

ASTON MARTIN VANQUISH

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The first modern Aston Martin, 2001-2007 - Newport Pagnell's last flagship, and a GT bought by its transmission file, never by its odometer

~2,575

Vanquish and Vanquish S built 2001-2007 - roughly 1,489 and 1,086 by Aston's own figures; registry counts run slightly higher

460/520 bhp

The 5.9-litre naturally aspirated V12 - 542/578 Nm, six-speed automated manual, bonded aluminium with a carbon backbone

19 July 2007

The last all-new model built at Newport Pagnell - more than fifty years of production at the historic works ended with this car

€55-230K+

The 2026 market span, driver Vanquish to exceptional S and Ultimate Edition - priced by the transmission file, not the odometer

01 EXECUTIVE SUMMARY

The V12 Vanquish is arguably Aston Martin's most important production car since the DB5, and this paper treats it as what it was: the company's engineering rebirth. It introduced bonded aluminium architecture with carbon-fibre structural elements - a chassis developed with Lotus around a carbon backbone - superformed aluminium body panels, a paddle-shift automated manual transmission and the fully developed 5.9-litre naturally aspirated V12: 460 bhp and 542 Nm in the 2001 original, 520 bhp and 578 Nm in the 2004 Vanquish S, whose revised heads, management, gearing, steering, suspension and aerodynamics made it the first 200 mph Aston Martin. Ian Callum drew the shape with the DB4 GT Zagato in his eye; James Bond drove one in 2002; and on 19 July 2007 the last car ended more than fifty years of production at Newport Pagnell - roughly 1,489 Vanquish and 1,086 Vanquish S, about 2,575 cars in all, the final fifty as the Ultimate Edition.

The ownership thesis is the paper's centre: the engine is robust, the aluminium body is excellent, and the file that decides everything is the transmission's. The Magneti Marelli electro-hydraulic automated manual is reliable when correctly maintained and transformable by modern specialist calibration - and neglected, misdiagnosed or worn, it is the family's five-figure question. The rule this paper builds around: judge the condition of the transmission, not the transmission type - and buy the specialist history before you buy the odometer.

Key Finding

The first modern Aston Martin, not the last old one: bonded aluminium, carbon structure, superformed panels and paddle-shift - the engineering direction every later Aston followed, hand-built at Newport Pagnell. The bridge between traditional British coachbuilding and modern aluminium engineering is the collecting thesis.

The transmission is the file. Clutch life runs from 20,000 to beyond 80,000 km depending almost entirely on technique; hydraulic pumps and actuators age; calibration is critical - and today's specialists transform shift quality with updated software, actuator adjustment and correct clutch setup. A professionally recalibrated car is a different machine from a neglected one.

The market is calmer than the asks: public 2025-2026 Vanquish S results ran roughly US\$53-95K against an ~US\$84K benchmark, with standard cars below - while European asking prices sit materially higher. The paper's bands price from results; the S carries a clear premium, and the 50-car Ultimate Edition sits above the family.

02 THE MODERN ASTON BEGINS

Bonded aluminium, carbon and craftsmanship - the engineering rebirth that shaped the VH era.

The Vanquish's structure was its revolution: extruded and bonded aluminium with a carbon-fibre backbone and A-pillars, developed with Lotus, clothed in superformed aluminium panels and assembled by hand at Newport Pagnell - traditional coachbuilding executing a modern materials thesis. That combination, refined and industrialised, became the VH-platform philosophy underpinning the DB9, Vantage, DBS and Rapide of the following decade: every modern Aston structure descends from this car's argument.

The drivetrain completed the statement - the 48-valve V12 matured beyond its DB7 state, driving through a six-speed electro-hydraulic automated manual with paddles, drive-by-wire throttle and Formula One aspirations. The ownership philosophy follows the engineering: the Vanquish bridges traditional British coachbuilding and modern aluminium engineering, and it rewards the custodial habits of both worlds - the craftsman's patience and the engineer's calendar.

