a taboo number. It is associated with misfortune and even death. This is why there is no Raidillon watch with the number 13. It is replaced by 00/55 to keep 55 pieces.





CURVE C-10



SWISS MADE AND BELGIAN DESIGN

The Raidillon collection consists only of Swiss automatic movements. There are no quartz watches. The movements come from the ETA or Sellita manufactures, depending on the model. The movements are complemented by an oscillating balance that is unique to Raidillon: it has been reworked into the shape of a steering wheel. A detail that makes all the difference when you look at the movement.

The materials used are of the highest quality, including 316L stainless steel, PVD, sapphire crystal and leathers crafted in Belgium (in Oostende). The bracelet is easily recognizable thanks to its large holes and folding clasp with the logo.

The creation of the models is entrusted to Adrien Van Mullem, who has been part of the team since 2018. Adrien is an ISD (Industrial Design) graduate and began his career at SEAT in Spain. He is passionate about cars and loves watches. He was the ideal person to head up the design department. "The Belgian identity is important for Raidillon, even if it flows naturally..."

Raidillon watches are on sale in a network of selected jewelers and can all be found on the brand's website: www.raidillon.com «

“Creating quality watches is a complicated exercise. Especially from Belgium. And even if the ‘engines’ are Swiss, the soul remains very much Belgian.”



MILES A-10



MILES C-10



SPEED C-10



RAIDILLON
CHRONOGRAPHS



JUWELIER HAESVOETS: HUIS VAN VERTROUWEN

Nu de zomer langzaam maar zeker verglijdt naar de Indian Summer die zich al toont in diepgouden zonsondergangen, maakt ook juwelier Haesevoets zich stilaan op voor de najaarsdagen en eindejaarscollecties. Voor het zover is, **blijkt de familie Haesevoets graag terug op dé twee scharniermomenten van 2022 en 2023.**

VAN IWC ...

Juwelier Haesevoets heeft altijd al een scherpe focus gehad op de nieuwe evoluties in de branche en de kansen die zich daarbij aandienen.

“Toen we vorig jaar de kans kregen om in Antwerpen de honneurs waar te nemen van de eerste Belgische IWC **Schaffhausen** Boutique, hebben we geen moment getwijfeld”, vertelt **Olivier Haesevoets**. “**IWC Schaffhausen** kwam zelf met de vraag op de proppen. Het sprak voor zich dat we zo’n mooie kans niet konden laten liggen. Wij hebben nu – behalve voor Knokke en Brussel-Leuven – het exclusieve verkooprecht op **horloges** van IWC, stuk voor stuk prachtige staaltjes haute horlogerie.





VOOR GERENOMMEERDE HORLOGEMERKEN

De prachtige boetiek is een in-house IWC concept en toont IWC's limited edition collecties en timeless pieces, in een typisch elegant IWC-design, met zachte beige tinten en donkere houtaccenten, die de gastvrije sfeer benadrukken.

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**IWC PILOT'S
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... NAAR PANERAI

Was 2022 al een mooi jaar voor Juwelier Haesevoets, dan breidde 2023 nog een mooi vervolg aan het verhaal, ook weer met Antwerpen als uitvalsbasis.

“Dit jaar gingen we een nieuw partnerschap aan, met het gerenommeerde Italiaanse horlogemerkt Panerai. We hielden de eerste Belgische Panerai Boutique boven de doopvont. Daar zijn we uiteraard heel opgetogen over, zeker ook omdat we grote fan zijn van het Italiaanse merk, dat mooie design weet te combineren met een zweem van nautische nostalgie, Italiaanse flair én Zwitserse spitstechnologie. De Antwerpse boetiek belichaamt de waarden van Panerai perfect, en neemt klanten mee op een mooie reis doorheen het wonderlijke universum van het Italiaanse horlogemerkt.”

“Panerai is niet zomaar een boetiek”, gaat **Olivier** verder. “Voor klanten is een bezoek aan de boetiek een echte onderdompeling in de wereld van het merk. Klanten komen hier niet alleen voor een **horloge**, maar laten zich meevoeren in een ruimte die de essentie van deze moderne helden, hun avonturen en hun geest weergeeft, die een betekenisvol onderdeel vormen van het Panerai universum.”





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Stijlvol wonen vraagt om een unieke parkeeroplossing. Een innovatief concept zonder storende impact op het landschap en met maximale bescherming van het wagenpark.

Bij CARDOK hebben ze hiervan hun vak gemaakt, met high-end autoliften en parkeersystemen voor alle personenwagens, grotere luxewagens en SUV's. Maak kennis met Zwitserse precisie die fraaie architectuur alle eer aandoet.

Ondergronds parkeren zit in de lift bij residentiële woningen en met reden. Sommigen kiezen ervoor omwille van stedenbouwkundige of esthetische redenen, anderen om de parkeerplaats te verdubbelen of de garage optimaal te

benutten. CARDOK heeft voor elke situatie een gepaste oplossing. Het is het neusje van de zalm op vlak van veiligheid, kwaliteit en robuustheid. Het biedt ook zekerheid voor exclusieve wagens. In verlaagde positie loopt het bovendek gelijk met de grond en sluit het naadloos aan op de omgeving, met een solide stalen lid dat onbevoegde toegang verhindert. Ideaal voor de mancave.


De parkeersystemen van CARDOK zijn van Zwitseres topmakelij en dat merk je aan elk detail, welke uitvoering je ook wenst. Voor elke oplossing geldt: de mogelijkheden voor design en afwerking zijn quasi onbeperkt.



Er zijn standaardmaten beschikbaar, maar meestal krijgt een CARDOK volledig vorm in overleg met de klant en in de gewenste RAL-kleur. Een verwarmingstoestel, LED-verlichting, ontvochtigingssysteem, dubbele lift, groenbedekking, aqua-drain... niets is te gek.

Parkeren met CARDOK is een exclusieve parkeerbelevenis. Een ervaring die begint met een vernuftig design en vakkundige installatie door CARDOK Benelux, gevestigd te Herentals. Een gevoel dat doorgetrokken wordt in Service met een grote S, waarbij de gebruiker kan kiezen voor een jaarlijks proactief onderhoud.

Het resultaat: een slimme, veilige en hoogwaardige parkeeroplossing om nóg meer te genieten van het leven. Vele referenties zijn alvast een bron van inspiratie voor menig architect en bouwheer.

**CAR
DOK** 



CARDOK MONTE-VOITURES - LA FACILITÉ DE SE GARER

Un garage peut affecter une résidence de manière négative ou bien de manière positive. Dans ce dernier cas, il a un impact minimal sur l'environnement et offre une protection optimale de vos voitures. C'est exactement ce que propose CARDOK, avec leurs montes-voitures et des systèmes de garage de haute qualité pour tout véhicule, voiture de luxe ou SUV. Des solutions avec une précision suisse, adaptées aux architectures raffinées.

De plus en plus de constructions résidentielles placent le garage au sous-sol. Pour des raisons d'urbanisme ou esthétiques, pour doubler le nombre de places ou bien afin d'utiliser la superficie entière du garage. Chez CARDOK, le spécialiste par excellence au niveau de la sécurité, de la qualité et de la durabilité, vous trouverez la solution appropriée pour chaque situation, permettant des solutions sûres pour des voitures exclusives. Lorsque l'ascenseur est descendu, l'environnement est entièrement libéré, tout en empêchant l'accès par une barrière en acier robuste. La localisation parfaite pour installer un "man cave".

La société-mère de CARDOK est située au Lac Lemman en Suisse et propose des systèmes de garage de haute qualité, qu'importe la finition choisie.

Il y a toutefois un élément qui s'applique à chaque solution CARDOK: des possibilités illimitées au niveau du design et des finitions. Bien qu'il existe un nombre de formats standards, les systèmes CARDOK sont produits en collaboration avec le client et dans la couleur RAL souhaitée.

Un élément de chauffage, l'éclairage LED, un déshumidificateur, un double ascenseur, une couverture végétale, des caniveaux de drainage... Rien n'est impossible.

Garer sa voiture dans un garage CARDOK est sans égal. À commencer par le design raffiné et l'installation professionnelle par CARDOK Bénélux, situé à Herentals (province d'Anvers), pour continuer au Service avec S majuscule, offrant un entretien annuel à l'utilisateur.

Le résultat est une solution de garage maline, sûre et de haute qualité, garantissant une joie de vivre plus intense.

Nombreux sont les architectes et propriétaires qui ont déjà fait appel au système et qui témoignent des avantages des systèmes CARDOK, à vous d'en profiter.

CARDOK CAR LIFTS - PARKING IN STYLE

Stylish living requires a unique parking solution. An innovative concept without disruptive impact on the landscape and with maximum protection of the fleet.

At CARDOK they have made this their business, with high-end car lifts and parking systems for all passenger cars, larger luxury cars and SUVs. Experience Swiss precision that pays tribute to refined architecture.

Underground parking is in getting more popular at residential properties and with good reason. Some choose it for urban or aesthetic reasons, others choose to double the parking space or make optimal use of the garage. CARDOK has a suitable solution for every situation. It is the cream of the crop when it comes to safety, quality and robustness. It also offers security for exclusive cars. When lowered, the upper deck runs flush with the ground and blends in seamlessly with its surroundings, with a solid steel section that prevents unauthorised access. Ideal for a mancave.

CARDOK's Swiss made parking systems are made to the highest standards and you will notice this in every detail,

no matter which version you require. For every solution applies: the possibilities for design and finishing are almost unlimited.

Standard sizes are available, but usually a CARDOK is designed in consultation with the customer and in the desired RAL colour. A heating unit, LED lighting, dehumidification system, double lift, greenery, aqua drain... nothing is too crazy.

Parking with CARDOK is an exclusive parking experience. An experience that starts with an ingenious design and professional installation by CARDOK Benelux, based in Herentals. A feeling that is continued in Service with a large S, where the user can opt for an annual proactive maintenance.

The result: a smart, safe and high-quality parking solution to enjoy life even more. Many references are already a source of inspiration for many architects and builders.







