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Aston martin vanquish 2025

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The Aston Martin Vanquish is a car that really needs no introduction. Cut the cliche though, as it's technically more of a re-introduction. That's because the legendary nameplate is making its return to the Aston Martin line-up for the 2025 model year, which comes at the conclusion of a 5-year hiatus. Notwithstanding models of a more hyper-
persuasion, the new 2025 Vanquish reclaims its spot atop Aston Martin's production car hierarchy, particularly as it pertains to its storied and culturally significant roster of front-engined British luxury grand tourers. Fit to play a leading role in the next Bond film, this latest rendition of the Vanquish combines modern supercar wisdom with traditional
UK verve and fashion sense. Blank-ish Canvas Given its half-decade absence, there was always going to be much less of an obligation or opportunity for Aston Martin to copy-and-paste aspects of the new third-gen Vanquish from its predecessor, and subsequently leave up for debate how much or little has changed over a year. On the customer side of
this equation, well, distance makes the heart grow fonder, doesn't it? In many ways, Aston Martin had a clean slate to do as they pleased during the resurrection process, ensuring that the new Vanquish would boast the latest and greatest when it comes to performance, innovation and design—and that they did. Yet, there was also a duty of
responsibility to see that the new Vanquish would remain quintessential to its roots. In my opinion, they nailed that too, in what is not an easy balancing act at the best of times. Performance & Handling V12 Epitomized At the zenith of all the is good about the new 2025 Aston Martin Vanquish, is its remarkable 5.2L twin-turbocharged V12 engin
which produces a whopping 823 hp and 738 lb-ft of torque. The power unit redlines at 7,000 rpm and generates peak torque at just 2,500 rpm. Aston Martin has claimed a resulting 0-62 mph time of 3.3 seconds, on the way to a top speed of 214 mph. Highly impressive, if not perhaps a bit overkill, for a grand tourer—but I digress. Compared to the
previously most powerful second-gen Aston Martin Vanquish S, that's quite a massive jump from its 580 hp, to say the least. I suppose a proper 5-year sabbatical will do that, given the rate at which performance technology moves forward these days. Purists will be pleased to hear that there's no electric augmentation playing a factor here, given that
the impressive specs might suggest something nefarious in concert with the internal combustion unit. Characteristically speaking, there's still no direct fuel injection system either, allowing the new Vanguish to retain its guintessential and unique engine and exhaust note—an optional titanium exhaust system is available for those who desire even
more aural delight. Mated to the V12 is an 8-speed automatic transmission which sends power exclusively to the rear axle. Given its decidedly enormous power output, a sophisticated electronically controlled limited-slip differential is tasked with putting it all down on the pavement in an efficient way. Tire performance is more likely to be the limiting
factor when it comes to off-the-line traction, as there's only so much that street legal tires can accommodate on an 800+ hp missile of a sports car. Advanced Chassis At the center of the new 2025 Aston Martin Vanquish's display of driving dynamism is an adaptive suspension system which provides a number of driving modes suited for every occasion
between city cruiser and weekend track warrior. This is complimented by an intricate traction control system which provides various degrees of intervention based on the driver's preference and selected driving mode. Carbon ceramic brakes come as standard fare on the new Vanquish, and are responsible for tethering the grand tourer's not-so-
dainty 4,210 lbs athletic frame. Similarly, a set of staggered 21-inch wheels—wrapped in Pirelli P Zero tires—is also part of the base package. Initial test drives noted the new Aston Martin Vanquish's balanced handling character and thrilling acceleration, though as mentioned earlier, some right-footed discretion is required in order to manage the
grip levels of the OEM street tires. Design & Interior Exterior The new 2025 Aston Martin Vanguish retains the unmistakable silhouette which has become an essential component of its identity as an ultra-luxury British grand tourer. Elongated and elegant, the Vanguish measures over 16-feet long bumper-to-bumper despite its 2-door-2-seater
configuration—much of which is used up by its twin-turbocharged V12 heart. In appropriate proportions, it's just as wide, measuring at close to 7-feet across. Overall, these dimensions provide the low-slung coupé with an imposing footprint and athletic stance. Aesthetically, the design language consists of a wonderful blend of sleek minimalism and
hints of showmanship. Venting on the front bumper, bonnet and fenders suggest something special lurking within, while adding an aggressive contrast to an otherwise purposefully understated appearance. While its rear haunches certainly boast its performance pedigree, there are no aggressive aero bits—i.e. no large rear wing of any kind—that
would undermine the intended philosophy of the Aston Martin Vanquish nameplate. All that being said, the Vanquish can be configured with a plethora of body color options, resulting in an almost endless quantity of permutations in which the car can be customized. Cabin Inside, the car is as lavish and plush as you would expect from a range-topping
Aston Martin super grand tourer, with finishes such as cashmere available as an option. The power seats—which are 16-way adjustable—are a perfect hybrid of luxury and sportiness, providing the driver and passenger with a snug, but comfortable fit. Standard materials include semi-aniline leather and faux-suede. Like the exterior, the interior offers
a number of options and upgrades to provide customers with more ways to make their Vanquish's body style. There's room in the trunk to fit enough luggage for a
week-long out-of-town trip, or two sets of golf bags with more to spare. Customers can also option a set of custom-fit luggage in the theme of their car's spec, which will also help use up the space more efficiently. At the core of the new Vanquish's infotainment system are two 10.3-inch displays integrated into the front dash. One of the displays serves
as a digital gauge cluster, and the second—a centrally located touchscreen display—provides access to the car's media system, navigation, and more. Other features such as Apple CarPlay and onboard Wi-Fi are also available as standard fare. Pricing & Availability There won't be any issues with the new Aston Martin Vanquish maintaining any
reasonable level of exclusivity, given its price and production numbers. The former, which starts at an MSRP of $434,000 USD, does a pretty good job of that on its own. For the 2025 model year, Aston Martin has told us that they will only be producing 1,000 units, with only about a third of those designated for North American shores. Though not