03 TWO CARS, ONE FLAGSHIP

The 2001 original, the fully developed S - and the fifty cars that closed Newport Pagnell.

Vanquish (2001-2004, ~1,489 cars) - 460 bhp, 542 Nm, roughly 4.7 seconds to 100 km/h and 306 km/h: the grand-touring calibration of the platform, long-legged, understated and mechanically involving. Vanquish S (2004-2007, ~1,086 cars) - much more than a power increase: 520 bhp and 578 Nm through revised cylinder heads and recalibrated management, a revised final drive and quicker shifts, sharper steering, firmer suspension and aerodynamic revisions - the fully developed version of the original and the first Aston to pass 200 mph. The Ultimate Edition closed the run: the final fifty cars, Ultimate Black with personalised sill plaques - and on 19 July 2007 the last of them ended over half a century of Newport Pagnell production. Die Another Day's gadget car (2002) supplied the cultural halo; the works' closure supplies the historical one. The governing distinction: the Vanquish is the statement, the S is the development - and both are bought through the same transmission file.

ASTON MARTIN V12 VANQUISH - SPECIFICATION

Vanquish (2001-2004)	5,935 cc NA V12 · 460 bhp, 542 Nm · 0-100 ~4.7 s, ~306 km/h · ~1,489 cars · the grand-touring original
Vanquish S (2004-2007)	520 bhp, 578 Nm · revised heads, management, final drive, steering, suspension, aero · 200+ mph · ~1,086 cars - the fully developed car
Transmission	6-speed Magneti Marelli electro-hydraulic automated manual, paddle-shift, drive-by-wire - no conventional manual or torque-converter option was offered
Structure	Bonded aluminium with carbon-fibre backbone (developed with Lotus) · superformed aluminium panels · ~1,875 kg · hand-built at Newport Pagnell
Production	~2,575 cars total, 2001-2007, per Aston's own figures - registry counts near 2,589 include prototypes and pre-production; final 50 as Ultimate Edition
Provenance notes	Ian Callum design, DB4 GT Zagato in its ancestry · Die Another Day (2002) · the last all-new model of Newport Pagnell, ended 19 July 2007

(Production figures follow Aston Martin's own historical account - the slightly higher registry totals count prototypes and pre-production cars, which is why chassis identity outranks any headline number.)

04 THE TRANSMISSION STORY

The family's defining file - and why the automated manual deserves a fair verdict.

Many buyers dismiss the automated manual on reputation; that is a mistake this chapter exists to correct. The Magneti Marelli electro-hydraulic system is reliable when correctly maintained - and its early reputation was earned largely by neglect and misdiagnosis, because inexperienced technicians read calibration faults as mechanical failures. The realities: clutch wear varies enormously with technique, from 20,000 km under impatient feet to beyond 80,000 with correct use; hydraulic pumps and actuators age on the calendar; calibration is critical to shift quality; and modern specialists transform these cars with updated software, actuator adjustment and proper clutch setup - a professionally recalibrated Vanquish shifts dramatically better than a neglected one. The buyer's inspection list is precise: smooth engagement and reverse selection, cold shifting behaviour, clutch bite point, hydraulic leaks, clutch adaptation records, actuator servicing history and software version. Budget the clutch at €5,000-10,000 by scope, treat a recorded clutch percentage as the honest odometer, and apply the chapter's rule: judge the condition of the transmission, not the transmission type.

05 THE SYSTEMS FILE

A robust V12 surrounded by age items - coils, cooling, bushes, brakes, electrics and packaging.