SORTIE DE GRANGE L'ASTON MARTIN MKII DE 1934



C'est quelque part en campagne anglaise et dans une grange poussièrre que fut découverte notre Aston Martin MkII de 1934. Parquée à l'ombre des regards depuis les années 60 du siècle dernier, ce n'est que courant 2020 que la belle mécanique refit son apparition lorsque finalement son dernier propriétaire décida de la vendre.

Depuis le jour où la voiture fut tirée de son sommeil et de sa grange, un an a passé. Il aura fallu une année entière de restauration afin de rendre au châssis B4/402/S sa splendeur d'antan. Et pour immortaliser ce moment, quoi de plus naturel que se retrouver quasiment dans le même environnement que celui où l'Aston Martin dort plusieurs décennies durant.

Tim est agronome et ancien pilote amateur Mini. C'est avec plaisir qu'il accepta de prêter sa ferme pour les clichés d'après-restauration de la '402' comme l'on appelle la voiture plus communément. Car c'est bien dans un cadre identique que la MkII la plus originale et rare sera ranimée.

L'historique de cette Aston fut déjà traité dans la magazine anglais Octane. La voiture aura connu dix propriétaires successifs. Bien vite il apparut que cette Aston Martin MkII de 1934 sera la troisième voiture de ce type à avoir été assemblée à Feltham, Victoria Road, côte à côte avec le châssis 403 qui selon nos sources deviendra la première Aston Martin Ulster.

Le propriétaire initial de la 402 était un acteur anglais, Sir Ralph Richardson, qui gardera la voiture jusqu'en 1941, parcourant près de 24.000 miles. Suivront plusieurs propriétaires militaires jusqu'en 1962 où

l'Aston passera aux mains d'un certain Tony Bubb. Celui-ci engagera la 402 en compétition jusqu'en 1969 avant de la garer dans la grange de sa maison de campagne pour cause d'ennuis mécaniques. La voiture y reposera jusqu'en 2020 pour être finalement vendue par Bubb. En tant qu'amateur averti d'automobiles anciennes, il s'adressera à l'Ecurie Bertelli qui s'empressa d'acquérir l'auto, ayant bien évidemment un client dans leur carnet d'adresse pour ce genre de voitures d'exception.

Ainsi, un couple de pensionnés de la Wing Commander de la Royal Air Force – Tom et Sue Wood de Malvern dans le Worcestershire – avait commandités l'Ecurie Bertelli de trouver un véhicule historique original et de valeur historique, de préférence une Aston Martin puisque le couple était déjà propriétaires de trois voitures plus récentes : un coupé DB9, une DB9 GT Volante et une Vantage AMR 59. Sue Wood confirmera : « *Nous aimons tous les deux les Aston Martin pour leur élégance et parce qu'elles représentent la vraie identité britannique ou Britishness comme nous l'appelons ! Vu que nous aimons tous deux ces valeurs et les Aston Martin, notre choix était vite fait. De plus, le père de mon mari était un fan de la marque et allait à ce titre de temps à autres visiter les ateliers de Newport Pagnell* ». Et Tom d'ajouter : « *Il s'agissait de bien plus que de vouloir acheter l'auto, c'était un sentiment d'obligation de rendre à la voiture sa splendeur initiale.*



En fait, nous n'avions au départ pas l'intention d'acquérir une voiture d'avant-guerre, mais notre détermination était de sauver ce véhicule. A tout prix, donc en toute logique en devenant son propriétaire ! » Cette détermination convaincra Robert et Ali Blakemore de l'Ecurie Bertelli de conclure leur screening et shopping pour quelconque autre acheteur potentiel.

La famille Wood fut avant tout convaincue de leur achat grâce à un historien automobile – Steve Waddingham – qui à leur demande se chargera de reconstituer l'historique entière de la '402'. Le reste est de l'histoire. La détermination des Woods ira même bien plus loin :

le couple créera un lien sur Facebook pour Aston Martin d'avant-guerre, s'engageant à développer un club de niche ralliant mondialement les quelques 450 Aston d'avant-guerre encore existantes et répertoriées, ainsi que leurs propriétaires.

En tant qu'ancien ingénieur à la RAF, Tom Wood participera activement à la restauration de la voiture, ce que Robert Blakemore et son team acceptent exceptionnellement. Il n'est pas de coutume d'accepter un client dans son atelier, mais dans ce cas-ci autant Blakemore que son mécanicien spécialisé Will Kettleborough, n'y verront pas d'inconvénient. Bien au contraire.





Le châssis de la MkII était dans un état remarquable pour son âge et l'ossature en bois parfaitement récupérable à l'exception du plancher à la hauteur des pieds. Ceci ne posa pas trop de problème et permettra à l'équipe de s'occuper de la caisse, de la sellerie et des éléments mécaniques. Avec son propriétaire comme assistant.

Le résultat sera époustouflant, surtout pour ceux qui auront connu la voiture à sa sortie de grange un an plus tôt. La restauration comprendra le tout, mais du même temps presque rien. En fait, l'unique grosse modification sera le moteur : sous le cache culbuteur original sera logé un nouveau bloc, mais toujours alimenté par une paire de carburateurs SU d'1/4in. Le moteur défaillant de la 402 fut la raison majeure de son abandon. Bien que réparable, l'équipe décidera de le sauvegarder (hors du véhicule), afin de ne pas plus l'endommager tenant compte de la fragilité des blocs originaux qui étaient connus pour casser. De plus, le bloc de remplacement est du type Ulster offrant pour puissance de 90 ch. (contre 73 ch.) et permet d'atteindre le cap des 6000 tr/min. Autre modifications : le montage d'un ventilateur électrique et d'un tripmaster Brantz. A part ces quelques anachronismes somme toute pardonnables, le reste de la voiture resta d'origine.

« Une fois libérée de près de 50 années de poussière et de crasse, nous étions tous agréablement surpris par l'état général de la voiture » précisera Robert Blakemore. « A part certains endroits où la peinture Le Mans Green avait disparue, le tout était d'une surprenant originalité. Côté peinture, il suffisait de restaurer la laque et de la protéger, ce que nous avons confié aux spécialistes d'HMG Paint. Pour être clair, la peinture de l'auto ne fut pas refaite, gardant ainsi les marques du temps intactes ; seules des retouches furent apportées ci et là tout en respectant la patine de l'ensemble. L'équipe avait pour objectif de restaurer la voiture dans l'état à laquelle elle fut amenée dans la grange, et non à l'état de neuf en 1934.

Côté mécanique, hormis le moteur, tous les éléments seront restaurés voire réparés mais non remplacés. Il va de soi que les éléments sujets à l'usure normale furent eux renouvelés tels les roulements, joints, bagues de serrages, mâchoires de freins, garnitures, etc. Les roues seront quant-à-elles intégralement restaurées et repeintes tandis que les rivetages et attaches en cuivre retenant la carrosserie alu au châssis seront pour la plupart remplacés.

Ce fut une bonne surprise qu'un grand nombre de pièces ne devaient être remplacés, ni les chromes refaits. D'un, les propriétaires désiraient garder la voiture dans son jus en respectant son authenticité, et de deux, grand nombre de pièces étaient d'une rareté 'casse-tête' ! Tout cela demandera de nombreuses heures de travail et plusieurs savonnées des mains et des avant-bras. Rien que le nettoyage et la remise à neuf du radiateur prendra plus d'une journée. L'originale double instrumentation du tableau de bord – 'fuel/water et amps/oil pressure' – sera mise à neuf et les éléments du pare-brise et de ses deux coupe-vents latéraux remis en état. Ces pièces d'ingénierie confirmeront d'ailleurs le génie du constructeur pour l'époque et la qualité de la manufacture : les deux petites vitres latérales sont indépendamment réglables tels des aeroscreens lorsque le pare-brise est rabattu sur le capot.

Côté sellerie et garnitures intérieures, la banquette arrière pourra être sauvée contrairement aux sièges avant. Ni les revêtements ni leurs cadres avaient pu résister au temps. Ainsi, les châssis seront refaits et les sièges garnis du juste cuir, ajusté de la même patine que la banquette. Il en sera de même pour le couvre-tonneau qui lui aussi sera 'vieilli' comme s'il avait souffert des affres du temps, soit plusieurs dizaines d'années de détérioration et décoloration.

La stricte définition de ce qu'est une restauration sera dans ce cas bien précis plutôt une 'préservation' avec une grande touche de 'romantisme'.







Quoi qu'il en soit, ce sera la volonté de Tom et Sue Wood ainsi que de toute l'équipe – le garnisseur RC Moss en premier. Confirmant leur romantisme, le couple baptisa la 402 du nom de 'Hedgehog', ce qui apparemment serait la traduction pour 'hérisson'. Ils comptaient cette année participer à leur premier rallye pour voitures anciennes.

Entretemps, je pu prendre le volant pour quelques toutes de roues en compagnie du boss de l'Ecurie Bertelli. Il s'avéra tout de suite que ce fut plutôt une leçon de conduite et non un test routier en automobile classique où l'on se familiarise avec l'auto dès les premiers kilomètres.

C'est donc avec Robert Blakemore que je pris le volant, commettant dès la première manœuvre la faute classique du journaliste : trop tendre avec le véhicule !