officially announced just yet, a future Volante (convertible) variant will likely be released within the next year or so, opening up more options and allocations to those in the market for the very peak of British super-grand-touring. Verdict supercars.net: 4.5/5 "Living up to its name, and then some, the new 2025 Aston Martin Vanquish returns with an
absolute banger, rightfully reclaiming its place once more at the pinnacle of the automaker's legendary grand touring roster. At the heart of it all, is a remarkable twin-turbocharged V12 engine which is sure to rival other European/exotic contemporaries in the ultra-luxury segment. Yet, the Vanquish still manages to be greater than the sum of its
parts, boasting balanced driving dynamics and checking off many of the "daily driver" boxes. Alas, it's a car that the overwhelming majority of us will have to admire from afar—and even fewer are likely to ever see one in person, given the low production numbers predicated by its sufficiently eye-watering price. But admire we will, because, what a
car it is." What Other Experts Are Saying Car and Driver: 5/5 "Stunning to look at and wonderful to drive, the Vanquish is everything you'd expect from an Aston Martin grand-touring car and more." Top Gear: 9/10 Looks superb - especially in profile, very fast, surprisingly delicate... a proper Hyper GT. Drive: 8/10 Glamorous looks and a sonorous
V12 are prerequisites for any Aston Martin grand tourer, but the new Vanquish adds a level of sophistication and technology to the mix. Video Gallery Image Gallery For as long as 007 has been back in an Aston Martin (and probably for a little longer), every great Aston Martin has come with at least one significant drawback. The powertrain lacked a
bit of muscle (or quality), the handling wasn't quite up to snuff, the interior was sub-par, and so on. We wanted to love them - we often did - but that adoration almost always came with a caveat. Well, not any longer. Without wishing to spoil any surprise - read the full international verdict here for more of a build-up - the Vanquish is the best Aston
Martin in modern history. Beyond one potentially significant hurdle and perhaps a minor quibble (nothing's perfect and all that), it is an astonishing super-GT. Regardless of their flaws, Astons of the '00s - be they the brand's first century or second - have almost always been beautiful cars. In this new, angrier era, the Vanquish isn't classically pretty
(and arguably there's a bit too much DB12 in the front end) but you'll also struggle to tear your eyeballs from it. This is a stunning supercar, one that passersby coo over en masse and from almost every angle, even in a very sombre spec. The Vulcan-esque rear end is a real highlight, distinctive in a way that lesser Astons aren't. The 90mm wheelbase
extension from a '12 means the Vanquish is a large car, yet with a perfectly judged stance: it swaggers and smoulders, even at a standstill. To these eyes, it's a more successful modernisation of the V12 flagship than Ferrari's take. Just. Nic C had some qualms about the Vanquish interior in Sardinia, and it is true to say that much is familiar from the
Vantage. Which might grate a tad when paying twice as much. The electric seat switches appear to be made of pick and mix, for example. On the other hand, CarPlay fires up almost before all 12 cylinders have, the knurled dash dials feel fab, and your relationship with everything as the driver feels spot on. The bracing behind the pair of seats adds a
welcome dash of theatre. Probably with some more extravagant trim materials and colour choices, the driving environment would feel that bit easier to use than the 12Cilindri, which must count for something given how ruddy fast both are. And if not as stellar as some attributes, that says as
much about the calibre of the rest of the Vanquish. If inevitably a tad more subdued than the rambunctious recent past, the very latest V12 is a glorious accompaniment to the Vanquish experience from idle. We all know the V8 is brilliant, but the AMG unit is familiar these days. The heavily overhauled 5.2 twin-turbo remains exotic, enticing, and rich
at all engine speeds. As is the modern forced induction way, it is perfectly docile when pottering about, eight-speed auto slurring through ratios, and sufficiently mild-mannered to give little clue as to its true potency. Indeed, it's the rest of the Vanquish's demeanour that points to its generally more aggressive character; where the 12Cilindri has
mellowed compared to its slightly unhinged predecessor, the Aston has toughened up and knuckled down to the task of being a V12 missile. The low-speed ride is never wearing or punishing, yet nor is it ever truly cosseting either. There's always a purpose and grit about how the Vanquish goes about things, which immediately dispels any notion of
this being a languid GT. Everything is consistent, at least. Where the 12Cilindri is initially confusing with its hyper-alert steering but demure powertrain, there's no escaping the Aston's heavyweight bruiser vibe. It isn't clumsy or reluctant; instead, there's no escaping the Aston's heavyweight bruiser vibe. It isn't clumsy or reluctant; instead, there's no escaping the Aston's heavyweight bruiser vibe.
this is an Aston firmly focused on the business of going very fast indeed. And that's very welcome: if not always entirely at ease as you would be in a Bentley GT, you're confident with the car quickly. The first time those new turbos, conrods, cams, injectors, and everything else are properly put to work will take your breath away. As will the second,
third, fourth, and fifth, in truth. The Vanquish is unrelentingly, enthrallingly, magnificently rapid in the way that only large-capacity engines can be. As you might expect, it's the great gorge of torque that's most immediately noticeable (once beyond a modicum of lag), yet it's the way that only large-capacity engines can be. As you might expect, it's the great gorge of torque that's most immediately noticeable (once beyond a modicum of lag), yet it's the way that only large-capacity engines can be.
unforgettable. While already gaining speed faster than anything else on the road up to 5.000rpm or so, there's a final flourish to 7.000rpm that feels supersonic. It's unrepentant, wanton acceleration. You'll never get enough, Even if passengers (and law enforcement) might. But the Ferrari is more exciting still. Where the Vanguish is calling time on
suck-squeeze-bang-blow, the 12Cilindri is ready to remind all around why it costs more than £300,000. That final 2,500rpm to nearly 10 in the Ferrari is just extraordinary, such is the fury, sound, and power. The Aston Martin makes a fabulous noise, all V12 gargle and twin-turbo bluster - but the nat-asp Ferrari is utterly operatic. With a dual-clutch
that's superior in all situations. Just. However, that an 835hp, 738lb ft V12 isn't the best bit of the Vanquish demonstrates just what an achievement this car is. It's how it can harness, deploy, and fully embrace those outputs through one driven axle and a pair of 325-section Pirellis that really marks the newcomer out as something very special indeed.
