



ASTON MARTIN

24 HEURES DU MANS



Le Mans 2009

This year celebrates a significant milestone for Aston Martin: the 50th anniversary of the company's first Le Mans win in 1959, with Roy Salvadori and Carroll Shelby.

For the first time, Aston Martin will be represented by three cars in the LMP1 category, powered by the same V12

engine that has taken the company to two consecutive wins in the GT1 class.

The challenge for Aston Martin is bigger than it has ever been, but the entire team is determined to do everything possible to challenge for the top honours.



Racing History



Picture: 1922 French GP,
Aston Martin's first international race



Aston Martin has been producing hand-built cars for more than 95 years. The inspiration for the company began back in 1914, when founders Lionel Martin and Robert Bamford realised their desire to build distinctive, high quality sports cars that were both exhilarating and beautiful. Martin regularly competed in hillclimb races at Aston Clinton in England, so the combination of his name and that of the event gave birth to one of the most famous marques in motoring history – and eventually the world's most prestigious race team.

Aston Martin's international racing debut came at the 1922 French Grand Prix, but it was not until industrialist David Brown acquired the company in 1947 that a new era of racing dawned. The team famously clinched the Le Mans 24 Hours in 1959 with Roy Salvadori and Carroll Shelby – which was followed home by the sister car of Maurice Trintignant and Paul Frère. Fifty years later, the team is back in the top category, with its evocative blue and orange livery that is synonymous with Le Mans.

Picture: Traditional 'Le Mans' start



However, Aston Martin has not had to wait for 50 years to taste success again at Le Mans. Aston Martin Racing was born in 2004 and with it, the DBR9. Having won the GT1 class at Le Mans for the last two years running, Aston Martin is now ready to step into the battle for overall honours.

“Winning at Le Mans was the highlight of my racing career,” remembers Carroll Shelby, one half of the winning 1959 crew. “It’s the chance of a lifetime in a race that’s like nowhere else, and I’m still very proud of everything that the team is doing now.”





The Race

The Le Mans 24 Hours is arguably the most famous race in the world, having formed part of motor sport history since 1923.

The 14-kilometre La Sarthe circuit has been modified over the years, but it remains a triumph of human and mechanical endurance. The Aston Martin LMP1 prototype will reach a maximum speed of around 335 kph on the legendary Mulsanne straight, which is eight kilometres long. In fact, the car will exceed 320 kph four times on each of the 360 laps or so that it is expected to cover during the 24 hours, which adds up to just over 5000 kilometres.





Le Mans is an event that is steeped in tradition: the race gets underway at 3pm once the French tricolour is dropped, and it is also reputed to be the place where the custom of spraying champagne first developed, following Dan Gurney's victory in a Gulf car in 1967. The classic 'Le Mans start' – where the drivers used to sprint across the track to

their cars parked on the opposite side – was abandoned after 1970 in favour of the rolling start, which is still used today.

The highest top speed ever recorded at Le Mans was a staggering 405kph in the days before the chicanes on the Mulsanne straight, but as always the race is not about how quickly you go: it's about being there at the finish.