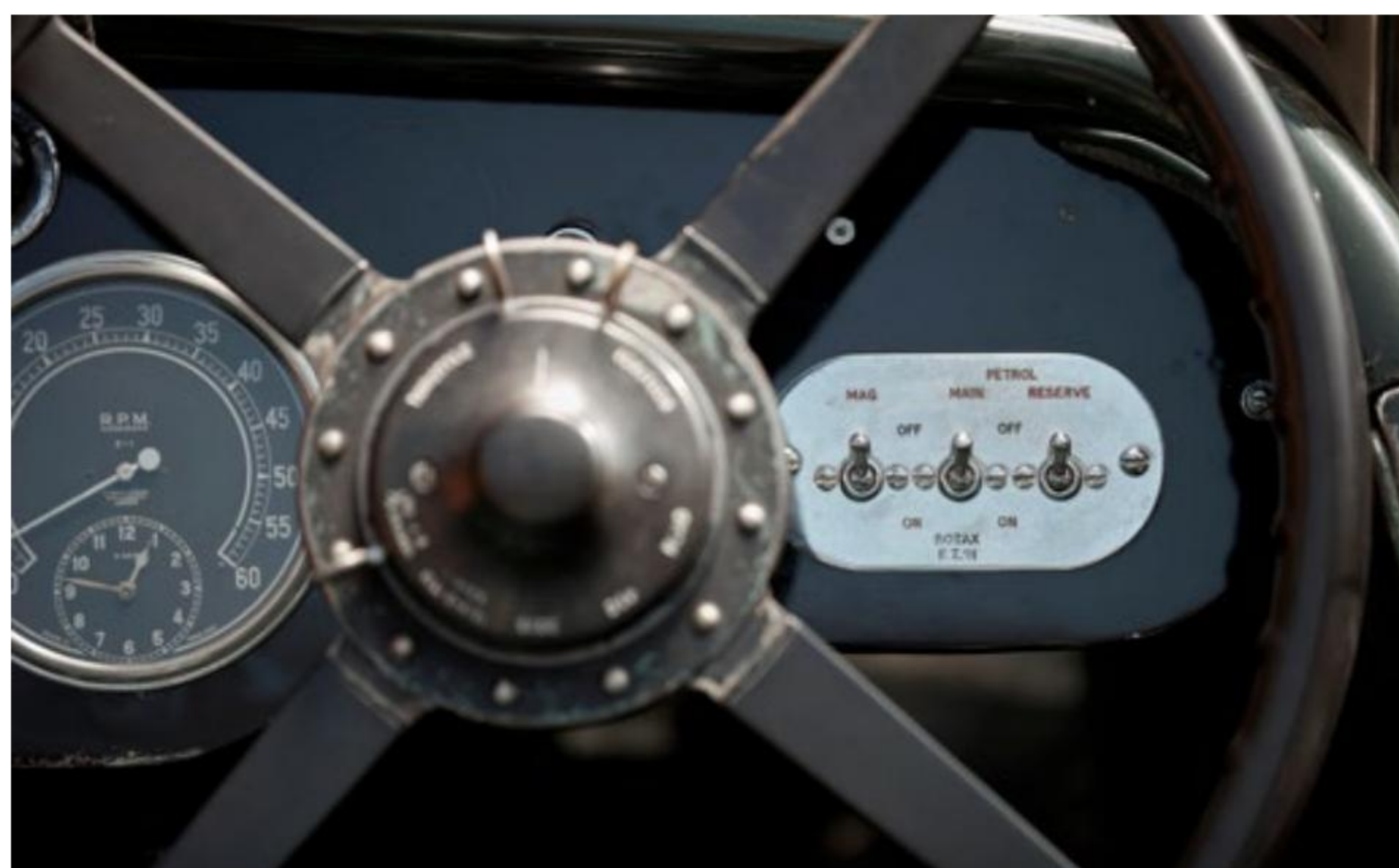
Après plusieurs passages de vitesses bâclés, Robert m'avise d'écraser la pédale d'embrayage avec force et de monter dans les tours. Bien vite, j'apprends à gérer la dureté de l'embrayage et surtout son double débrayage, ainsi que le positionnement central de la pédale des gaz. Sans toutefois avoir de trop grandes prétentions de gentleman driver style les années 30.

Respectant son âge et ces quelques particularités, la 402 est plaisante à conduire, légère, volontaire et même apte à s'immiscer dans le trafic moderne bien que son freinage impose de l'anticipation. L'auto est bien cambrée et sa tenue de route est plus que satisfaisant, mais ce sera surtout sa direction précise et directe qui est un atout comparé aux voitures du début des années 30 à la conduite bien plus hasardeuse et imprécise. Cela n'empêche qu'en virage serré il faut bien garder la voiture en mains et avec virilité pour éviter toute dérive.

L'Aston Martin MkII – l'on oubliera un instant l'abréviation 402 d'une Peugeot de la même époque – est une voiture spéciale sans que l'on puisse dire pourquoi. Elle a ce petit quelque chose que d'autres n'ont pas. Il est donc compréhensible pour quelles raisons les lecteurs du magazine Octane lui attribueront en 2022 le titre de voiture de l'année dans la catégorie 'Historic Motoring Awards'. Il est fort probable que pour 2023 la voiture remportera également le titre de restauration de l'année. Le doublé serait une première dans les annales du magazine. «

SPÉCIFICATIONS TECHNIQUES

Moteur	4 cylindres OHC de 1495cc, 2 SU 1 1/4 in
Puissance	73 ch. à 4750 tr/min
Transmission	4 vitesses non-synchronisées, propulsion
Direction	vis sans fin et cheville Marles
Suspension	essieu-poutre, lames ressort semi-elliptiques, amortisseurs à friction Hartford
Freins	à câbles
Poids	965 kg
Vitesse maxi	132 km/h
Valeur	circa € 300.000 +





DBS 770 ULTIMATE

ASTON MARTIN DBS 770 ULTIMATE REVIEW





Back in 2002 the Aston Martin DB7 was nearing the end of its life. It had done more to secure the future of the company than any other car and it could reflect back upon a job well done over eight years in the market. But Aston's problem was the same faced by all manufacturers when preparing a replacement model: how do you keep the old car selling when everyone knows there's a new one around the corner? The answer is the run-out special, a breed of car almost as old as the car itself. You know the score – apply a small number of very visible modifications, almost always cosmetic, and make the model appear far more different than it actually is.

Aston Martin, however, chose a different route for the DB7. It did a few of the things you might expect, changing the name to DB7 GT and introducing a very easily spotted mesh grille, rear spoiler and bonnet vents, and then a whole load of things you would not. It raised the power of the engine and dramatically shortened the back axle ratio, transforming mid-range performance, reworked the suspension front to back and fitted larger brakes so the car at last became as good at shedding speed as gaining it.

To drive it was slightly frustrating, not because there was much wrong with the car but, on the contrary, it was so bloody good you spent your entire time wishing it had been that way from the start. Which it could have been: it was not as if it contained any new technologies that had only just come on stream. But in the end Aston only made 190 GTs – and a few more automatic GTAs which I'd avoid – so hardly anyone got to appreciate just how good the DB7 could be.

Twenty-one years later it's the same story with this DBS 770 Ultimate. And while Aston Martin would never use the term 'run-out special' in its marketing material, that is precisely what it is – a means of making sure the last few DBSs earn their keep before the car is replaced by a new model (within the next year, we are told).

This time the numbers are greater but hardly massive: 300 coupés and 199 convertibles. The bigger number is the price: the coupé costs £314,000 before options with Aston Martin saying the average transaction price is north of £400,000. Yet every last one of them is already sold.





No prizes for guessing the '770' in the name refers to the engine's output in PS, which is 759bhp and a 45bhp rise on standard. It's strange to think this engine is directly derived from the V12 that first went into the DB7 Vantage all those years ago, when it developed a rather more modest 420bhp. Could it go further even than this? If the V12 is to be retained for the DBS successor it will have to, beyond 800bhp I shouldn't wonder, nudging double its original output. The eight-speed ZF gearbox has also been reprogrammed for quicker, sharper shifts, each gear receiving its own tailor-made engine map to make the powertrain feel more like a naturally aspirated unit, with torque limited at low revs when traction is likely to be an issue, and pouring on with ever increasing urgency thereafter. It's not a new trick – Ferrari has been doing it with its turbo engines for years – but it is a good one.

Deeper within the car you'll find a new solidly mounted steering rack, structural stiffness across the front increased by 25 per cent, and more sporting suspension settings to boot. Visually you'll not miss the 770 Ultimate, thanks to its larger front air intakes and horseshoe scoop on the bonnet.

But despite its extra power, the 770 is considered and sophisticated, meaning less time waiting for the traction control to deem matters sufficiently in hand to allow further progress. And when you're finally going fast enough for traction to not be a problem, and I'm talking fourth gear and above, its acceleration is genuinely magnificent. Even so, we're far more taken with the changes to the chassis which bring a level of precision to the DBS which is not only welcome but, in our view, necessary. It reacts more quickly, steers more accurately and provides a better feel for the road, yet retains ride quality sufficiently supple still to be able to make claim to being a grand tourer.

What it is not, despite all that power, is some kind of uncontrollable road warrior, like a Ferrari 812 Superfast, which is quicker still, more rewarding and a considerably more challenging prospect. But Aston Martin should not worry about that: the cars that do best are those that aren't trying to be like a Ferrari or anything else. For decades, Aston Martins have never been the fastest in their class, nor the most thrilling. They have instead subsided on a diet of pure charm, born from their looks, their power and that name. And this DBS is one of the very best examples of this work.