Never does the Aston feel overawed or overwhelmed by its engine; on the contrary, it puts everything at your disposal to get the very most from it on all occasions. Which is just as thrilling an experience as you might imagine. Even in GT mode, the amount of throttle that can be utilised over bumpy surfaces beggars belief. In cahoots with a
trustworthy front end and imperious sense of balance (look how far back the V12 rests), it's hard not to indulge further. It feels like the tarmac will buckle under the strain before the rear P Zeros surrender their purchase. With engine howling and speed apparently boundless, the Vanquish is intoxicating in a way that slower, less serious Astons have
never been. Likewise, there's a huge reserve of technical nous to plunder that's never existed before - at least not prior to this era of Bilstein DTX dampers and a much better-sorted e-diff, that is. When body control needs to be a little stricter. Sport mode ramps things up nicely, with an Individual setting on hand to slacken off the slightly cloving
steering weight. When confident with the interventions of the assists, the Track configuration is really smartly judged to indulge curiosity and massage your ego. Beyond that sits the variable traction control seen in the Vantage and DB12; presumably it works as well in this car as those - you'll forgive us for not exploring this time around. But the core
ability is in no doubt whatsoever. Probably the four-wheel steering, brake-by-wiring Ferrari is even sharper still - there's no denying it's lighter - but so cleverly judged is the Vanquish compromise that you don't feel to be missing out on anything. The same impression will surely materialise in the 12Cilinidri on British roads because both are fantastic.
But, at last, Ferrari has a proper rival in terms of grip, traction, and damping. What happens on a circuit seems largely immaterial, or at least much less important than with models like the Vantage. As we alluded to on the international launch last year, it's with the speed and space of an A road that a Vanquish shines, romping along with all the
caddish charm we've come to expect of a V12 Aston Martin - but still with that newfound polish and precision. You'll think nothing more of the ride with some speed under the wheels, because it's taut enough to be secure yet also pliant enough to 
preferable to the Ferrari. A back-to-back comparison would surely be enlightening, as well as spectacularly good fun. Nevertheless, having now driven both, it seems fair to suggest that the 12Cilindri highs are more exhibitance while the Vanquish makes every mile a romp. And that caveat? Almost £350k before options for a series
production Aston Martin may seem a little steep, though the Vanquish isn't really like any series-production V12 before it. A DBS was £225k in 2018, which is already knocking on for £290,000 now, and this is a patently superior product. If supply and demand can be adequately managed to protect residuals - and Q division avoided for fear of a truly
Which sounds worth paying for. Engine: 5,204cc, twin-turbo, V12Transmission: 8-speed automatic, rear-wheel drivePower (hp): 835@6,500rpmTorque (lb ft): 738@2,500-5,000rpmTorque (lb ft): 738@2,500-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-5,000-
history, Aston Martin is proud to announce the return of its most legendary nameplate: Vanquish. A technical masterpiece befitting a true class leader, Vanquish sits at the pinnacle of Aston Martin's fabled front-engined sports car range. Showcasing exceptional in-house engineering ability, a new legend extends this dynastic bloodline in magnificent
style. Highlights include a world-class V12 engine of monumental potency, a bespoke chassis bristling with state-of-the-art dynamics technology, carbon fibre bodywork of unmatched presence and an interior which sets new standards of modern luxury. With production limited to under 1000 examples a year, this icon will continue to reign in ultra-
luxury exclusivity. Powered by a new 5.2-litre Twin-Turbo V12 producing an astonishing 835PS and 1000Nm of torque, Vanquish achieves a new benchmark for supercar performance with immense in-gear acceleration and a top speed of 214mph - the highest top speed of an Aston Martin series production car to date. Only by refining every stage of
the internal combustion process has this unprecedented performance and efficiency been achieved, while ensuring this magnificent V12 meets the latest emissions legislation across global markets. With its chassis meticulously honed to deliver unprecedented dynamic bandwidth, Vanquish features harness the processing power of the most
Aston Martin Executive Chairman, Lawrence Stroll, said: "With the introduction of Vanquish we have crowned Aston Martin's next-generation sports car portfolio. A true halo model in every respect, Vanquish makes an emphatic statement. One that further delivers on our mission to create the most potent, most beautiful and most exciting cars in the
ultra-luxury sports car market. As such Vanquish is the truest of Aston Martins. Immaculately designed and impeccably engineered it sets extraordinary new standards of performance, style and luxury for a new generation of connoisseurs. With great appreciation of customer desires, Aston Martin has committed to continuing its 25-year dynasty of
Vanquish sits at the summit of a relentless evolution, one which has seen the power and torque outputs of Aston Martin's V12 flagship model almost double since the introduction of the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strengthened cylinder heads from the first Project Vantage concept back in 1998. Hardware highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlights of the new V12 engine include a strength highlight highlights of the new V12 engine include a strength highlight highl
incorporating reprofiled camshafts, plus new intake and exhaust ports. Repositioned spark plugs and new higher flowrate fuel injectors deliver optimised combustion for class leading performance and throttle response. Exploring some of
those highlights in more detail, to help take the new V12 engine to increased levels of performance new reduced inertia turbochargers with a higher maximum speed (+15%), have been fitted to harness the increased energy in the exhaust and to provide increased airflow to the engine. New fuel injectors with 10% higher flowrate enable the engine to
reach its peak power while also ensuring it meets its emissions targets. To make this latest generation Twin-Turbo V12 the most responsive-ever offered, as well as the most powerful, Vanquish gains a new Boost Reserve function. This new technology allows for even more reactive power delivery, particularly beneficial for overtaking manoeuvres as