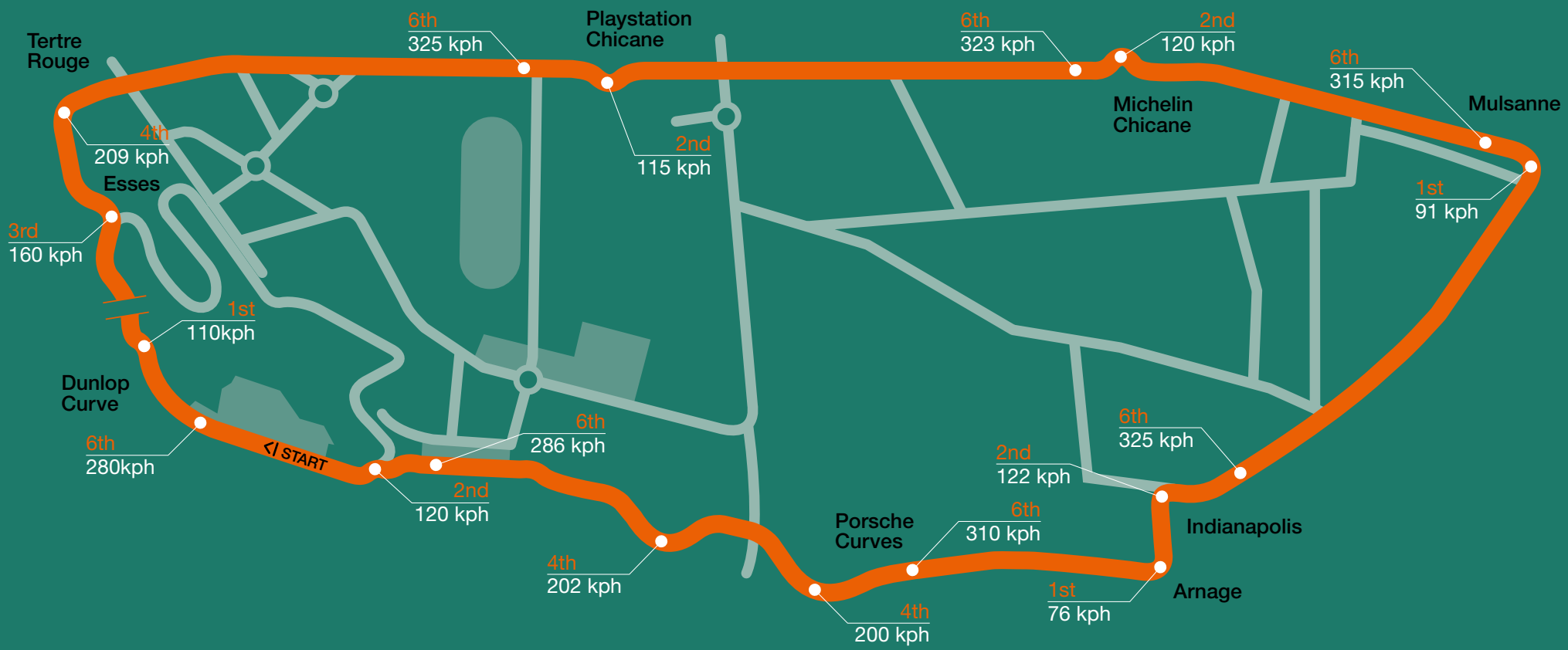




The 13.6 kilometre circuit has also been modified considerably throughout its 86-year history, with a series of improvements designed to make it safer for both drivers and


spectators. Nonetheless, the unique spirit and atmosphere of Le Mans has remained untouched, ensuring that it remains a truly epic occasion in the world of motorsport and the world of Aston Martin.





Circuit Map

Gear
Speed Lap of Le Mans with the
Aston Martin LMP1

A photograph showing three men in racing suits and headsets, likely pit crew members, working at a computer workstation. The man in the foreground is wearing a white racing suit with blue and orange accents and has his hands on a laptop keyboard. The man in the middle is also wearing a white racing suit and headset, looking towards the right. The man in the background is wearing a white racing suit and headset, looking towards the right. The background is slightly blurred, showing other people and equipment.

Strict rules govern the types of car that are eligible to compete at Le Mans. There are four categories: LMP1, LMP2, GT1 and GT2. The LMP (Le Mans Prototype) cars are based on bespoke

prototypes, whereas the GT cars have their roots in road-going production cars. Each class of car has its own set of regulations, which are rigidly enforced.

The Rules

LMP1

This premier class – which is being entered by Aston Martin Racing for the first time this year – is for sophisticated purpose-built racing prototypes, which produce over 650 horsepower and have a minimum weight of 900 kilograms. Their performance is not far off that of a Formula 1 car: they accelerate from 0-160 kph in around three seconds and will exceed 330 kph on the Mulsanne straight. The maximum fuel tank capacity is 90 litres for petrol-powered cars like the Aston Martin and 81 litres for diesel-powered cars. Air conditioning is mandatory in closed cockpit cars so that the internal temperature does not exceed 32 degrees Centigrade.

LMP2

These are smaller and slightly less powerful versions of the LMP1 cars. They produce between 500 and 550 horsepower, with a minimum weight of 825 kilograms. Their top speed is similar to that of the GT1 cars, but with a higher power to weight ratio they tend to be slightly faster over the course of a lap.

GT1

The GT1 class, for production-based sports cars, have to share certain parts in common with the equivalent road car including the roof, cylinder heads and engine block. The cars produce almost 600 horsepower, with a minimum weight of 1125 kilograms. Aston Martin, which has won the GT1 class with the DBR9 for the past two years running, will be represented in the category this year by the Jetalliance customer team.

GT2

GT2 cars are less powerful versions of GT1 cars, and these cars are even more similar to their road-going equivalents. Power is between 450-500 horsepower, equating to a top speed in the region of 290 kph. The minimum weight is 1125 kilograms. Aston Martin Racing has developed a new GT2 race car based on the V8 Vantage, which is competing for the first time at Le Mans this year in the hands of the Drayson Racing team.