The pity is that it has taken this long for the true potential of the DBS to be unlocked and that so few will get to experience how good it can be, but such is the way of these things. We think it's called saving the best until last and, like the DB7 GT, at least it got there in the end. «

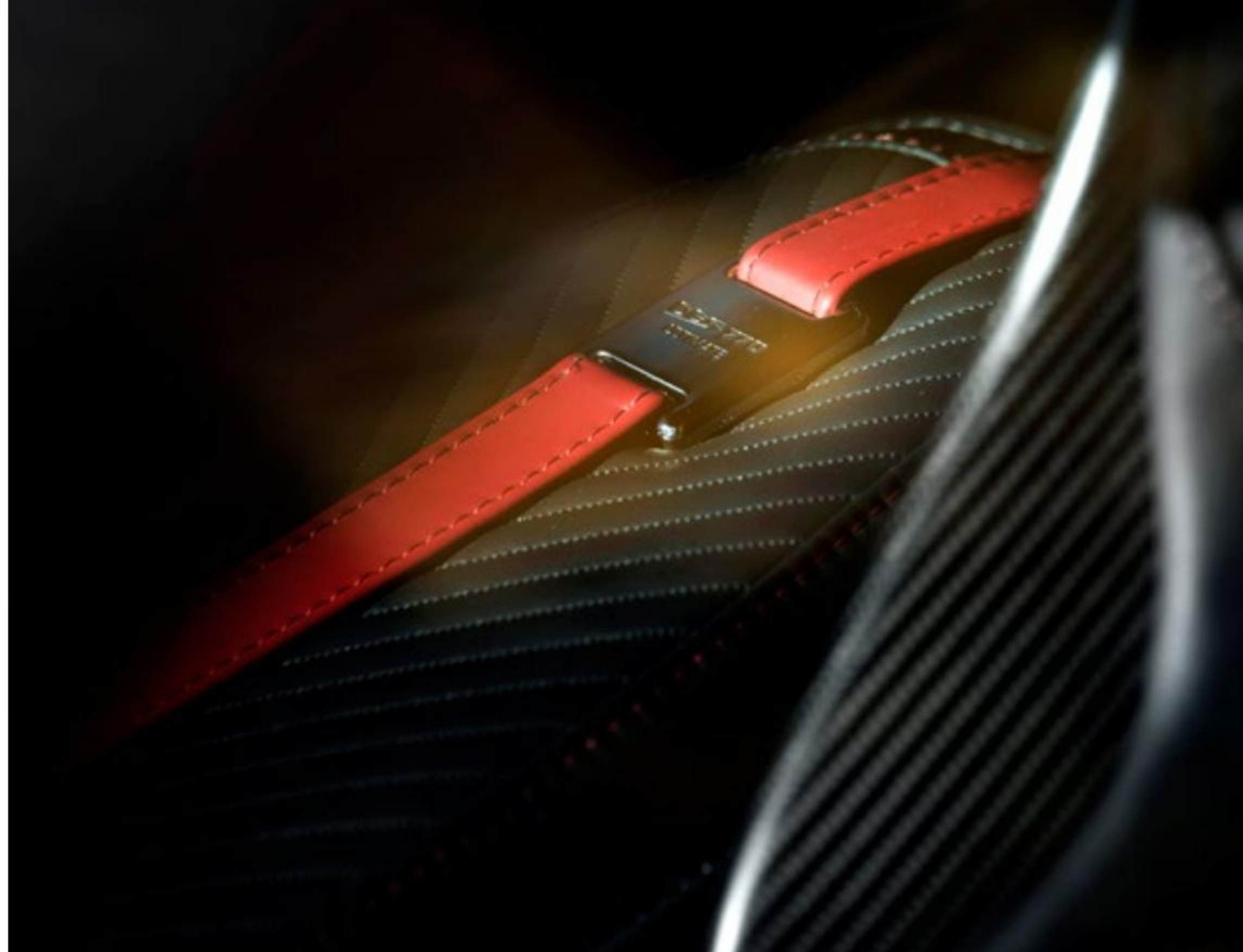


ASTON MARTIN



ASTON MARTIN DBS 770 ULTIMATE

Engine:	5204cc, V12, twin-turbo
Transmission:	8-speed auto, RWD
Power:	759bhp @ 6500rpm
Torque:	664lb ft @ 2000rpm
Weight:	1845kg
Power-to-weight:	411bhp/tonne
0-60mph:	3.4 seconds
Top speed:	211mph
Price:	£314,000





ASTON MARTIN DBS 770 ULTIMATE VOLANTE

DES ADIEUX À CIEL OUVERT !

Après le coupé, Aston Martin présenta au printemps la version Volante de la DBS 770 Ultimate, série limitée avec laquelle la production de la GT musclée à moteur V12 prendra définitivement fin. Seuls 199 de ces splendides cabriolets de 770 ch. seront produits.





UNE ALLURE ENCORE PLUS MUSCLÉE

Comme le modèle à toit fixe, la déclinaison Volante de la DBS 770 Ultimate se reconnaît à l'extracteur d'air en 'U' de son capot avant, ainsi qu'à son spoiler avant, ses bas de caisses latéraux et son diffuseur spécifique au modèle. Sans oublier un nouveau dessin des jantes de 21 pouces au maillage complexe. Les rétroviseurs, montants de pare-brise et extracteurs latéraux sont en fibre de carbone apparente. Côté habitacle, les sièges Sports Plus habillés de cuir et d'alcantara sont de série avec leurs surpiquûres et ceintures assorties. Seuls les seuils de portes, exclusifs à cette édition, indiquent qu'il s'agit dans ce cas de figure d'une série limitée.

UNE DBS PLUS PUISSANTE ET PLUS PRÉCISE

Comme son nom l'indique, l'Aston Martin DBS 770 Ultimate Volante tire 770 ch. de son douze-cylindres 5.2 bi-turbo, contre 725 ch. pour la DBS standard. Le couple maximal demeure fixé à 900 Nm, performance envoyée aux roues arrière par l'intermédiaire d'une boîte de vitesses automatique ZF à huit rapports et d'un différentiel

mécanique à glissement limité. En ligne droite, l'Aston Martin revendique toujours une vitesse de 340 km/h et le 0 à 100 km/h en 3,6 secondes malgré plus de 1900 kg sur la balance. La sportive découvrable fait donc face au chrono presque jeu égal avec le coupé, plus léger de quelques dizaines de kilos.

Comme le coupé, la voiture dispose dans la configuration Ultimate DBS d'une direction, suspension et transmission retravaillées ainsi que d'un châssis rigidifié. Des modifications visant à rendre la voiture encore plus vive dans les changements de rapports. Le châssis et les suspensions ont donc été améliorés avec un nouveau réglage des amortisseurs adaptatifs, une colonne de direction montée de façon plus rigide et une traverse plus robuste.

RIEN NE SERT DE COURIR...

Comme de coutume, l'entière production des 199 voitures prévue fut déjà réservée à son annonce en avril. Les premiers exemplaires ayant quitté les chaînes de montage au début de l'été. «





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BANG & OLUFSEN



NORTON MOTORCYCLES LAUNCHES THE MOST POWERFUL BRITISH CAFÉ RACER: THE V4CR

Norton Motorcycles has today launched its first naked sport motorcycle and the most powerful British café racer, the Norton V4CR. The rebellious younger sibling of the V4SV, the V4CR delivers artistic modern design coupled with a riding experience befitting its 185 brake horsepower.

Priced at £41,999 and with just 200 set to be made, the naked superbike café racer is the first brand-new motorcycle produced by TVS-owned Norton, following on from the re-engineered V4SV and new-generation Norton Commando 961 launched last year. Meticulously hand built at the company's Solihull headquarters, the new bike inherits all the hallmarks of Norton's DNA with beauty in its flowing lines, the distinctive forward angle of the engine and the signature hourglass silhouette. The stripped-back carbon-fibre fairing reveals the scrupulous attention to detail in the handmade aluminium frame, titanium exhaust system and precision welding. Exposed air intakes at the front, combined with the short body and compact tail unit, gives the V4CR its unique aggressive stance.

Available in two colour schemes, Carbon or Manx Platinum, the superbike café racer features an under-seat carbon fibre 15-litre fuel tank, with Kevlar reinforcement, and carbon-fibre body panels.

It is also the second motorcycle to be powered by Norton's own liquid-cooled 1200cc, 72-degree V4 engine, which has been optimised to produce 185bhp at 12,000rpm and 125Nm of torque at 9,000rpm. The combination of a handmade exhaust system and sound of the V4 engine ensures that roads reverberate with the iconic snarling of a Norton engine once more.

A quick shifter and auto blipper system, adjustable Öhlins front and rear suspension, Brembo brakes, solid aerospace grade aluminium billet-machine yokes, a sophisticated lean-angle sensitive traction-control and three engine modes (wet, road and sport) are all featured on this British-made motorcycle.



As standard, the Norton V4CR has a traditional single round headlamp fitted with a modern LED unit, keyless ignition and a full-colour six-inch TFT display.

When it comes to the finishes, the Manx Platinum option presents platinum-coloured bodywork complemented by carbon panels, a striking orange seat and forged aluminium OZ racing wheels. The second option, the V4CR Carbon, features exposed carbon fibre bodywork, with a black seat and carbon fibre BST wheels.

Dr. Robert Hentschel, CEO of Norton Motorcycles, said: *"The Norton V4CR is a raw expression of impeccable design and intoxicating performance. We've taken the engineering of the V4SV and stripped back the outer shell to ensure the rider gets a truly uninhibited motorcycling experience."*

"The V4CR is the first completely new model we've built. Our engineering and design teams have been meticulous in their approach, from initial sketches to concept production, through to the final finishing touches. The bike is the culmination of all our learnings and investment over the last three years and we're delighted that we can now share this taste of Norton's future." «

Norton
MOTORCYCLES

ASTON MARTIN



De Britse constructeur houdt dus duidelijk van verjaardagen en de bijhorende verrassingen. Voor zijn 110-jarig bestaan komt het merk met een handgeschakelde V12 715pk sterke supercar. Niet alleen is de wagen geïnspireerd op de V8 RHAM/I Le Mans racer uit 1977, echte fans herkennen vrijwel onmiddellijk enige gelijkenis met de Aston Martin Victor die in 2020 werd gepresenteerd.

De Valour is echter wel een brutere versie van de Victor. Deze wagen staat op 21-inch wielen waar monsterachtige remmen achter schuilen. Zo is de Valour vooraan uitgerust met carbon-keramische remschijven van 140 mm en hebben de klauwen zes zuigers; achteraan meten die 360 mm en hebben de klauwen vier zuigers. De 'hoefijzer' motorkap is aanwezig net als de luchtinlaten.

Het nieuwe ontwerp toont vervolgens een nieuwe grille, ronde koplampen, een opvallende splitter en brede flanken die overgaan in een opstaande Kamm-staart met diffuser. De 5,2 liter twin-turbo V12 produceert 715 pk en 753 Nm, een vermogen dat wordt gestuurd naar een op maat gemaakte manuele 6-bak met sperdifferentieel. Het is de eerste keer dat het merk deze krachtbron (V12) koppelt aan een handgeschakelde versnellingsbak.