well as dynamic driving. Boost Reserve increases turbo boost pressure above what would normally be required for any given part throttle demands, imperceptibly to the driver, by balancing the throttle flap position (to restrict the intake flow), and the intelligent
Valvoline, who have supplied the latest high performance engine oil for Vanquish. Flowing through a larger engine oil cooler with 50% more heat rejection capability, the fully synthetic engine oil pressure in all situations. For the first time on an Aston Martin
front-engined V12 sports cars, the renowned ZF 8-speed automatic gearbox is paired with an electronic rear limited slip differential (e-diff). This e-diff is integrated into the electronic stability programme (ESP), providing a direct link to the car's dynamic behaviour and allowing wheel slip to be managed across the rear axle to optimise traction in all
conditions. Unlike a conventional mechanical limited slip differential, this e-diff can transition from fully open to 100% locked in 135 milliseconds. Combined with the latest ESP technology, this significantly improves dynamic capability, providing greater agility in low and medium speed cornering, whilst offering greater control in oversteer and high
speed lane change conditions. As such it is integral to the dynamic character of Vanquish, 'shortening' the car in tighter corners by giving it more rotational response to steering inputs, while also providing assured stability and composure through fast sweeping curves. With a Final Drive Ratio (FDR) of 2.93:1, Vanquish is optimised for top speed,
hitting 214 mph or 345 km/h. A new transmission calibration enhances shift speeds and driver interaction, further emphasising the engagement and performance feel of the new model. Aston Martin flagship should be powered by anything other than a state-of
the-art V12. To this end our engineering team completely reworked our existing 5.2-litre Twin-Turbo engine from block casting to cylinder heads. With ambitious targets for gains in power and torque, plus equally tough goals for improvements in driveability, efficiency and global emissions compliance, the result is a modern masterpiece. One which
delivers performance characteristics unmatched by any other car in its category. As such Vanquish makes an emphatic statement, with its abundant power and prestige surpassed only by the passion and skill poured into its creation. Body structureSuch a formidable powerplant demands an equally peerless chassis. One which sets new standards for
structural rigidity and provide the ultimate platform for a state-of-the-art suspension system capable of delivering impeccably tuned dynamics. Like its acclaimed stablemates, DB12 and Vantage, Vanquish is built around a bonded aluminium body structure with double wishbone front suspension and multi-link rear suspension. Enhanced to delivering impeccably tuned dynamics.
more focused and engaging dynamics, additional underbody stiffening components provide a 75% increase in lateral stiffness over Aston Martin's previous flagship, the DBS 770 Ultimate. Some 80mm longer in wheelbase (the increase made between the A-pillar and front axle) the chassis has received a stiffer engine cross brace to provide greater
torsional rigidity and lateral stiffness between the front suspension towers. This translates into improved mounting stiffness for the Bilstein DTX dampers; new to Vanquish and with a bespoke calibration, enabling more efficient damping performance and enhanced refinement. A new front undertray and front crossmember bring additional gains in
strengthening between the rear suspension towers improves mounting stiffness of the new Bilstein DTX dampers for greater stability and an enhanced feeling of connection between body, suspension and rear axle. Completing the suite of structural improvements, a thicker rear undertray improves horizontal stiffness of the rear subframe horizontal
stiffness, increasing rear axle stability and optimising vehicle dynamic balance. Chassis dynamicsWhen developing Vanquish the brief was to create a flagship with crushing capability; a car that felt effortlessly relaxing and secure on long drives, with the ability to deliver its best on all road types in GT mode. Only when the driver wished to further
elevate and intensify the performance and character would they feel the need to move into the more aggressive Sports and Sport+ damper modes. Consequently, Aston Martin Vanquish's balance of ride and handling has been subjected to exceptional scrutiny to deliver this blend of supple poise and ultimate performance. Increases in body stiffness
have been exploited to achieve greater feedback and dynamism, while gains on lateral stiffness have delivered a better load transfer across the front axle, helping to improve responsiveness in the front-end. The latest Bilstein DTX damper technology - first seen on the DB12 - has been introduced to this V12 flagship model, allowing a significant
divergence between the drive modes. This broader range of damper force allows the damper a greater range of refinement and control across the drive mode settings. Ultra-fast damper response times ensure that GT mode retains a compliant ride quality while delivering improved levels of agility and response. Defining a new dynamic character, the
Sport and Sport+ modes provide progressively more response and tighter body control. To enhance dynamic behaviour and response, chassis roll stiffness has been increased with larger diameter anti-roll bars (ARB). With body stiffness has been optimised to maintain a
balance of refinement and control. This minimises unwanted road surface feedback while maintaining optimum suspension control and steering feel. As the primary link between driver and car, the Vanquish steering system focuses on precision, response and feedback. The fitment of a non-isolated steering column gives an enhanced dynamic feel by
providing an uncorrupted connection between driver, steering wheel and body structure. The Electric Power Assisted Steering system (EPAS) has been recalibrated, focusing on delivering refined on-centre steering feel which is relaxed yet confidence inspiring. By offering optimum steering precision and detailed surface feedback Vanquish expresses
its sporting credentials clearly but without dominating the driving experience. With variable, speed sensitive assistance and 2.27 turns lock-to-lock for easy manoeuvring, the steering is part of the driving experience. With variable, speed sensitive assistance and 2.27 turns lock-to-lock for easy manoeuvring, the steering is part of the driving experience. With variable, speed sensitive assistance and 2.27 turns lock-to-lock for easy manoeuvring, the steering is part of the driving experience. With variable, speed sensitive assistance and 2.27 turns lock-to-lock for easy manoeuvring, the steering is part of the driving experience. With variable, speed sensitive assistance and 2.27 turns lock-to-lock for easy manoeuvring, the steering is part of the driving experience.