Pit Stops



Some important new rules have been introduced to the pit stop procedure at Le Mans this year, designed to reduce the number of mechanics working in the pit lane at any one time and encourage teams to run longer on one set of tyres. With pit stops forming a crucial part of strategy and each stop now lasting around a minute if it includes a tyre change, races can be won or lost in the pit lane. Every second counts, particularly with the new rules. In order to get the car in and out as quickly as possible, Aston Martin Racing has developed a well-rehearsed routine that is practised regularly in the build-up to the race:

1. Car enters pit box area, stops, and switches off engine.
2. Fuel will always be added before any other work takes place on the car. The rules state that no other work is allowed during refuelling, but a driver change can begin to take place. The driver taking over opens the car door and helps his colleague to get out of the car. The departing driver takes out his seat insert and drinks bottle, and the pit crew member who is assigned as the driver assistant helps to strap in the driver who is taking over.
3. Once the refuelling is completed, the air line is plugged in and the air jacks lift the car up. The tyres are then changed, with a maximum of two mechanics working together at any one time to change the wheels and tyres.
4. The last wheel to go on is the right rear, after this wheel is fitted the mechanics remove the air line, dropping the car to the ground, and head back inside the garage taking all equipment with them
5. The car is not allowed to leave its pit stand until all the mechanics and their equipment are back inside the garage.
6. Once the mechanics are inside the garage the driver fires up the engine, and when the car controller signals it is safe the car leaves the pit lane. The car must start on its own, as push-starts and extra batteries are not allowed.



Race Facts

- The very first Le Mans 24 Hours was held in 1923
- The 'Mulsanne straight' is in fact part of the N138 from Le Mans to Tours
- 70% of every Le Mans lap is spent at full throttle
- The engine in the LMP1 also featured in the Le Mans class winning DBR9 in 2007 and 2008 and is derived from the V12 Aston Martin road car engine
- There are approximately 62 gear changes made per lap, which equates to 22,320 throughout the race
- 2,500 litres of fuel, weighing around 1.8 tons are used throughout the race. This is equivalent to around 50 full tanks in an average road car
- Luigi Chinetti won the 1949 race by driving virtually single-handed: his team mate Peter Mitchell-Thomson drove for only 20 minutes of the 24 Hours
- The fastest speed to have been reached on the Mulsanne straight was 405kph in 1988
- Woolf Barnato is the only driver with a perfect ratio of wins to starts. He started three times from 1928-1930 and won on each occasion
- Roy Salvadori and Carroll Shelby completed only seven practice laps of Le Mans before the start of the 1959 race
- The population of Le Mans is 145,000 – but this more than doubles during the race week

Race Timetable

LE MANS 24-HOURS

Wednesday 10 June

18:00-24:00 Free practice session "24 Heures du Mans"

Thursday 11 June

16:00-17:00 Qualifying Le Mans Legends

17:30-18:30 Qualifying Formula Le Mans Cup

19:00-21:00 Qualifying Practice Sessions "24 Heures du Mans"

22:00-24:00 Qualifying Practice Sessions "24 Heures du Mans"

Friday 12 June

10:00-20:00 Pit walk

10:30-11:45 Accredited media 'Meet and Greet' in the Aston Martin Racing hospitality area in the paddock

18:00-19:00 Drivers Parade

Saturday 13 June

08:30-09:15 Warm up "24 Heures du Mans"

09:30-10:15 Le Mans Legends race – featuring the 1959 Le Mans winning DBR1

10:30-11:30 Formula Le Mans Cup race

14:22 Beginning of starting procedure "24 Heures du Mans"

15:00 Start of the 77th '24 Heures du Mans' race

Sunday 14 June

15:00 Finish of the 77th '24 Heures du Mans' race

All times are local





Entry
List

LMP1

- 007 AMR Eastern Europe** Lola Aston Martin
- 008 Aston Martin Racing** Lola Aston Martin
- 009 Aston Martin Racing** Lola Aston Martin
- 1 Audi Sport Team Joest** Audi R15
- 2 Audi Sport North America** Audi R15
- 3 Audi Sport Team Joest** Audi R15
- 4 Creation Autosportif** Creation Judd
- 6 Team INT** Ginetta Zytek
- 7 Team Peugeot Total** Peugeot 908
- 8 Team Peugeot Total** Peugeot 908
- 9 Peugeot Sport Total** Peugeot 908
- 10 Team Oreca Matmut AIM** Oreca 01 AIM
- 11 Team Oreca Matmut AIM** Oreca 01 AIM
- 12 Signature Plus** Courage Judd
- 13 Speedy Racing Team Sebah** Lola Aston Martin
- 14 Kolles** Audi R10
- 15 Kolles** Audi R10
- 16 Pescarolo Sport** Pescarolo Judd
- 17 Pescarolo Sport** Peugeot 908
- 23 Strakka Racing** Ginetta Zytek

LMP2

- 5 Navi Team Goh** Porsche Rs Spyder
- 24 Oak Racing** Pescarolo Mazda
- 25 RML** Lola Mazda Coupe
- 26 Bruichladdich Bruneau** Radical AER
- 30 Racing Box SRL** Lola Judd Coupe
- 31 Team Essex** Porsche RS Spyder
- 32 Barazi Epsilon** Zytek 07S
- 33 Speedy Racing Team Sebah** Lola Judd Coupe
- 35 Oak Racing** Pescarolo Mazda
- 39 KSM** Lola Mazda Spider
- 40 Quifel – ASM Team** Ginetta Zytek 09S
- 41 Gac Racing Team** Zytek 07S