Deze Aston Martin Valour moet een moderne analoge auto representeren. Door ouderwetse technologie te combineren met het

moderne legt het merk hierbij de nadruk op een 'old-school' rijervaring. Maar de Valour moet uiteraard strak en nauwkeurig rijden: de wagen krijgt een uniek afgestelde ophanging met adaptieve dempers, nieuwe veren en stabilisatorstangen.

"Voor zijn 110-jarig bestaan komt het merk met een handgeschakelde V12 715pk sterke supercar."

VALOUR



Binnenin oogt de Valour logischerwijs traditioneel en de cabine wordt duidelijk gedomineerd door de versnellingspook. De setup is vrij simpel: een stuur, een pook, pedalen, een rij meters en knoppen, dit alles gegoten in een kleurenmix van tweed-stof of leder en koolstofvezel.

Cijfers zijn nog niet bekend. Prestatiegegevens ook niet. Enkel dat er maar 110 exemplaren van de Valour worden gebouwd, in maar liefst 21 kleuren om uit te kiezen en met desgewenst nog een aantal keuzemogelijkheden voor de binnenbekleding.

Zou dit niet volstaan, dan kan de koper terecht bij 'Q by Aston Martin' voor nog meer extra personalisatie.

Iemand onder ons wordt het wellicht niet want bij de opmaak van dit dossier waren alle 110 wagens reeds verkocht. Wij gaan ervan uit dat de belangstelling 'as usual' groot was en dat je als klant in het bestaande AM- portefeuille tussen de 1,5 en 2 miljoen euro zal hebben moeten doortstorten. De productie is reeds gestart voor geplande eerste leveringen in het 4^{de} kwartaal 2024. «





VI2 BI-TURBO, BOÎTE MÉCANIQUE, LOOK D'ENFER ET QUE 110 EXEMPLAIRES TOUS DÉJÀ VENDUS.

C'est à nouveau la fête chez Aston Martin. Pour ses 110 ans d'existence, le constructeur anglais dévoile un nouveau membre de la famille dans la lignée de la Victor. Ainsi nous découvrons aujourd'hui la Valour : une série limitée à 110 exemplaires qui associe le V12 5.2 bi-turbo de 715 ch. à une boîte mécanique (= manuelle) à six rapports.

En 2020, Aston Martin présentait un modèle aux lignes racées, inspirées de l'iconique V8 Vantage. Ce modèle dénommé Victor et dérivé de la supercar One-77 n'était cependant qu'un exemplaire unique réalisé pour un client privé. Trois ans plus tard, voici l'Aston Martin Valour dont le look rappellera indéniablement celui de son aînée 'one-off' à quelques détails près. Comme sa devancière, la nouvelle venue a une particularité : elle conserve une boîte manuelle qu'elle combine cette fois à un V12. Une association inédite et fondamentale au cahier des charges qui devrait rendre la voiture encore plus sportive et désirable.

Fabriquée entièrement en fibre de carbone, la carrosserie marie le design actuel du constructeur avec des éléments reconnaissables de la V8 Vantage ainsi que de la légendaire RHAM/1 engagée au Mans en 1977.

Le capot est doté d'une grande prise d'air en fer à cheval et de deux extracteurs d'air près du pare-brise. Le bouclier avant accueille une large calandre à barrettes horizontales et se voit ceinturé de phares ronds à LED. Les hanches impressionnantes se rejoignent vers une poupe massive surmontée d'un aileron en queue de canard du type

Kamm-tail afin d'améliorer l'appui aérodynamique de la voiture. Les feux arrière en pointillés, déjà croisés sur la Valkyrie et la Victor, sont intégrés dans la poupe et reliés par une plaque ajourée signée du nom Valour. En partie basse prend place un diffuseur XXL, et en son centre apparaît une triple sortie d'échappement en acier inox offrant à coup sûr une sonorité envoûtante.

A bord, la biplace fait dans la sobriété. Quoique le carbone reste omniprésent, il est possible d'habiller les sièges en cuir du coloris de son choix ou d'un tweed de laine traditionnel inspirés des revêtements de siège de la DBR1. N'oublions pas que la division 'Q by Aston Martin' regarde au-dessus de votre épaule !

La pièce maîtresse – le levier de vitesse – trône bien sûr au milieu de la console centrale tel un symbole masculin.





Malgré une certaine approche 'old-school', le constructeur avoue la présence d'un différentiel mécanique à glissement limité et des contrôles de traction et de stabilité. Le carrossage, la chasse et le pincement sont spécifiques, tout comme les amortisseurs adaptatifs, les ressorts et les barres antiroulis.

Côté freinage, Aston Martin joue dans la cour des poids lourds, équipant la Valour de disques carbone-céramique de 410 mm à l'avant (à 6 pistons) et de 360 mm à l'arrière (à 4 pistons). Les jantes de 21 pouces sont chaussées de Michelin Pilot Sport S5 (275 mm de large AV et 325 mm AR).

Pour l'heure, peu de spécifications sont dévoilées. Ni son prix exact dans une fourchette entre 1,5 et 2 millions d'euros. Inutile de vous préciser que les 110 exemplaires de l'Aston sont déjà connus. Ces clients rapides auront certainement déjà choisi la robe de leur Valour dans la palette des 21 coloris différents pour la carrosserie et de plusieurs finitions pour l'habitacle.

Le configurateur en ligne était ouvert depuis le début de l'été, découvrant même différents kits '110th Anniversary' et bien d'autres excentricités proposées par 'Q by Aston Martin'. La production a déjà démarré et les premières livraisons des Valour sont prévues pour le 4^{ème} trimestre 2024. «



GRANDS



VENICE
SIMPLON
ORIENT
EXPRESS.
ONCE IN
A LIFETIME.

EEN STAP AAN BOORD VAN DE PRACHTIG GLIMMENDE RIJTUIGEN VAN DE LEGENDARISCHE VENICE SIMPLON ORIENT EXPRESS DOET DE GLORIETIJD VAN HET REIZEN PAR TREIN HERLEVEN. IN DIT 'GRAND HOTEL OP WIELEN' GENIET U VAN ALLE COMFORT EN LUXE DIE BEGIN VORIGE EEUW SLECHTS WAS VOORBEHOUDEN AAN ROYALTY, ARISTOCRATEN EN FILMSTERREN.

HISTORISCHE RIJTUIGEN

De geschiedenis van de Orient Express begint halverwege de 19^{de} eeuw. De rijke bankierszoon Georges Nagelmackers droomde van een luxetrein die het hele continent kon doorkruisen. Met zijn bedrijf stippelde hij een route uit van Parijs naar Istanbul. Op 4 oktober 1883 vertrok de eerste trein vanaf de Gare de l'Est in Parijs.

Sedert 1982 is de trein eigendom van de rijke Amerikaanse treinliefhebber James Sheerwood en wordt de spoorlijn uitgebaat door het Britse bedrijf Belmond dat sedert eind 2018 deel uitmaakt van de groep LVMH. In 1977 slaagde de Amerikaan erin om twee originele Orient Express wagons aan te kopen tijdens een veiling van de Compagnie Internationale des Wagons-Lits. Hij zou ietsje later meer dan \$16 miljoen investeren in de verdere aankoop en restauratie van 35 slaaprijtuigen, restaurantrijtuigen en Britse Pullman wagons.

De vernieuwde Venice Simplon Orient Express werd ingehuldigd op 25 mei 1982 en vertrok vanuit Londen richting Venetië via Parijs en Milaan. Sindsdien stellen de Belmond en de VSOR verschillende treinreizen voor vanuit Londen of Parijs. Voor de echte treinliefhebbers nog dit: enkele van de aangekochte treinstellen werden begin de 19^{de} eeuw in België geproduceerd, nl. bij de Ateliers Métallurgiques in Nijvel.