The engine itself is generally very robust - unlike some Italian contemporaries, the Vanquish's concerns live around it. Coil packs are the common ageing item: rough idle, hesitation, misfires - not catastrophic, simply age, budgeted at €1,000-3,000. Cooling carries the V12's heat through a system now two decades old: radiator, expansion tank, hoses, thermostat, fans, water pump - age matters more than mileage, and originality here is not a virtue. Suspension bushes wear as on the DB7: wishbone bushes front and rear, ball joints, dampers - many cars are transformed by a complete refresh, and steering precision is the tell. Brakes on stored cars need recommissioning: disc corrosion, seized calipers, aged hoses, fluid by date. Electronics are early-2000s and age-related rather than model-specific: inspect everything - seat motors, windows, mirrors, cluster, navigation, HVAC, central locking. Air conditioning recurs as a labour-intensive repair because of packaging: compressor, condenser, leaks, climate-control behaviour. Bodywork is a strength - superformed aluminium panels resist the DB7's corrosion story - but inspect accident repair, corrosion around steel fasteners, bonnet and door alignment and paint thickness, because replacement panels are expensive and hand-fitted.

THE STORAGE LEDGER

The Vanquish tolerates storage better than many exotics - and still keeps the GT rules: battery conditioner, annual fluids, tyres by date and rotation, regular runs to full operating temperature, the clutch exercised, the air conditioning used. Static cars develop more faults than driven ones, and the brake and hydraulic systems record stillness first.

The highest-risk purchase in this family is the low-mileage garage queen: original clutch, old tyres, long storage, no recommissioning evidence - a car whose odometer flatters exactly the systems its stillness has aged.

06 MARKET AND MONEY

Appreciating recognition, a thin public record - and asks well above results.

The Vanquish market is in the early stages of collector repricing, and the public record is honest about where it stands: 2025-2026 Vanquish S transactions ran from roughly US\$53,000 to US\$95,000 against an aggregate benchmark near US\$84,000, with standard cars trading below and European asking prices sitting materially above the public results - the spread is the negotiation. The supports are the strongest in early-2000s Aston collecting: the final Newport Pagnell flagship, the naturally aspirated V12, hand-built construction, the Bond association, limited production, improving specialist support and an analogue character the later VH cars traded away. The risks are the family's files: neglected transmission maintenance, deferred clutches, incomplete history, accident repair and poor storage. As with the DB7, the collector market's arriving standards will divide this family - and the documented, recalibrated, exercised cars will be the ones that cross the divide.

V12 VANQUISH - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

Vanquish - driver quality	€55-85,000 - honest cars with complete files and known clutch state; public US results sit here and below
Vanquish - excellent	€85-120,000 - strong history, sorted transmission with calibration records, originality throughout
Vanquish - exceptional	€120,000+ - low ownership count, outstanding documentation, provenance; priced per car
Vanquish S - good	€80-120,000 - the 2025-26 public record (~US\$53-95K) spans this band's lower half; the file decides the position
Vanquish S - excellent	€120-170,000 - complete specialist history, recalibrated transmission, documented clutch life remaining
Vanquish S - exceptional / Ultimate Edition	€170-230,000+ - the 50-car Ultimate Edition and singular-provenance cars; thin trade, priced per chassis

(Broad frameworks, not transaction values - European asks sit well above the public record, the Ultimate Edition trades rarely, and the transmission file moves cars between bands more than the odometer does.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Annual service	€1,500-3,000 - marque specialist; the calendar, not the odometer
Major service	€3,000-6,000 - scope-dependent; scheduled, not discovered
Clutch	€5,000-10,000 by scope - flywheel, release bearing and hydraulics inspected with it; technique determines the interval
Hydraulic actuator work	€3,000-8,000 - pumps and actuators age on the calendar; calibration follows any intervention
Transmission recalibration	Four figures with a recognised specialist - the highest-value upgrade in the family
Suspension refresh	€4,000-8,000 - bushes, dampers, geometry; transforms the car
Cooling overhaul	€2,000-5,000 - age items throughout; originality is not preservation here
Coil packs	€1,000-3,000 - the routine ageing item
Complete recommissioning	€10,000-30,000 by storage history - the garage queen's true price, paid by whoever ends the stillness

(Planning categories, not quotations - and generally lower than comparable Ferraris of the era. Five-year reserve for a sorted car: light collector use €10,000-20,000 · regular road use €15,000-30,000 · a clutch or actuator event inside the window at the band's top.)

07 THE BUYING PROTOCOL

Three passes: identity, mechanical, continuity - with the transmission file read first.