GT1

- 63 Corvette Racing** Corvette C6.R
- 64 Corvette Racing** Corvette C6.R
- 66 Jetalliance Racing GMBH** Aston Martin DBR9
- 68 JLOC** Yokohamalamorghini Murcielago
- 72 Luc Alphand Aventures** Corvette C6.R
- 73 Luc Alphand Aventures** Corvette C6.R

GT2

- 70 IMSA Performance Matmut** Porsche 911 GT3 RSR (997)
- 75 Endurance Asia Team** Porsche 911 GT3 RSR (997)
- 76 IMSA Performance Matmut** Porsche 911 GT3 RSR (997)
- 77 Team Felbermayr-Proton** Porsche 911 GT3 RSR (997)
- 78 AF Corse SRL** Ferrari F 430 GT
- 80 Flying Lizard Motorsport** Porsche 911 GT3 RSR (997)
- 81 Team Advanced Engineering** Ferrari F 430 GT
- 82 Risi Competizione** Ferrari F 430 GT
- 83 Risi Competizione** Ferrari F 430 GT
- 84 Team Modena** Ferrari F 430 GT
- 85 Snoras Spyker Squadron** Spyker C8 Laviolette
- 87 Drayson Racing** Aston Martin Vantage
- 89 Hankook – Team Farnbacher** Ferrari F 430 GT
- 92 JMW Motorsport** Ferrari F 430 GT
- 96 Virgo Motorsport** Ferrari F 430 GT
- 97 BMS Scuderia Italia SPA** Ferrari F 430 GT
- 99 JMB Racing** Ferrari F 430 GT



The Cars



Aston Martin will field three blue and orange factory LMP1 cars this year, numbered 007, 008 and 009. There will also be one customer LMP1 entry from Speedy Racing Team Sebah, running the Lola-Aston Martin that set the quickest lap for a petrol car in last year's Le Mans 24 Hours.

All the LMP1 cars will use the same hand-built V12 Aston Martin engine that has powered Aston Martin Racing to victory in the GT1 class for the last two years, making them the only LMP1 cars of the field to use a production-derived engine.



The 6.0 litre engine that powers both the LMP1 and GT1 cars produces approximately 650bhp in the LMP1 car, giving it a power-to-weight ratio of about 725bhp/tonne and the DBR9 a figure in the region of 550 bhp/tonne. The only difference between the power unit in the LMP1 car and the GT1 challenger is that LMP1 contenders are allowed to run with larger restrictors. That, along with a minimum weight of just 900 kilograms and enhanced aerodynamics, gives the LMP1 car considerably better performance – with a top speed of around 335 kph on the Mulsanne straight as opposed to just under 300 kph for the GT1. Jetalliance Racing will run a DBR9 in the GT1 class this year.

This year, Aston Martin will also be represented in the GT2 class for the first time thanks to Drayson's Racing Vantage GT2.

All these cars may look very different, but they have two things firmly in common: the proud tradition of Aston Martin in motorsport, and a determination to get the maximum possible out of one of the world's toughest races



LMP1

Tech Spec

Chassis

- Full carbon fibre monocoque
- Steel spaceframe engine and gearbox support

Configuration

Mid-engine rear wheel drive

Width 1990 mm

Length 4634 mm

Wheelbase 2890 mm

Weight 900 kg

Engine

Aston Martin Racing V12 based on the successful GT1 engine derived from the DB9 series production engine

- 60 degree V12
- 4 valves per cylinder
- Double overhead camshafts
- 5983 cm³ (Bore 94mm stroke 71.96mm)
- Dry sump lubrication
- Direct Injection fuelling
- Coil on plug ignition
- Individual port throttles controlled by twin fly by wire motors

Power 650 bhp

Torque 750 Nm

Maximum rpm 7500 rpm

Transmission

- Six speed sequential gearbox transverse mounted behind the engine with a triple plate carbon clutch
- Semi automatic pneumatically actuated shift

Suspension

- Double wishbone suspension both front and rear with Koni adjustable dampers

Brakes

- Brembo six pot callipers are fitted front and rear
- Brake discs are vented carbon 380mm diameter
- Pads are carbon fibre operating best at temperatures in excess of 300 degrees centigrade

Wheels

- Forged magnesium BBS wheels
- 18" diameter x 14" wide at the front
- 18" diameter x 15" wide at the rear

ECU/Data system/Dash

- Pi Pectel control systems
- Telemetry sends car data directly to engineers but cannot receive data back, unlike F1 cars which can receive data whilst moving

Steering

Power-assisted rack and pinion

Interior

- Driver cockpit air conditioning is fitted to ensure a controlled temperature of 32 degrees centigrade or below
- Lifeline provide a fully automated fire extinguisher in accordance with FIA regulations