MIJN NAAM IS PIETRO

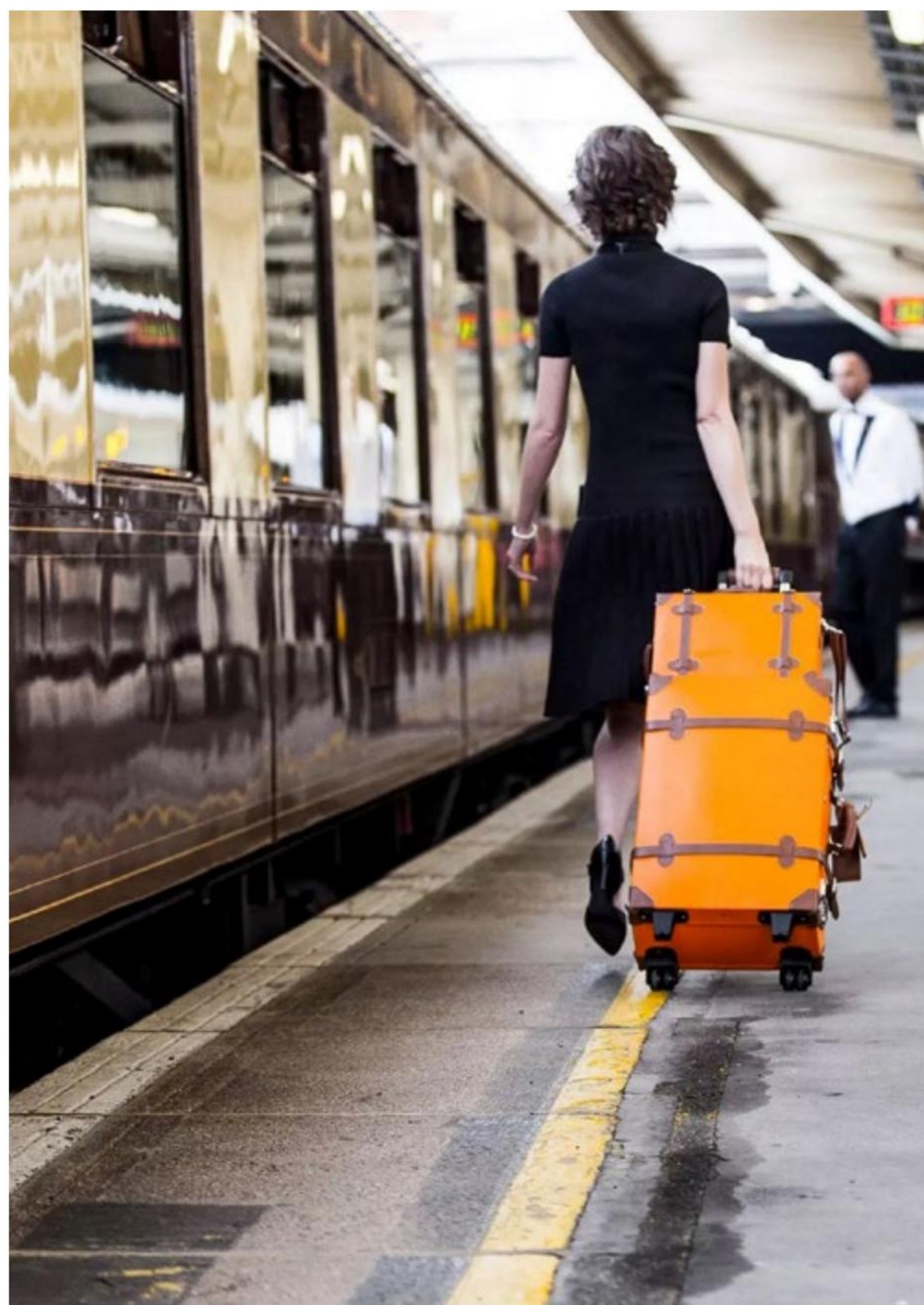
De trein is samengesteld uit met zorg gerestaureerde rijtuigen uit de jaren '20 en '30 van de vorige eeuw en biedt plaats aan 92 personen. De mooie houtpanelen en de schitterende interieurs zijn creaties van beroemde Jugendstil kunstenaars onder wie René Lalique. Heel bijzonder is ook de zorg voor het detail in de restauratierijtuigen. Kostbaar linnen, tafelzilver en kristal verhogen de toch al voorname sfeer. Uiteraard is de service aan boord van de Venice Simplon Orient Express van het allerhoogste niveau.

Laat de landschappen van Europa aan u voorbijglijden nadat u zich in uw compartiment heeft geïnstalleerd; uw persoonlijke steward serveert het ontbijt en de afternoon tea in uw compartiment. En als de avond valt, bent u welkom in het barrijtuig 'Glamour 3674' om onder het genot van een drankje ervaringen uit te wisselen met uw medereizigers. Een pianist zorgt voor de passende muzikale omlijsting. Als u later op de avond in uw compartiment terugkeert, is deze veranderd in een comfortabel slaapvertrek.

KEUZE UIT DRIE ACCOMMODATIES

Aan boord van de Venice Simplon Orient Express kan men kiezen uit 3 typen accommodaties: Historic Twin Cabin, Double of Twin Suite en Grand Suite.

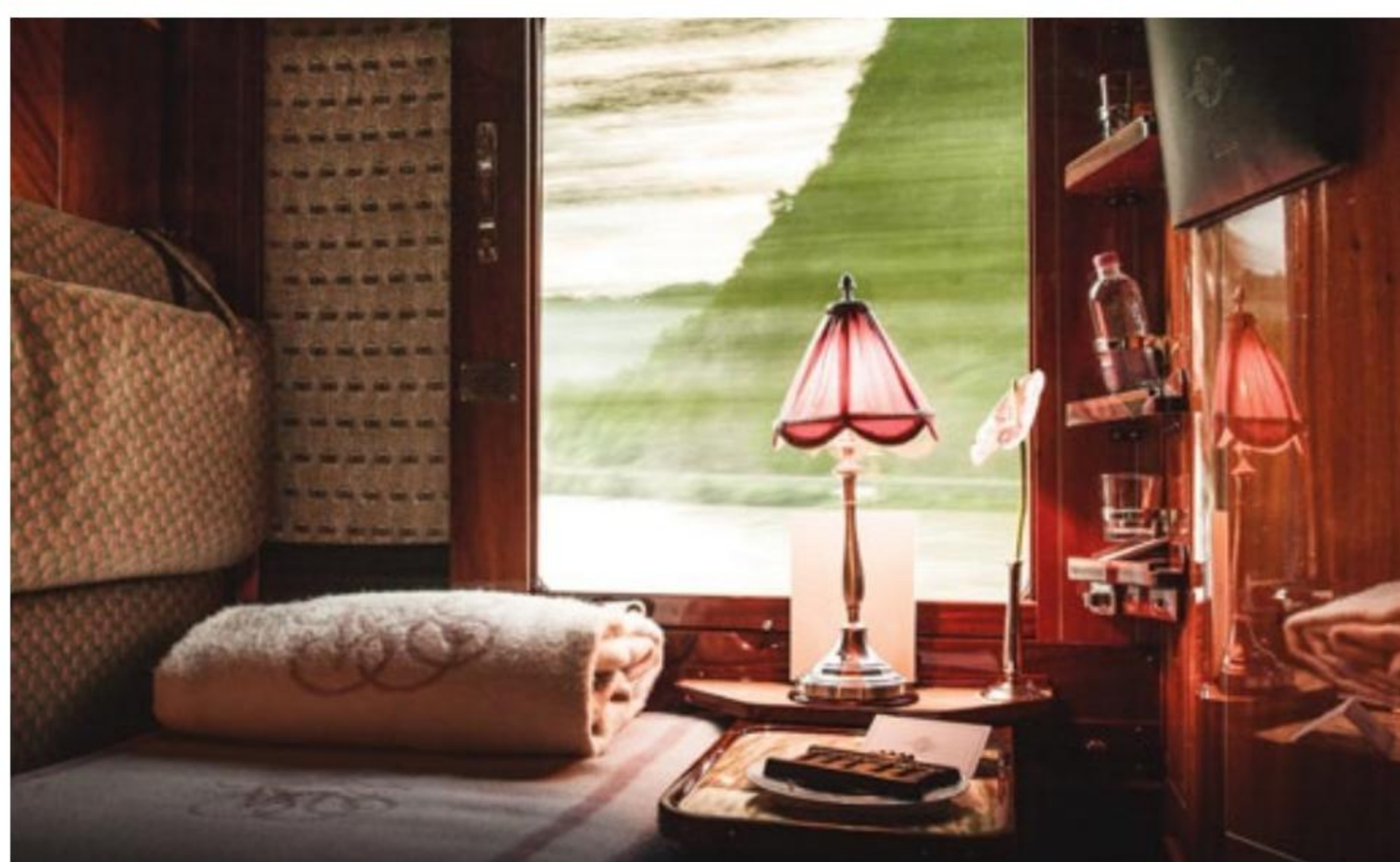
In de Historic Twin Cabin beschikt u over een stijlvol ingericht 2-persoons privé-compartiment uit de jaren '20 dat is afgewerkt met prachtige, kostbare houtsoorten en glanzend koperwerk. Elk compartiment is voorzien van een boven- en een beneden-bed en van een kleine badkamer met wastafel, stromend koud en warm water en zachte handdoeken. De verwarming is individueel regelbaar. Tijdens het diner zorgt uw steward voor de ombouw van uw cabine tot een knus en comfortabel slaapvertrek. De bedden worden opgemaakt met eerste kwaliteit linnengoed. Aan boord bevinden zich 32 Historic Twin Cabins.





Sedert juni 2023 kan men ook kiezen voor de nieuwe Double of Twin Suite. Deze nieuwe suites zijn geïnspireerd door de verschillende landschappen waar de trein doorheen reist, door middel van prachtige kleuren, patronen, texturen en ontwerpen uit de Art Deco periode die verwijzen naar ontwerpers René Lalique, Roger Gallet en Maurice Dufrene. Deze nieuw ontworpen suites, volledig met eigen badkamer inclusief douche, toilet en wastafel, zijn volledig in Frankrijk gerestaureerd door deskundige vakmensen. Aan boord bevinden zich 8 suites.

“Zes luxe Grand Suites vormen het konvooi. Ze dragen elk de naam van één van de mooiste Europese steden: Parijs, Venetië, Wenen, Praag, Budapest en Istanbul”





ASTON MARTIN & FRIENDS



COMPAGNIE INTERNATIONALE DES WAGONS - LITS ET

BERNINA CAR



Tenslotte zijn er ook 6 Grand Suites: dit zijn zeer luxueuze privé-accommodaties vernoemd naar romantische steden die de trein als bestemming heeft: Parijs, Venetië, Wenen, Budapest, Praag en Istanbul. Elke Grand Suite heeft een unieke inrichting met decoratieve elementen die zijn geïnspireerd op de stad die het afbeeldt. Elke Grand Suite beschikt over een eigen badkamer, een groot 2-persoonsbed en een aparte zithamer, waardoor de reiziger in buitengewone stijl en luxe door Europa kan reizen. Gasten uit Grand Suites genieten van vele extra's zoals privétransfers van en naar de trein, butler-service, onbeperkt champagne tijdens de reis, kaviaar bij aankomst op de trein, art-deco badjassen en gastronomische maaltijden op verzoek in de privacy van de eigen suite.