The Identity Pass. VIN and factory build sheet; original specification and colours; ownership history; matching numbers; accident history investigated, not asked about. The Mechanical Pass. Engine cold and hot with coil behaviour watched; cooling to full temperature; the transmission protocol of Section 04 in full - engagement, reverse, cold shifts, bite point, leaks, adaptation records, software version; suspension over real surfaces; brakes for storage corrosion; every electrical system exercised. The Continuity Pass. Specialist servicing history with invoices reconciled; storage history and recommissioning evidence; software updates documented; the complete file - and then the road test, unhurried, because a sorted Vanquish feels precise, muscular and calm, and every vagueness has a cause.

WALK AWAY - THE NON-NEGOTIABLES

Jerky engagement, failed reverse selection or unexplained transmission warnings · no clutch history on a car whose clutch is its biggest bill · hydraulic leaks at pump or actuators · overheating history unexplained · accident repair without documentation · long static storage sold as preservation, original clutch as a virtue · incomplete service file on a hand-built car · seller resistance to a specialist inspection. On ~2,575 cars there is always another Vanquish - buy the one with the file.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Gentleman's-GT custody with one five-figure file - cheaper than its Italian rivals, and honest about why.

The scenarios model a well-bought Vanquish S at around €130,000 with a complete specialist file, recalibrated transmission and documented clutch life, driven 3,000-6,000 km per year with annual specialist service. The economics sit between the DB7's gentleness and the VH-era cars' complexity: four-figure ordinary years, with the transmission as the one system that writes five-figure lines - predictably, if the file is current, and punitively, if it is not. The standard Vanquish runs the same books at a lower entry; the Ultimate Edition adds collector custody without mechanical difference. Compared with contemporary Ferraris the running costs are generally lower and the specialist network calmer - and the same discipline applies: exercise the car, work the clutch correctly, keep the software current, and let the file grow with every invoice, because on this family the file is the value.

OWNERSHIP SCENARIOS - WELL-BOUGHT VANQUISH S (PLANNING BANDS)

Year 1	€4,000-9,000: specialist entry inspection with transmission assessment and calibration check, annual service, tyres by date, storage discipline established
Years 1-3	€8,000-18,000 cumulative: annual services, one larger service, one age item - coils, cooling attention, minor hydraulics
Years 1-5	€10,000-20,000 light collector use · €15,000-30,000 regular road use · a clutch or actuator event inside the window adds €5,000-10,000

(Assumption-based planning bands excluding storage and insurance premiums; complete recommissioning of a stored car - €10,000-30,000 - sits outside every band and belongs in the purchase price instead.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	A robust V12 with age items around it - the transmission is dependable when maintained and calibrated; neglect, not design, wrote its reputation
Maintenance costs	□□□□	Four-figure years with one five-figure file - generally cheaper than era-equivalent Ferraris, and the clutch interval is set by the driver's own feet
Parts availability	□□□□	Improving specialist support and shared V12 ancestry - body panels expensive and hand-fitted; electronics age-typical rather than scarce
Investment potential	□□□□	Final Newport Pagnell flagship, NA V12, hand-built, Bond provenance and arriving recognition - the documented, recalibrated cars will lead the repricing

MARQUE BUYING SCORE - ASTON MARTIN V12 VANQUISH

Category	Collector example (S / UE)	Driver example (Vanquish)	Stored garage queen
Reliability	7 / 10	7 / 10	5 / 10
Driving experience	9 / 10	8.5 / 10	8.5 / 10
Ownership cost	5.5 / 10	6 / 10	4 / 10
Parts availability	5.5 / 10	5.5 / 10	5.5 / 10
Long-term collectability	9.5 / 10	8 / 10	7 / 10
Investment potential	9 / 10	7.5 / 10	6 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the family's highest-risk purchase - the low-mileage car whose stillness has aged exactly the systems the odometer flatters.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin factory and historical documentation (production 2001-2007, ~1,489 Vanquish and ~1,086 Vanquish S per Aston's figures with registry counts near 2,589 including prototypes; 460 bhp/542 Nm and 520 bhp/578 Nm outputs; the bonded aluminium and carbon structure developed with Lotus; superformed panels; the six-speed Magneti Marelli automated manual; the Ultimate Edition's final 50 cars; the end of Newport Pagnell production on 19 July 2007; Ian Callum's design authorship and the Die Another Day association), specialist literature on the transmission, clutch, coil, cooling, suspension and HVAC files, and public market data mid-2026: Vanquish S benchmark ~US\$84K with 2025-26 results of ~US\$53-95K; standard-car results below; European asking prices materially above the public record and identified as asks. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