Electical

- All looms are bespoke and constructed to aerospace/military standards using the Deutsch "Autosport" range of connectors
- The wire itself is high grade copper tinned providing extra conductivity



GT1

Tech Spec

Width 1978 mm

Length 4687 mm

Wheelbase 2741 mm

Body

- Except for the aluminium roof, which is retained from the DB9 road car, DBR9 body panels are made from carbon-fibre composite

Engine

- The V12 racing engine is based on the aluminium block and heads from the Aston Martin DB9 road car. The engine operates a dry sump and the double overhead cam drives four valves per cylinder

Capacity 5999 cc

Maximum power Approx 600 bhp

Maximum rpm 7000 rpm

Weight

- 1150 kg (inc. 25 kg of equalisation ballast)

Power-to-weight ratio

- 550 bhp/tonne

Transmission

- Six-speed sequential gearbox, longitudinally mounted at the rear. Triple-plate carbon clutch

Suspension

- DBR9 retains the DB9 road car's double-wishbone suspension layout (front and rear) but with specially-fabricated race components
- Front anti-roll bar, and coil-sprung hydraulic dampers on each corner

Brakes

- Front and rear axles have racing carbon brakes with six-pot calipers and 15-inch (375 mm) discs

Wheels

- Bespoke Aston Martin Racing 18-inch forged magnesium wheels
- Width: 12.5-inch (front), 13-inch (rear)

Data system

- Pi data system and telemetry

Fuel system

- 90-litre, FIA-approved safety fuel cell

Steering

- Power-assisted rack and pinion
-



GT2

Tech Spec

Configuration

- Front engine, rear wheel drive

Chassis

- Bonded aluminium chassis from the V8 Vantage road car
- Aston Martin Racing manufactured aerospace specification steel roll cage built to FIA regulations Carbon fibre bodywork: bonnet, wings, doors, tailgate, front and rear bumpers, sills, rear quarters / Aerodynamic package: carbon fibre front splitter, flat floor, rear diffuser, CFD designed rear wing

Configuration

- Front engine, rear wheel drive

Engine

- 4.5 litre V8 in 90 degree configuration with all aluminium cylinder block and heads, mid front-mounted
- Four valves per cylinder
- Dry sump lubrication
- Racing exhaust system
- Pectel SQ6M engine management

Transmission

- Mid rear mounted trans axle
- Six speed sequential transmission with straight cut dog engagement gears and flat shift
- Oil cooled
- Triple plate competition clutch
- Limited slip differential

Suspension

- Double wishbones front and rear
- Coil springs over Koni adjustable dampers
- Front and rear suspension adjustable for corner weights, ride heights, toe and camber settings

Brakes

- Six piston Brembo calipers front and four piston rear

Wheels

- Forged aluminium centre lock BBS wheels
- Front – 10.75" x 18"
- Rear – 11" x 18"





Aston Martin Racing

Competition has been a hallmark of Aston Martin since 1914, when one of the company's founders, Lionel Martin, used to compete regularly at hillclimb races in Aston Clinton. The company then went on to win at Le Mans in 1959, as well as claiming the World Sportscar Championship.

The team was reborn more than 40 years later in 2004 as Aston Martin Racing, taking a class win in the first race of its comeback at Sebring in 2005 before going on to win the prestigious RAC Tourist Trophy at Silverstone. In 2007 and 2008, Aston Martin Racing captured GT1 class victory at Le Mans.



The team is based in modern workshops in Banbury, Oxfordshire, where the three factory LMP1 cars are all painstakingly built by hand. This year, Aston Martin Racing is competing in the Le Mans Series as well as the Le Mans 24 Hours.





The Drivers

JAN CHAROUZ (CZ)

Date of birth 17 July 1987
Place of birth Prague (CZ)
Lives Prague (CZ)
Car number 007

Jan started his career in karting, and then graduated to cars and the Formula BMW championship in 2003. He remained in the series in 2004, and then went to race Formula 3000 cars in Italy for a partial campaign throughout the 2005 season.

During the same year, he was chosen for the Czech A1 Grand Team, which was being run by Charouz Racing Systems. He continued his single-seater career in the F3000 International Masters Championship (which supported the World Touring Car Championship), winning the 2006 title. The young Czech moved into endurance racing in 2007, finishing in the top 10 at Le Mans last year with the Aston Martin-powered Lola.

007



TOMAS ENGE (CZ)

Date of birth 11 September 1976
Place of birth Liberec (CZ)
Lives Liberec (CZ)
Car number 007

Tomas started his racing career with the Ford Fiesta Cup in his native Czech Republic, before making the breakthrough onto the international scene in 1998 through the Formula 3000 Championship. During the following year he started racing sports cars, prior to making his Formula 1 debut with Prost Grand Prix in 2001. Tomas has been linked with Prodrive since 2002, acquiring a wealth of Le Mans experience at the top level. Away from the track, Tomas drives rally cars for fun and gets his love of racing from his father Bretislav – also a well-known racing driver. The 2009 season got off to a good start for the 007 crew, who claimed victory at the first Le Mans Series race of the year at Barcelona.