RESTAURANT- EN BARRIJTUIGEN

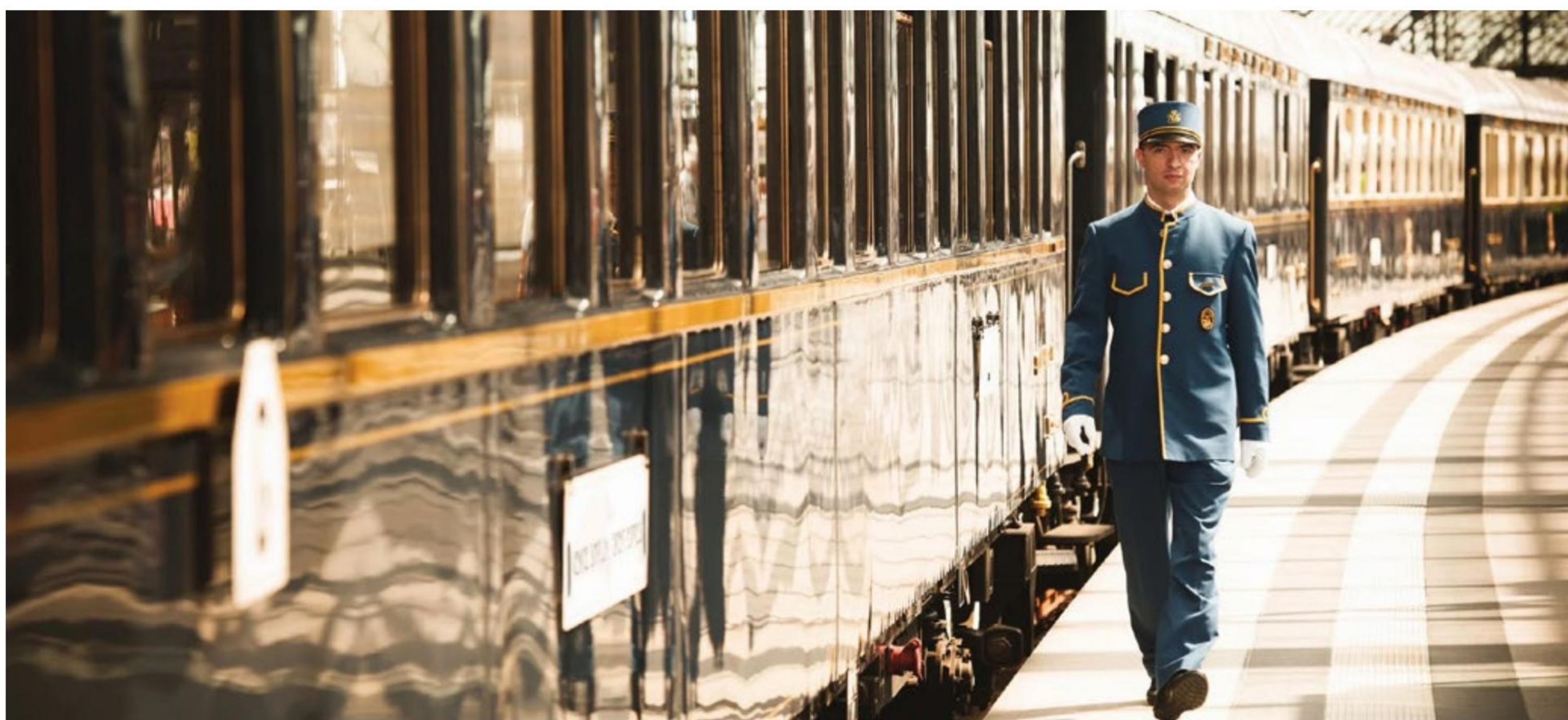
De Venice Simplon Orient Express telt drie unieke restaurantrijtuigen genaamd Côte d'Azur, Etoile du Nord en l'Oriental. Hier geniet men van het beste wat de Franse keuken te bieden heeft; het wijnaanbod verrast zelfs de meest verwende kenner. De tafels zijn gedekt met

wit linnen, tafelzilver en kristal. In deze omgeving is avondkleding wenselijk maar niet verplicht. Dames kiezen meestal wel voor avondkleding en van de heren wordt verwacht dat zij een das en colbert dragen. Overdag geldt deze strikte dresscode niet maar men verwacht wel een elegante kledingstijl.

In het midden van de Venice Simplon Orient Express bevindt zich het barrijtuig met live pianomuziek. Ook daar geldt een elegante dresscode.

REIZEN MET DE VENICE SIMPLON ORIENT EXPRESS

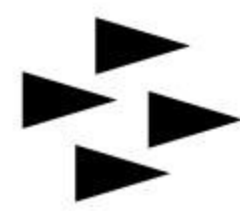
De Venice Simplon Orient Express rijdt elk jaar van maart tot november voornamelijk tussen London en Venetië via Parijs, een reis van 2 dagen en 1 nacht. Er zijn ook reizen naar Wenen, Budapest en Praag. Eenmaal per jaar (augustus/september) rijdt de trein van Parijs naar Istanbul en terug naar Venetië. Er zijn diverse arrangementen waarbij ook hotelverblijf en excursies op de bestemmingen zijn inbegrepen. De betere reisagentschappen zullen u graag advies geven over deze beroemde treinreizen. «





PRELIMINARY KEY SPECIFICATIONS

Overall length	15.18 m	49' 10"
Hull length	13.44 m	44' 1"
Overall beam	4.49 m	14' 9"
Draft	1.17m	3' 10"
Air Draft (including hard top)	7.17 m	23' 6"
Light displacement	15 100 kg	33 290 Lbs
Full load displacement	19 500 kg	42 990Lbs
Max speed expected*		28 kn
Cruising speed expected*		22 kn
Fuel capacity	1 300 L	343 US gal
Water capacity	586 L	155 US gal
Hot water heater capacity	60 L	16 US gal
Staterooms	3 + 1 crew (option)	
Accommodation	6 + 1 crew (option)	
Category	CE B	
Designers	Garroni Design / Valentina Militerno De Romedis / Prestige Engineering	
Engine configuration	VOLVO 2 x IPS 650 (D6 - 480 CV/HP)	



PRESTIGE®



Flybridge layout



Main deck layout



Main deck layout - facing sofa



Lower deck layout

F4

THE NEW PRESTIGE F4: ART DE VIVRE IN REFINEMENT

Purposeful innovation has been at the heart of PRESTIGE Yachts for 35 years. The brand continues to develop and evolve to meet its customers' needs. With 40 models launched over the course of more than 30 years, the successful F-LINE has made history, and today, it is reinvented in a new generation.

The F4 reveals an innovative layout, designed to enhance volume and light. This new model seduces with its revolutionary design in its curves and its layout, while maintaining bright and comfortable interiors characterized by an easy circulation and comfortable life on board, with the intention to make the guests feel at home. Particular care has been taken in the selection of new materials offering more character and richness to the yacht's interior. Every surface, every curve has been carefully sculpted to add allure and elegance.



Inspired by the movement of water, the fluid and elegant exterior lines of this new hull blend with polished surfaces in living areas, reflecting copious natural light.

Curved surfaces have been meticulously designed to create smooth, refined, powerful lines. With her powerful new silhouette, the F4 also features a completely new hull design with a more pronounced V-shape than previous generations. The rounder, higher bow provides unparalleled stability, efficiency, and comfort in navigation.

With the F4, PRESTIGE reinvents the exterior and interior layouts of its yachts, offering customers maximum comfort to savor moments with friends and family at sea. The Flybridge, accessible via a wide staircase, boasts a generous living area sheltered by a bimini or a hard top. A fully equipped outdoor galley and a versatile dining area are perfect for entertaining, while sunpads and seating arrangements for relaxing are located near the helm.

The interior layout has been designed to improve the quality of life on board and enhance privacy. The layout on the main deck features many innovative details, beginning with the twin stairways between the fixed – or optional hydraulic – swim platform and the aft cockpit.

Unique on a yacht of this category, this feature makes it possible to equip the aft cockpit with facing sofa seating and free-standing furniture with sea views. This cockpit facing the sea creates an exceptional setting with breathtaking ocean views.

The new, fully equipped OceanView galley is at the heart of the life on board. With its transversal orientation, it looks out toward the cockpit and the open sea. This brand-new galley opens directly onto the exterior through a wide opening glass window.



On the interior, a key innovation is the forward owner's suite, located just steps from the main deck: a semi-main deck master suite. Featuring two guest cabins and a separate bathroom, the interior also integrates clever solutions for a laundry machine and storage in the spacious passageway.

The F-Line draws inspiration from the colors and reflections of the French Riviera. This iconic region is echoed in the F4's design, refined lines, and meticulously considered details. By design, this yacht cultivates a serene, sophisticated atmosphere for creating unforgettable family moments. The sleek design highlights fine details, noble materials, and polished finishes for a perfect combination of comfort and elegance, evoking a feeling of serenity. Each surface, each curve has been sculpted to create soft lines with exceptional finishes, reminiscent of the movement of water.



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BREGUET TYPE 20 CHRONOGRAPHE 2057

HET MILITAIRE ERFGOED

Dit tijdsinstrument is geïnspireerd op de 1100 exemplaren die aan de Franse luchtmacht werd geleverd tussen 1955 en 1959, en waarvan de naam in Arabische cijfers werd weergegeven als Type 20. Dit in tegenstelling tot alle andere modellen, waaronder die van de Aéronautique Navale, waarvan de naam Type XX in Romeinse cijfers werd geschreven. De zwarte wijzerplaat is gemoderniseerd, maar blijft trouw aan de identiteit van de Type 20. De Arabische cijfers en de driehoek op de glasrand zijn lichtgevend en hebben een muntgroene tint, net als alle wijzers. De 30-minutentotalisator op 3 uur is nu groter dan de 60-secondentotalisator op 9 uur, terwijl een datumvenster is toegevoegd tussen 4 en 5 uur.

De 42 mm stalen kast is voorzien van een niet-gegradueerde doch wel gecanneleerde bi-directionele glasrand, net als bij de modellen die in het verleden aan de militaire luchtmacht werden geleverd. De kroon in peervorm, zoals in het begin, is in drie standen verstelbaar: 1 neutraal, 2 datumcorrectie, 3 tijdstelling. De drukknop op 2 uur dient om de chronograaf te activeren en de drukknop op 4 uur voor de "flyback" functie. De eerste wordt gebruikt om de stopwatch te starten en te stoppen, de tweede dient om de chronograaf en de minutentotalisator terug op nul te zetten.