driving conditions with a tighter, weightier and more dynamic feel in the more aggressive modes. Affording near-limitless configurability and fully integrated within the Vanquish's global dynamic control systems, the e-diff enables each drive mode to deliver a distinct character. It is one of the keys to Vanquish's exceptional dynamic bandwidth and
creating a car that can instantly mould itself to the driver's mood or prevailing conditions. The benefits of the e-diff compared with a traditional mechanical limited-slip differential are transformative. In pure performance terms it significantly enhances both low speed agility and high-speed stability by maintaining a neutral balance, also working to
improve handling balance on corner exit while maximising traction. It is also more effective when managing variable grip surfaces, for example a road with patches of wet or snow/ice. Most significant is the ability to fully integrate the e-diff with the new state-of-the-art Electronic Stability Control system. First launched on DB12 and Vantage, and now
featuring the latest control functionality, this new ESP system is designed to offer the driver enhanced dynamic support and maximum safety, with tuning and application unique to the Vanquish. Seamlessly integrated with progressive dynamic control, the system avoids abrupt interventions, predicting optimum grip levels through cutting edge
algorithms, while also reacting to momentary vehicle instabilities. This predictive technology uses a suite of intelligent controllers and software models that continually assess the inputs from a six-dimensional accelerometer, wheel speed sensors, steering angle and pedal angle sensors. This enables the system to build a digital live scenario in the
master control unit and utilise all active systems to their full potential. The use of intelligent model-based controllers enables the system to predict vehicle behaviour and make smaller adjustments, unperceived by the driver, for a natural performance feel while providing a precise estimation to improve individual module performance. The system
offers four pre-defined ESP modes (On, Track, Off, Wet), selectable via the ESP button on the centre console. Wet mode is linked to the drive mode, which enhances stability on low grip surfaces. As the marques flagship sports car, Vanquish features a Carbon Ceramic Brake system a standard. Comprising 410mm discs on the front axle and 360mm on the centre console.
the rear, the CCB system offers increased braking performance, reduced brake fade at temperatures up to 800°C and a significant reduction in unsprung weight (-27kg compared to cast iron brakes), which are fed air from an intake
in the front bumper and send this mass airflow directly to the brakes without interruption. The new model-based ABS system employs four new control (IVC), Integrated Vehicle Control (IVC) and Integrated Vehicle Dynamics Estimation (IVE). Together they form a single
integrated vehicle dynamics control system to provide significantly improved stopping distances vs. traditional systems, introducing a new dimension of dynamic performance and control. For example, Integrated Brake Slip Control helps improve stopping distances by maximising available friction at each corner. Combined with slip learning
throughout brake control situations and benefitting from integration with the e-diff to keep the car balanced, the system allows controlled braking deeper into a corner for an unmatched feeling of power, poise and control. Using the latest technology from our engineering partners, and the technical expertise of our in-house dynamics experts,
Vanquish is the first of the Next Generation Sports Cars to benefit from Corner Braking 2.0. By forging a stronger link between the Integrated Brake Slip Control and the Integrated Vehicle Control modules, the Corner braking 2.0 system is a predictive optimiser, allowing the car to maintain stability while trail braking into a corner. This enables
Vanquish to hold a tighter line into a corner, utilising more of the rear-end braking potential without sacrificing stability. With higher rear braking potential being used, the driver can brake later, with slip torque vectoring increasing the feel of a smooth and linear driving experience, with better pedal feel and improved slide recovery if required. While
Vanquish was not built for the racetrack, features like this demonstrate the dynamic capability found across our whole range. It is this depth of capability and precise tuning that elevates the Vanquish driving experience, especially for those who wish to fully explore the limits of its performance. Putting maximum rubber on the road, Vanquish features
21" forged alloy wheels and bespoke Pirelli P ZERO™ tyres as standard. Working closely with its strategic wheel suppliers, Aston Martin engineers have optimised the structure of these lightweight wheels to minimise weight, maximise durability and dynamic performance without compromising the design character. Using cutting edge simulation to
ensure all excess weight has been removed, these wheels are lighter than previous 21" wheels. To balance Vanquish's unique blend of supercar performance and ultra-luxury driving experience, Aston Martin have worked closely with Pirelli to develop a bespoke summer and winter tyre compound for the marque. For the summer tyres, Pirelli
incorporate the tread design of the P ZERO<sup>M</sup> (PZ4) into a customised construction. This new P ZERO<sup>M</sup> meets Aston Martin's demanding performance targets thanks to advanced technological features and state-of-the-art materials. For cold climates the P ZERO<sup>M</sup> Winter 2 offers outstanding safety with excellent braking performance on snow and an
'A-class' rating for wet conditions on the EU label. To meet Aston Martin's driving comfort requirements for both summer and winter equipment, the Vanquish P ZERO™ (PZ4) is equipped with the Pirelli Noise Cancelling System (PNCS), a technology that can reduce noise inside the car by half thanks to a sound-absorbing device on the inside of the
tyre. Aston Martin's Director of Vehicle Performance, Simon Newton, said: "Vanquish brings another dimension to the revitalised Aston Martin range. The new V12 engine is a larger-than-life character, with immense torque from just above idle combined with a truly ferocious top-end. It really is an extraordinary engine. This sense of boundless
dynamic precision, epic performance and luxurious refinement is uniquely special, with a bandwidth that sets a new standard for the marques halo model and is worthy of the Vanquish name". Design - ExteriorWith an all-new surface language, Aston Martin Vanquish expresses contemporary elegance through its toned physique, broad stance and fluic
curves. The key to achieving such compelling presence is an increased wheelbase; the distance between the A Pillar and the front-engined proportions Vanquish expresses a fabulous sense of speed and power, its teardrop form capturing
the immense flow of propulsion from front to rear. It also draws from Aston Martin's deep connection with motorsport, the design team taking inspiration from iconic Aston Martins of the past and present. In particular, the intricate functional detailing found on today's Formula One cars, and the clean, flowing shapes of the fiendishly fast 'Project