STEFAN MUCKE (DE)

Date of birth 22 November 1981
Place of birth Berlin (DE)
Lives Berlin (DE)
Car number 007

Stefan rose up through the German single-seater ranks and made a name for himself from a young age, winning the 1998 German Formula BMW Championship before graduating the country's Formula 3 Championship. In 2002 he embarked on a career in the German DTM series, driving for the AMG-Mercedes team, where he remained for the next four years. He started endurance racing in the FIA GT Championship in 2007, and also finished eighth in his first Le Mans (along with Jan Charouz). This year he aims to make further progress with a step up to the factory team.



ANTHONY DAVIDSON (GB)

Date of birth 18 April 1979
Place of birth Hertfordshire (GB)
Lives Northamptonshire (GB)
Car number 008

Anthony made his way up the ladder of karting and Formula 3 before his talents were quickly recognised and he became a Formula 1 test driver. He contested the Le Mans 24 Hours for the first time in 2003 with Prodrive in the GTS class. The Englishman made his Formula 1 race debut in 2005 before graduating to a full-time drive with Super Aguri in 2007. This year he has also become well-known away from the track thanks to his Formula 1 commentary duties on BBC radio, but Anthony is looking forward to getting back behind the wheel again for his first start at Le Mans in an LMP1 car.



DARREN TURNER (GB)

Date of birth 13 April 1974
Place of birth Camberley (GB)
Lives Banbury (GB)
Car number 008

Darren has driven the DBR9 since its inception, forming part of the Aston Martin factory team at every Le Mans since 2005. Darren's talents were originally spotted by the McLaren Formula 1 team in 1998, which employed him as their official test driver until 2005. More recently, Darren has starred in the British Touring Car Championship, claiming several wins and podiums. This season he drives for Aston Martin Racing in the Le Mans Series as well as at La Sarthe. Having been part of Aston Martin's victorious 009 GT1 crew for the last two years, this year he is looking for more success in car 008.



JOS VERSTAPPEN (NL)

Date of birth 4 March 1972
Place of birth Netherlands (NL)
Lives Maaseik (BE)
Car number 008

Jos spent nearly 10 years in Formula 1, having started his career by winning in karts and then in Formula 3. He went straight from winning the German F3 title to Formula 1 in 1994 and drove for Benetton, Simtek, Arrows, Tyrrell, Stewart, Sauber and Minardi throughout his long Grand Prix career. He drove at Le Mans for the first time last year but met with instant success, winning in the LMP2 category on his debut. This year he steps up to the challenge of LMP1 with Aston Martin Racing: an occasion that he says is as significant as all the years he spent in Formula 1.



STUART HALL (GB)

Date of birth 18 October 1984
Place of birth Chelmsford (GB)
Lives Bishop Stortford (GB)
Car number 009

Stuart made a spectacular Le Mans debut in 2007, finishing fourth overall and first rookie on his maiden attempt at the race. His promising career started in single-seaters, where he was named a 'rising star' by the prestigious British Racing Drivers Club. Once he switched to sports cars, Stuart never looked back – meeting with success all over Europe on the Le Mans Series and other endurance racing championships. For the first time the Englishman now becomes a factory driver at Le Mans, which he says has been his lifetime's ambition to date.

009



**PETER
KOX (NL)**

Date of birth 23 February 1964
Place of birth Eindhoven (NL)
Lives Eindhoven (NL)
Car number 009

Peter moved into sportscars after winning the European Touring Car title in 2001, to launch a successful career in endurance racing. He is a former class winner at Le Mans and has been a familiar face at Aston Martin Racing since the team was launched in 2005, forming part of the factory line-up that won the Royal Automobile Club Tourist Trophy during the same season. Peter has years of experience at La Sarthe and last drove for Aston Martin in 2007, forming part of the 007 crew. This year, he takes his place in the 009 LMP1 car for the first time.



**HAROLD
PRIMAT (CH)**

Date of birth 12 June 1975
Place of birth Paris (FR)
Lives Geneva (CH)
Car number 009

Harold started off racing in single-seaters, moving from the Formula 3 Euroseries to the World Series Lights in 2004. In 2005 he contested Le Mans for the first time and also finished second in LMP2 at Sebring. Since 2006 he has competed in the Le Mans Series regularly, with podium finishes at Spa and Laguna Seca. In 2008 he drove the highest-placed petrol car at Le Mans, as well as contesting the Daytona 24 Hours. This year, he gets his first factory drive in endurance racing with Aston Martin Racing.