BREGUET TYPE XX CHRONOGRAPHE 2067

DE LIJN VAN DE 'BURGERLIJKE' VERSIES

Dit tweede tijdsinstrument met zijn avontuurlijke uitstraling is een directe afstammeling van de beste civiele Type XX-modellen uit de jaren 1950 en 1960, en dan met name een model uit 1957 met individueel nummer 2988. De wijzerplaat van deze civiele versie is evenzeer zwart, maar vertoont significante verschillen. Allereerst het display: de 15-minutentotalisator staat op 3 uur, de 12-urentotalisator op 6 uur en de secondewijzer op 9 uur. Net als bij de militair geïnspireerde versie, heeft de totalisator een ander formaat om de wijzerplaat zowel dynamischer als beter afleesbaar te maken. De Arabische op de glasrand zijn voorzien van een ivoorkleurige lichtgevende coating. Het datumvenster wordt weergegeven tussen 4 en 5 uur.

De 42 mm stalen kast is voorzien van een gecanneleerde bidirectionele gegradueerde glasrand. De klassieke rechte kroon kan in drie standen worden ingesteld: 1) neutraal, 2) datumcorrectie, 3) tijdstelling. De drukknop op 2 uur start en stopt de chronograaffuncties, terwijl de drukknop op 4 uur de chronograaf onmiddellijk op nul terugzet en opnieuw start, op basis van het beroemde "flyback" principe.

Deze twee nieuwe telgen in de courante Breguet collectie, waar enorm naar werd uitgekeken, worden geleverd in een havannakleurige lederen doos die doet denken aan een vliegtuigvleugel.

De nieuwe chronograaf is voorzien van een kalfslederen armband, met een zwarte NATO-band extra in de doos. Zo kunnen eigenaars wisselen naargelang het humeur van de dag. Het snelle wisselsysteem (RIS) voor de armbanden is ontworpen om de lederen band gemakkelijk, onafhankelijk en zonder gereedschap te kunnen afdoen.




Depuis 1775









ASTON MARTIN UNVEILS ITS FIRST ULTRA-LUXURY FLAGSHIP: Q NEW YORK

13 June 2023, New York City, USA: Where Savile Row meets Park Avenue. Aston Martin proudly opens the doors to Q New York, its first ultra-luxury flagship on 450 Park Avenue, in New York City.

The new location brings the highest levels of the iconic British brand's bespoke service, Q by Aston Martin to North America for the very first time, providing the most sophisticated luxury specification experience available anywhere in the world. The first-of-its-kind landmark location forms a key pillar of Aston Martin's ultra-luxury brand and customer experience strategy, with the commitment to provide the very best possible environment for its most discerning clients to create their own intimately personal Aston Martin.

Conscientiously designed to immerse onlookers into the thrilling world of Aston Martin, visitors on Park Avenue are greeted by a unique window installation of epic proportion, named the 'Champagne Frame'. Created with one of the largest single panes of glass ever installed into a New York building, the grand window frame looks into the stars -

Aston Martin's most iconic models – which are carefully illuminated by an impressive 2,100 bulb chandelier – spanning 40-metres (131-foot). Meanwhile, the use of mosaic tiles and commanding dining tables helps define the new flagship, bringing the best of British to one of the most prominent streets in the world.

The new location will serve as a showcase and launch venue for Aston Martin's latest products, from unique special builds to limited-edition models and newcomers to Aston Martin's breath-taking portfolio. From today, the flagship proudly displays the all-new DB12 in North America for the very first time, in addition to the era-defining Aston Martin Valkyrie AMR Pro hypercar.

Q New York offers an ultimate blend of digital and physical car configuration. As part of a custom-made appointment, clients will be able to visualise their personalised Aston Martin on a 10.5 metre (35-foot) x 3.5 metre (10-foot) LED wall capable of providing an ultra-high definition, 360-degree view of any Aston Martin in real-life size.



Sitting at the intersection between the physical and digital worlds, Aston Martin's intention is to provide such a realistic configuration that clients feel as though they could open the door to their car.

Use of the most innovative Near-Field Communication (NFC) technology will facilitate a seamless, high-end customer specification service, allowing clients to combine the sensorial touch and feel of physical colour and trim samples with live configuration on screen. A live video link from Manhattan to Aston Martin's design studio in Gaydon, UK, enables real-time communication with the brand's renowned designers and the Q by Aston Martin team, providing the most bespoke and sophisticated commissioning experience available outside of a personal visit to headquarters.

"The Americas is the fastest growing region for Q by Aston Martin, with 92% year-on-year growth in 2022"



Q by Aston Martin represents a key pillar of Aston Martin's ultra-luxury strategy, giving clients the ultimate sense of freedom and expression when customising their cars. Whilst a long-standing part of Aston Martin's DNA, this bespoke service facilitates the growing trend of personalisation across the luxury goods segment.

Recent years have seen significant growth for the Q by Aston Martin division with a record number of Aston Martin units sold with bespoke touches and elements in 2022, representing a 51% year-on-year increase. Notably, the Americas is the fastest growing region for Q by Aston Martin, with 92% year-on-year growth in 2022.

Special and limited-edition models have supported this growth, following the introduction of specific Q by Aston Martin: Collection options. These carefully-selected collections are fully costed and visible on the Aston Martin configurator, acting as a significant gateway to introducing customers to the world of Q by Aston Martin and demonstrating the possibilities of this most intimate of services.



Located on one of the most prominent corners of Midtown Manhattan, Q New York unites both the handcrafted and high-tech nature of Aston Martin, showcasing the very best of British craftsmanship and engineering against the backdrop of an immersive specification experience, thanks to state state-of-the-art technology.

Lawrence Stroll, Executive Chairman of Aston Martin said: "The opening of our first flagship Q location, in our largest commercial market, is the latest distinct expression of Aston Martin's shift to an ultra-luxury brand. It demonstrates our ambition to drive global growth and create elevated customer experiences to match our owners' passion for Aston Martin.

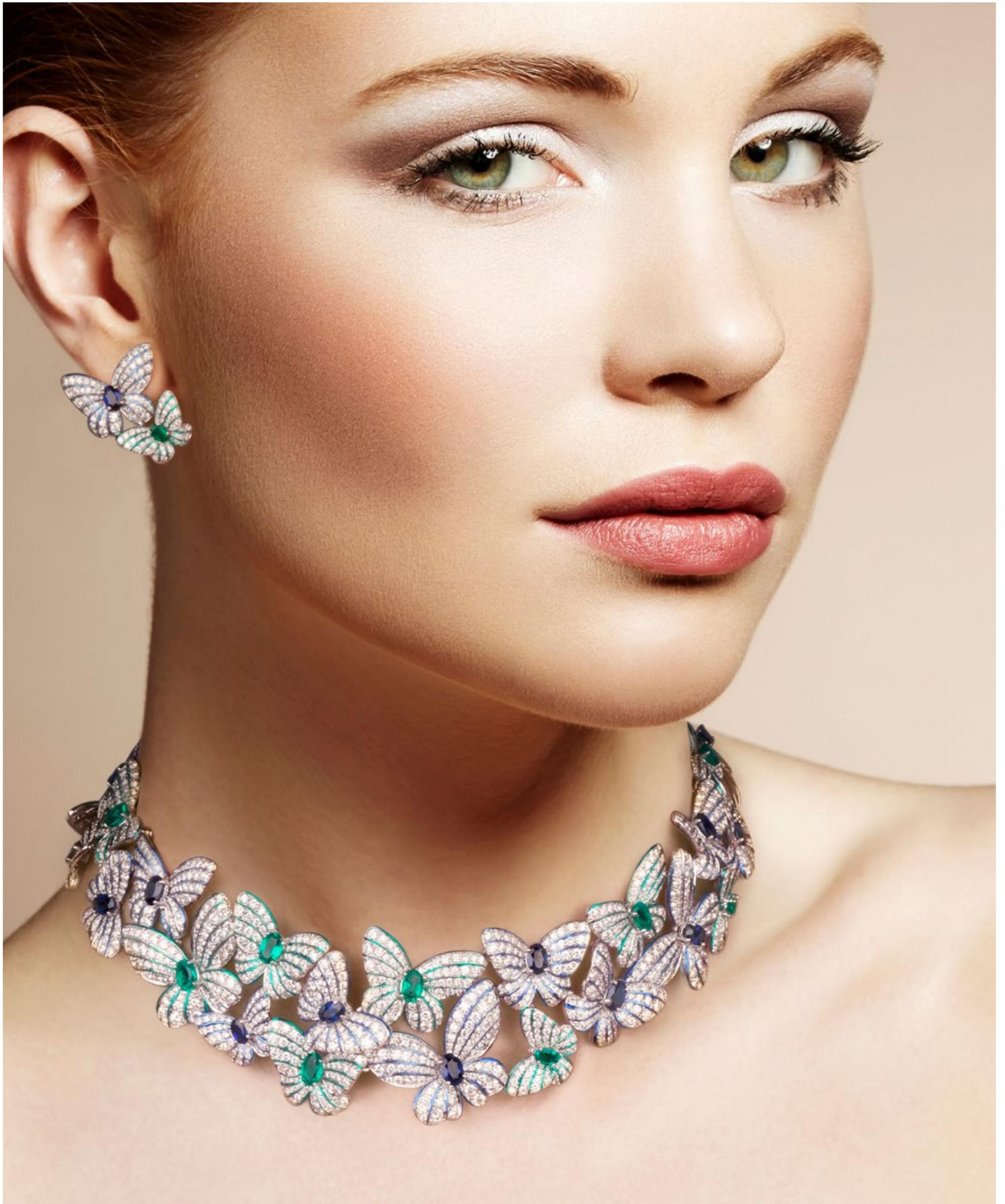


We recognise the growing trend of personalisation across the luxury goods segment and see huge value in investing in our customer experience to create the best specification experiences available anywhere in the world. With a 92% increase in Q by Aston Martin take-up in the Americas last year, this is the perfect time and the perfect place for us to open our very first global flagship location".

Q New York is now officially open at 450 Park Avenue, with appointments available to be scheduled by any Aston Martin dealer. «

BOUVERNE

JUWELIER  JOAILLIER



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