Cars' developed from series production models to race at Le Mans during the 1960s. This motorsport DNA can be seen in some of the Vanquish's defining features; the sculpted bonnet, with F1® inspired thermos louvres to help cool the V12 engine, and the distinctive Kamm Tail which serves to reduce speed-sapping drag and was such a distinctive
feature of the Project Cars. The seamless incorporation of these and other details demonstrates an instinctive mastery of design form and technical function. Marek Reichman, Aston Martin's Executive Vice President and Chief Creative Officer said: "Vanquish is an iconic halo model for our sports car portfolio and we're always designing for beyond the
expected, rational, and thoughtful. We captured the immensity of its performance and the imperiousness of its intended purpose while tempering the drama of Vanquish with a rare and unmistakable sense of elegance. Our team demonstrated bravery and curiosity in their quest to deliver unexpected design ideas throughout. The teardrop exterior
features an all-new surface language and amplified front-engine proportions, and the interior environment combines the focus of a true driver's car with elevated luxury and state-of-the-art technology. There is great passion in creating pure excitement, and this new Vanquish is a culmination of fearless creativity and human ingenuity. We have
combined next level, ultra-luxury performance with British-cool sports car styling to deliver a crowning Aston Martin V12 flagship for the ages."Vanquish receives an all-new front bumper, fender and grille design, delivering a more assertive design character and greater road presence. The traditional vaned grille is standardised and the aperture
enlarged, offering a 13% increase in surface area over DBS 770 Ultimate to aid cooling for the 835PS engine. New outer bumper vents channelling cool air into the front wheel arches to assist with brake cooling. Matrix LED headlights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with integrated Daytime Running Lights introduce the brand's new light signature with light signatur
(DRLs). Intricate details have been applied to the lights, including the Aston Martin wordmark etched on the headlamp internals. One of the most dramatic elements of the overall design is the Panoramic glass roof. A first for an Aston Martin V12, Vanquish is fitted with this spectacular feature as standard. Tinted to allow 6% light transmission and
standard the side strake is finished in bright chrome standing out from the gloss black side infill panel, but this can be customised as part of the optional exterior upper packs. Like Aston Martins of the past, Vanquish is adorned with a red 'V12' motif; a subtle detail with evocative historic significance. Another instantly recognisable Aston Martin
feature are the flush-fit door handles, which now electronically deploy towards the hand with a simple press or when the vehicle is opened via the remote key. Frameless door mirrors introduce a smaller, sleeker design to improve the aerodynamic profile of Vanquish while also maximising the surface area of the reflective surface for optimal rearward
visibility. The drama of Vanquish's design reaches its crescendo at the rear thanks to its broad, powerful haunches and ruthlessly abrupt Kamm Tail with integrated decklid spoiler to provide aerodynamic balance front to rear. A pure styling element of the rear-end is the 'Shield', which has been designed to appear as though it is floating at the rear of
the car. This statement panel proudly displays the Aston Martin wordmark and can be customised in various finishes of carbon fibre or body colour. Framing the shield are all-new LED Light Blades. First seen on Valkyrie, this intricate lighting layout - comprised of seven individual blades - is both modern and simplistic in its design but ensures the
Vanquish is as instantly recognisable in the dark as it is in the daylight. Completing the rear-end treatment is the full-width diffuser, which manages low-pressure airflow beneath the car for improved high-speed stability. Vanquish receives a newly developed stainless steel exhaust system with unique muffler geometry and stunning quad tailpipe
layout. These result in an enhanced range of frequencies and resonant behaviour that continues the Vanguish bloodline's tradition of emitting a fabulous V12 howl. For those wanting the ultimate aural experience, Vanguish is also available with an optional Titanium exhaust system. This utilises a smaller muffler to give a clearer, louder and even more
engaging V12 sound character whilst also achieving a 10.5kg weight reduction. Design - Interior Craftmanship and precision is a core theme running through the Vanquish interior. Designed purposefully as a 2 seat flagship, Aston Martin Vanquish's interior is focused on delivering enjoyment to the driver and sharing the visceral experience with just
one other. Building upon the new interior architecture that has taken such a leap forward in all Aston Martin's next generation sports cars, Vanquish has received a bespoke interior architecture that has taken such a leap forward in all Aston Martin's next generation sports cars, Vanquish has received a bespoke interior architecture that has taken such a leap forward in all Aston Martin's next generation sports cars, Vanquish has received a bespoke interior architecture that has taken such a leap forward in all Aston Martin's next generation sports cars, Vanquish has received a bespoke interior architecture that has taken such a leap forward in all Aston Martin's next generation sports cars, Vanquish has received a bespoke interior also utilises a blend of materials to
retain the feeling of luxury and are intuitive to use while driving. To this end, all key driver controls are centrally mounted, keeping the frequently used functions within easy reach reinforcing the clarity and simplicity of a driver-focused interior. Meanwhile the fully digital 10.25" TFT driver display has been designed to deliver information with
maximum clarity and offers custom display configurations. Similarly, the 10.25" Pure Black touchscreen system with full online connectivity, integrated with the repositioned centre console, features technology with full online connectivity, integrated with the repositioned centre console, features technology with full online connectivity, integrated with the repositioned centre console, features technology with full capacitive single and multi-finger gesture control. The screen provides user control for all infotainment, climate and general vehicle
settings; well balanced with the tactility of solid metal rotary dials, rollers and exposed fixings which are cold to the touch, demonstrating the craftsmanship and pride that has gone in to building our flagship. These physical switches and buttons are retained for the key mechanical operations of gear selection, drive selection, heating and ventilation
There are also override switches for Chassis, ESP and Exhaust, Lane Assist and Park Distance Control, ensuring the most used controls can be operated intuitively and without the need to take your eyes off the road. The illuminated glass engine start/stop button sits centrally within the centre console providing an engaging start procedure that has
become iconic to Aston Martin. Surrounding the illuminated button is a tactile, machined metal rotary dial to select the desired drive mode. The automatic gearbox is controlled using a new central lever to select Drive, Neutral and Reverse. A separate Manual button allows an override of the automatic function for a more involving driving experience