Partners

GULF OIL INTERNATIONAL

The Gulf Oil International Group operates in over 70 countries throughout the world.

This year, the world famous Gulf racing livery celebrates the 40th anniversary of its second win at Le Mans, having been victorious at Le Mans and in the Le Mans series in 1968, 1969, 1975, 2001, 2007 and 2008: a tradition that Gulf hopes will be continued by Aston Martin in 2009. Gulf's brand values of Endurance, Inspiration, Courage, Youth and Care are embodied in this new partnership. The combination of Gulf's famous heritage and Aston Martin Racing's strong involvement in all motor sport arenas will undoubtedly make 2009 another landmark year in endurance racing for Gulf Oil International.

www.gulfoilltd.com





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Aston Martin Range



DBS VOLANTE

The DBS Volante is the culmination of the DBS range, offering a rare mix of potent performance and the feeling of freedom associated with a convertible.

Exacting standards and a relentless focus on structural rigidity mean that the DBS Volante delivers supreme

control and a truly exhilarating yet refined drive, whether on an open highway or a mountain pass.

Immaculately proportioned, whether the fabric roof is up or down, the DBS Volante is a true thoroughbred in every sense.

Engine

- All-alloy, quad overhead camshaft, 48-valve, 6.0-litre V12
 - Front mid-mounted, rear-wheel drive
 - Fully catalysed stainless-steel exhaust system with active bypass valves
 - **Maximum power**
380 kW (510 bhp/517 PS) at 6500 rpm
 - **Maximum torque**
570 Nm (420 lb ft) at 5750 rpm
 - **Acceleration**
0-100 km/h (0-62 mph) in 4.3 seconds
 - **Maximum speed**
307 km/h (191 mph)
-

Transmission

- Rear mid-mounted, six-speed manual
 - Optional Touchtronic 2 six-speed automatic with electronic shift-by-wire control system
 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential
 - Final-drive ratio 3.71:1 (manual), 3.46:1 (automatic)
-



DBS

The definitive luxury sports car offers more than performance, beauty and comfort. It offers dynamic and aesthetic purity, an exquisite interior and a driving experience unsurpassed by any other car. With its race-car roots and luxury appointments, the Aston Martin DBS is just such a car.

A 6.0-litre V12 powered, race-bred two-seater shaped by the aerodynamic demands of high performance, the Aston Martin DBS marries beautifully hand-finished materials with the very latest in performance technology. Its hand-built V12 engine produces 380 kW (510 bhp/517 PS), making it one of the most potent production cars Aston Martin has ever made.

A combination of elegant design, innovative manufacturing processes, race-derived materials and components and Aston Martin's unrivalled hand-build expertise makes the DBS a luxury sports car without equal.

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- Front mid-mounted, rear-wheel drive
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 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential
 - Final-drive ratio 3.71:1 (manual), 3.46:1 (automatic)
-



DB9 COUPE & VOLANTE

The DB9 is a thoroughbred sports car with GT levels of comfort and refinement. Its design philosophy is uncompromising and brings together everything that makes a sports car great with that unique Aston Martin character, borne out of craftsmanship and use of the finest quality materials.

The DB9 was conceived and designed, from the outset, as both a coupe and a convertible (Volante). This uncompromising approach is typical of the whole DB9 engineering

philosophy. That is why the DB9 Volante is one of the most structurally rigid and best-handling convertibles in its class. It is also one of the fastest and quietest.

The DB9 Volante looks elegant and perfectly proportioned from every angle – with roof up or down. As with all Aston Martins, beauty and proportion are of key importance.

Engine

- All-alloy, quad overhead camshaft, 48-valve, 6.0-litre V12
 - Front mid-mounted, rear-wheel drive
 - Fully catalysed stainless-steel exhaust system with active bypass valves
 - **Maximum power**
350 kW (470 bhp/477 PS) at 6000 rpm
 - **Maximum torque**
600 Nm (443 lb ft) at 5000 rpm
 - **Acceleration**
0-100 km/h (0-62 mph) in 4.8 seconds
 - **Maximum speed**
306 km/h (190 mph)
-

Transmission

- Rear mid-mounted, six-speed manual
 - Optional Touchtronic 2 six-speed automatic with electronic shift-by-wire control system
 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential
 - Final-drive ratio 3.54:1 (manual), 3.154:1 (automatic)
-





V12 VANTAGE*

Agility and outright performance form the basis of the design for the V12 Vantage, producing the most exciting incarnation of the Vantage model line-up to date. Aston Martin's most powerful engine is fused with supreme agility to produce a truly exhilarating sports car.

The V12 Vantage subtly hints at its sporting intent with its controlled aggression and lower, purposeful stance. The naturally aspirated, 6.0-litre V12 engine provides the driver with instantaneous access to high levels of power and torque at all engine

speeds, while Aston Martin's class-leading, all-alloy VH (Vertical Horizontal) architecture provides exceptional strength and rigidity.

