



The Vantage S Coupe and Roadster have sports suspension fitted as standard, but the coupe can have "Comfort" V8 suspension as a NCO.

with a new final drive ratio (4.182:1) to deliver faster acceleration; while a longer seventh aids economy. Aston retained a single clutch system "as it reduces complexity and weight over a dual clutch solution." The Sportshift II is actually 24 kg lighter than its predecessor contributing to the car's overall weight loss, which is 20kg less than the standard Vantage's quoted kerb weight. A.M. predicted the S would hit 0-62 mph (0-100 km/h) in 4.6 seconds, but now quote 4.8, compared to 4.9 for a standard Vantage. Fuel consumption and emissions are better than the manual but slightly worse than the standard Sportshift: with a combined mpg of 21.9 "S" vs 22.4 standard, ltrs per Km - 12.9S vs 12.6 and CO2 emissions: 299 S vs 295 g/km.

Up-rated front brakes allow the S to stop as fast as it goes, with huge 380 mm floating

front discs, clamped by 6-piston calipers, and 330 mm 4-piston rears. Despite their larger size, each disc is approximately 0.4kg lighter, reducing unsprung weight. A new brake module adds Hydraulic Brake Assist (aiding emergency braking) and Hill Start Assist (HSA- aides pull-away on inclines) to the specification. The stability control system has also been fine-tuned and now includes a "Track Mode" which reduces DSC functions for the skilled driver.

The aggressive exterior design mimics the

Vantage V12 (without bonnet louvers!) with a larger front splitter, wide side sills, a large boot lip spoiler (coupe only) and rear diffuser, plus clear rear lenses. As with the V12V, the splitter and diffuser are made from lightweight Carbon-fibre. The additions also improve both engine and brake cooling, while increasing down force. An all new design of 19-inch alloy wheel, called V-Spoke (painted silver with diamond turned finish) completes the exterior changes. They feature wider Bridgestone tyres with a new compound designed to further increase grip levels and feel: fronts are - 8.5J - 245/40 R19,

rears are - 10.0J - 285/35 R19.

The suspension set-up is also re-worked for improved handling and feel: with re-tuned passive damper valves and revised bump stop rates/ lengths, plus a revised rear

spring coil rate for the coupe only. Modifications to the steering column's placement and pump, plus a much more direct ratio of 15:1 (vs 17:1), with just 2.62 turns lock to lock, make the S feel much more agile and involving on a twisty road.

Inside you will find three-track stitch detail on the inside of the doors and on the seats, a folded leather design runs along the stitched tracks. The Improved specification includes: Weave Alloy fascia - Iridium Silver console outer - sports steering wheel - embroidered 'Vantage S' seat