through the steering wheel-mounted paddles. Engine sound character is something for which the Vanquish name is synonymous. By changing the drive mode or using the dedicated exhaust button, the exhaust button, the exhaust button, the exhaust button, the exhaust character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed, refined V12 tone in GT mode to an increasingly full-blooded, bold and assertive sound character can be changed from a relaxed from the character can be changed from the character can be charac
when Sport and Sport+ modes are selected. A separate exhaust button allows the driver to control this sound quality independently of the selected dynamic mode. Vanquish is the fourth model to feature Aston Martin's next-generation infotainment, an entirely bespoke system and developed in-house from scratch, following its first introduction on
DB12, Vantage and DBX707. Supplemented by a new Aston Martin mobile phone app which supports Apple iOS and Android devices, it allows interaction, control and feedback to and from the customer's Vanquish via their personal device. The navigation system 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. 3D mapping gives intuitive, clear instruction with lane guidance and real time traffic overlays. Connected dynamic routing ensures unnecessary delays. Satellite view dynamically downloaded to visualise the surrounding
area as you drive. Wireless Apple CarPlay will also be supported by Vanquish for drivers who prefer to use navigation apps via their mobile device. The infotainment system is built around online connectivity and an all-new companion Aston Martin app; functionality that enables Vanquish owners to communicate, interact and engage with their
car.Online connectivity will assist the ownership experience through increased ease of use, peace of mind and opportunity to update and upgrade vehicle features from the comfort and safety of their mobile phone. An ever-expanding system, Aston Martin Connected Car will continue to evolve as products and services become available. This all-new
connected car ecosystem utilises three key elements - the vehicle, the Aston Martin mobile app and Aston Martin mobile app is hosted by an onboard
personal device and associated data contract. Personal data is protected by the latest industry standards of cyber security and cloud protection. When purchasing their new Vanquish, owners are invited to enroll in the new Aston Martin mobile app and create their own unique AML ID. Available on Apple iOS and Android, the app offers a range of
connected car subscription packages that are free for the first 3-years and designed to maximise the Aston Martin ownership experience. 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 and they can also manage their account details and share in the community of Aston Martin owners through integrated media feeds. As you would expect, driver and passenger comfort is paramount in a car designed to effortlessly cross continents. Equipped with the Sports Plus Seat as standard and available with the carbon fibre
Performance Seat as an option, Vanquish features a low seating position creating a sporting feel and the perfect position for dynamic driving. The low centre console and scalloped door panels optimise space around the upper body ensuring the driver's arms are not hindered during dynamic driving or manoeuvring. The rear of Vanquish has been
carefully designed to ensure every part of the interior is lavished with the same level of detail and indulgent finish. The sculpted rear cross brace is a bold statement separating the purpose made areas for exquisite saddle leather luggage sets, which are available as an accessory. Precision craftsmanship remains at the core of all Aston Martins, with
exquisite detailing and unique character embodied by the new quilting patterns introduced with Vanguish. The new quilting from the rear parcel shelf is mirrored on the headlining. Like all Aston Martin models, Vanguish customers can
explore endless bespoke and customisation possibilities via the Q by Aston Martin personalisation service. Enlisting the skills of Q's designers and crafts people, customers take an unforgettable personal commissioning journey that can encompass everything from a single small distinguishing detail to full-scale engineering and production of entirely
bespoke components to create a true one-off. For our halo model, it is only fitting that Vanquish is equipped with the very best audio system from our audio partners Bowers & Wilkins, as standard. Seamlessly integrated and expertly tuned for the Vanquish, the 15-speaker, double amplified surround sound system delivers the most enthralling sound
experience. Available in limited numbers, the sensational new Vanguish is available to order now with first deliveries arriving O4 2024. All will be Vanguish has just doubled your brilliant options. Its closest rival, the Ferrari
12Clindri, has a slightly more sophisticated chassis and a better gearbox, but the more muscular Vanquish suits the character of an Aston Martin perfectly. It still blends huge pace, sharp handling and glorious luxury, yet with a slight raw edge that adds an extra dose of excitement. Throw in one of Aston's best ever engines, and one thing is clear:
V12 fans have rarely had it so good. Advertisement - Article continues belowBowers & Wilkins supplies the sound system for the hest in-car audio around; we love the detail and power its systems offer in high-end BMWs and Polestars. We'd love to tell you how good it is in the
Vanguish, but we have to sheepishly admit that we got a little distracted. The thing is, the second that you settle into the gorgeous surroundings of the Aston's cabin and prod the big, round starter button on the centre console, the noise from the glorious V12 under the bonnet makes you lose any urge to switch on the radio. Skip advertAdvertisement
- Article continues belowView VanquishView VanquishMore on that engine later. Following a six-year hiatus, the Vanquish has returned for its third generation to take its place as the flagship of the marque's GT-car range. With that position comes a flagship-like price: the Vanquish costs £339,545 - even before you get into the seemingly limitless
personalisation options. That figure means the Vanquish has the Ferrari 12Cilindri very clearly set in its sights. But despite the fact that both are two-seat front-engined V12 coupes, if past form is anything to go by, that's where a lot of the similarities will end. Advertisement - Article continues belowAll the best Aston Martins tend to be classy yet
brutish. The old Virage-based Vantage and the original Vanguish were handsome thugs, while even the second-generation GT, though more graceful, had an underlying menace to its design. The latest model is no less spectacular when it comes to on-road presence. It's more butch and upright than the 12Cilindri, but there are fewer fussy details -
especially around the back. Its gaping front grille, bulging rear haunches and contrasting rear panel enclosed by Valkyrie-inspired LED light blades all add drama, yet the overall shape is sleek and sumptuous. Looking at some of the specs, you'd be convinced that the Vanquish is every bit as advanced as that Adrian Newey-designed hypercar, too.