Near-perfect weight distribution, a revised suspension system and high-performance Pirelli P Zero Corsa tyres provide the V12 Vantage with outstanding handling capabilities, while the standard carbon ceramic braking system delivers immense stopping power.

Engine

- All-alloy, quad overhead camshaft, 48-valve, 6.0-litre V12
 - Front mid-mounted, rear-wheel drive
 - Fully catalysed stainless-steel exhaust system with active bypass valves
 - Selectable 'Sport' mode
 - **Maximum power**
380 kW (510 bhp/517 PS) at 6500 rpm
 - **Maximum torque**
570 Nm (420 lb ft) at 5750 rpm
 - **Acceleration**
0-100 km/h (0-62 mph) in 4.2 seconds
 - **Maximum speed**
306 km/h (190 mph)
-

Transmission

- Rear mid-mounted, six-speed manual
 - Alloy torque tube with carbon-fibre propeller shaft
 - Limited-slip differential
 - Final-drive ratio 3.71:1
-

*Not available in North America

V8 VANTAGE COUPE & ROADSTER

The V8 Vantage is a hand-crafted sports car that offers outstanding performance and agility. The most affordable model in the range, it fuses traditional Aston Martin style and everyday usability. The result is the world's most desirable sports car.

The advanced body structure of the V8 Vantage is the key to its superb handling and responsiveness. Its all-alloy VH (Vertical Horizontal) architecture, which is unique to Aston Martin, provides an excellent backbone, while the use of sophisticated materials such as lightweight alloys,

magnesium and advanced composites for the body further contributes to the car's low weight and class-leading rigidity.

The V8 Vantage Roadster embodies all the qualities that are integral to Aston Martin: Power, Beauty and Soul.

Representing the essence of pure driving pleasure, the Roadster is a compact sports car that offers an astonishing blend of performance and exhilaration. It is a car with two distinct personalities: open and invigorating, or closed, cosseting and protective.

Engine

- All-alloy, quad overhead camshaft, 32-valve, 4.7-litre V8
 - Front mid-mounted, rear-wheel drive
 - **Maximum power**
313 kW (420 bhp/426 PS) at 7300 rpm
 - **Maximum torque**
470 Nm (346 lb ft) at 5000 rpm
 - **Acceleration**
0-100 km/h (0-62 mph) in 4.9 seconds
 - **Maximum speed**
290 km/h (180 mph)
-

Transmission

- Rear mid-mounted, six-speed manual with optional Sportshift* automated manual
 - Limited-slip differential
 - Final-drive ratio 3.909:1
-

*Sportshift trademark is used under licence from Prodrive (Holdings) Ltd



ONE-77

One-77 fuses advanced technology with stunning Aston Martin design to create possibly the world's most desirable automotive art form. Based on a sophisticated carbon-fibre

chassis with a hand-crafted aluminium body, this 7.3-litre V12 supercar will deliver exhilarating performance for a strictly limited number of discerning customers.

Engine

- Front mid-mounted, 7.3-litre, naturally aspirated V12, incorporating dry sump lubrication system
- **Maximum power** over 522 kW (700 bhp/710 PS)
- **Maximum torque** over 750 Nm (553 lb ft)

Transmission

- Rear mid-mounted, six-speed automated manual with Auto Shift Manual/Select Shift Manual (ASM/SSM) electro-hydraulic control system

Body

- Two-door sports coupe with two seats
- Available as left- or right-hand drive
- Carbon-fibre monocoque body structure
- Hand-crafted aluminium exterior body panels
- Active aerodynamics with deployable rear spoiler
- Vehicle weight approximately 1500 kg

Suspension and brakes

- Front and rear, pushrod actuated, adaptive ride height suspension
 - Carbon ceramic braking system
 - Dynamic stability control and traction control system
-



Aston Martin Facts

- Aston Martin was voted the UK's coolest brand for the third year running in 2008
- Aston Martin has developed 20 new cars in fewer than 6 years
- Aston Martin has the strongest product line-up in its 95 year history – DBS, DBS Volante, V12 Vantage, DB9 Coupe, DB9 Volante, V8 Vantage Coupe, V8 Vantage Roadster. Completing the line-up in 2009 will be the four door Rapide
- The company's world headquarters is located in Gaydon, England
- The company has had nine homes since it was created in 1914 but Gaydon is the first purpose-built factory
- Aston Martin's dealer network has grown by 50% in the last 8 years; expanding from operating in 17 markets to more than 30
- The company's dealership presence continues to grow with plans for 140 dealers worldwide in 40 markets by the end of 2009
- Aston Martin was founded in 1914 by Robert Bamford and Lionel Martin who, taking inspiration from their performances in the Aston Clinton hillclimb, decided to start making their own high-performance cars