The Vanquish is best understood not as the last old Aston Martin, but as the first modern one - the car where bonded aluminium met Newport Pagnell hands, where the V12 grew into a flagship, and where the design language of the DB7 became the engineering language of everything after. Buy the standard car as the statement GT with the gentler entry; buy the S as the fully developed machine and the family's collector centre; treat the Ultimate Edition as provenance on top of the same car. Across all three: the transmission file first, the specialist history second, the storage ledger third, the odometer last - and once bought, drive it, work the clutch correctly and keep the calibration current, because this family's reputation was written by neglect and is being rewritten by custodians.

WHO SHOULD BUY THIS CAR

The collector who wants Newport Pagnell's final flagship - hand-built, naturally aspirated, Bond-blessed - while the market is still arriving at what that means.

The driver who wants an analogue V12 GT with genuine mechanical involvement and running costs below the equivalent Ferrari - and who will learn the automated manual's technique rather than fight it.

Not: the buyer who skips the transmission inspection; the garage-queen hunter reading low mileage as preservation; or anyone unwilling to pay for the recalibration that makes these cars what they always should have been.

BOTTOM LINE

Two cars, ~2,575 examples, 2001-2007: the 460 bhp original and the 520 bhp, 200 mph S - bonded aluminium and carbon under superformed panels, hand-built as Newport Pagnell's farewell, the final 50 as the Ultimate Edition. €55-120K+ for standard cars, €80-230K+ for the S and UE, four-figure years with one five-figure file - the transmission. The first modern Aston Martin: buy the specialist history before the odometer, judge the transmission's condition rather than its type, and let the file do the appreciating.

ONE-SENTENCE VERDICT

The Vanquish is the first modern Aston Martin, not the last old one - buy the transmission file and the specialist history before the odometer, and have the calibration done by hands that know it.

SOURCES

Aston Martin factory and historical documentation: production 2001-2007 with approximately 1,489 Vanquish and 1,086 Vanquish S (~2,575 total) per the company's own figures - registry totals near 2,589 include prototypes and pre-production cars; the 5.9-litre naturally aspirated V12 at 460 bhp/542 Nm and, in the S, 520 bhp/578 Nm with revised cylinder heads, management, final drive, steering, suspension and aerodynamics - the first 200 mph Aston Martin; the six-speed Magneti Marelli electro-hydraulic automated manual with paddle shift and drive-by-wire; the bonded aluminium structure with carbon-fibre backbone developed with Lotus, superformed aluminium panels, ~1,875 kg; the Ultimate Edition (final 50 cars, Ultimate Black, personalised sill plaques); the end of Newport Pagnell production with the last car on 19 July 2007, closing more than fifty years of manufacture at the works; Ian Callum's design and the Die Another Day (2002) association. Specialist literature: the transmission and clutch file (technique-dependent wear from ~20,000 to 80,000+ km; pump, actuator and calibration ageing; the transformative effect of modern recalibration), coil packs, cooling, suspension bushes, brakes-after-storage, early-2000s electronics, HVAC packaging and aluminium-body inspection points. Public market data, mid-2026: Vanquish S aggregate benchmark ~US\$84,000 with 2025-2026 public results of approximately US\$53,000-95,000; standard-car results below; European asking prices materially above public results, identified as asks throughout. Companion documents: Buyer's Checklist No. 119 and Model File 119. Values are indicative frameworks, not valuations; nothing here is investment advice.