The body is crafted from carbon fibre, clothing an aluminium structure that is 75 per cent stiffer than the DBS 770 Ultimate. Despite the motorsport-grade material choices, the Vanguish still weighs 214kg more than the Ferrari, with a dry weight of 1,774kg. Skip advertAdvertisement - Article continues belowThat mass is controlled by double
wishbone front and multi-link rear suspension. Tougher mounting points provide a more secure base from the Bilstein DTX adaptive dampers to work from, while beefed up anti-roll bars, forged 21-inch allow wheels and guick steering - just 2.27 turns lock-to-lock - all add to the supercar specs. Advertisement - Article continues belowCompared to the
DBS, the wheelbase has grown 80mm - but you won't find that benefit inside the cabin. While strictly for two (despite the 4.7-metre length) it's one of the finest interiors Aston Martin has created in recent years; the overall layout is similar to the Vantage, but with slightly more intricate detailing on the dash and doors. The quality of the materials and
the smell of the leather feels as sumptuous as you'd hope for from a luxury car. Aston's determination to stick with physical buttons is to be applauded, with one irritating omission. The heated seat controls are touch sensitive, and they're located precisely where we would rest our hand to operate the touchscreen, so we found ourselves frequently
driving around with an unsolicited bum warming. Instead of rear seats, there's additional space for bespoke luggage behind the driver and passenger. That's necessary, because the small opening to the tiny boot would otherwise make the Vanquish much less practical than the impressively roomy 12Clindri. To find the reason for that growth in the
wheelbase, you need to open the bonnet. Beneath the heavy triangular bracing sits a 5.2-litre twin-turbocharged V12 engine. While gawping at the beautiful carbon fibre cam covers, it's possible to see all 12 cylinders sitting almost entirely behind the front axle line, granting the Vanquish a front mid-engined layout. Advertisement - Article continues
belowSkip advertAdvertisement - Article continues belowThe stats for the latest iteration of the V12 are fairly mind-blowing. Power stands at 824bhp, while torque hits the 1,000Nm mark. That's up on the 759bhp and 900Nm of the DBS 770 - numbers achieved through a beefed-up engine block, new camshafts, more freely spinning turbos, plus
improvements to the fuel injectors and intake and exhaust ports. Returning to that large, enticing starter button, and pressing it down causes the starter motor to whirr into action before the motor erupts into a dramatic rumble. It doesn't take long to remind us why V12 engines are so intoxicating, and that this latest iteration of Aston's 5.2-litre unit
is one of the finest of the breed. Even on gentle throttle loads and accelerating softly to 3,000rpm, the Vanquish produces a rich, complex roar that sounds utterly wonderful. While turbocharged engines generally take the edge off both induction and exhaust tones, there's no such evidence of it here. And that's in its base GT mode; select Sport or
Sport+ on the rotary dial that surrounds the starter button and it's possible to hear even more of that V12 goodness. But to hear it at its best, you need to build up to it, too; learning to trust that there's enough traction in
first and second gear (there is just about enough in the dry), understanding how the car squats back on its rear as the torque is deployed onto the engine is staggering, and accompanied by the bellow of the V12 as it reaches 7,000rpm, you're
presented with an onslaught of drama to all of your senses. Advertisement - Article continues belowIt's a punch that can be felt in any gear, and any revs, too. Once the peak torque arrives around 2,500rpm - continuing all the way though to 5,000rpm - the engine delivers a relentless surge. Even
compared to the DBS Superleggera, hardly a slouch itself, the Vanquish is on another level. The throttle isn't quite as crisp as the Ferrari, but real world responses are hard to separate. That the Aston's engine sings more sweetly than the naturally-aspirated Ferrari is perhaps the most impressive thing of all. While the noise is richer here than in its
Italian rival, the driving experience is quite different; if the Ferrari is a front-engined supercar, the Aston is more like a muscle car - albeit a very sophisticated one. On a twisty road, the Vanquish takes on a remarkably neutral balance, turning in sharply as its bespoke Pirelli P Zero tyres bite into the road gamely. The steering is direct, so there's not
much effort required to point the nose in, but once settled, that even keel will remain on the condition that you hold a balanced throttle. Apply some power through the turn, and the Vanquish squats onto its outside rear tyre, twisting the nose closer into the apex. It means that, with a delicate right foot, you can point the Vanquish even more keenly
though the corners. We suspect that the more boosty power delivery might force more caution in the wet compared to the 12Cilindri, whose superb precision makes it incredibly approachable even in the rain. That feeling that you're only ever moments away from a bit of a wrestling match seems completely at home alongside Aston Martin's previous
greats, though; there's excitement, but with just the slightest tinge of intimidation. Advertisement - Article continues below En give a wide spread between the varying drive modes, it'd be nice if the GT mode could be slackened off ever so slightly. While the ride is fairly
smooth for the most part, we'd like to feel the Vanquish breathe with the road a little more on the typically rough and undulating surfaces that cover so much of the UK. The Ferrari has a small edge here. The area where the Vanquish lacks the most sophistication relative to the Ferrari, however, is the gearbox. Alongside the 12Cilindri's eight-speed
unit, which puts a very strong case forward for being the best auto money can buy, the ZF eight-speed transmission doesn't guite hit the spot. From the moment it moves off, the Vanguish isn't as smooth to engage its gears, yet it manages to slur its shifts more lazily. Take over manual control with the wheel-mounted paddles and it struggles to keep
pace with that masterpiece of an engine. You'll need to factor in the delay in its responses when driving hard because in a car so fast, the brief pause between pulling the right paddle and getting the next gear is enough for the V12 to bump into its rev limiter. With a more relaxed attitude, those slower shifts become less of an issue, and the Vanquish
reveals itself to be a stunningly capable long distance cruiser. In eighth gear, the V12 is pulling less than 1,500rpm at 70mph, while double-glazed windows and noise-cancelling insulation inside the Pirelli tyres makes the cabin an incredibly relaxing place to cover huge distances. Model: Aston Martin VanquishPrice: £339,545Engine: 5.2-litre V12 twin-
turbo petrolPower/torque:824bhp/1,000NmTransmission:Eight-speed automatic, rear-wheel drive0-62mph:3.3 secondsTop speed:214mphEconomy:20.7mpgCO2:312g/kmSize (L/W/H):4,850/2,120/1,290mmOn sale:NowDid you know you can sell your car with Auto Express? Get the highest bid from our network of over 5,500 dealers and we'll do the
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