

ASTON MARTIN VANTAGE

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The sports car that changed Aston Martin, 2005-2018 - one shape, two engines, and a family divided into five markets by clutch, cylinder count and carbon

~24,700

VH-generation Vantages by registry-derived counts: ~15,400 V8 coupés, ~6,200 V8 roadsters, ~2,550 V12 coupés, ~465 V12 roadsters

385-600 PS

From the 4.3 V8 of 2005 to the GT12's 600 PS V12 - naturally aspirated throughout, manual and Sportshift, one bonded-aluminium platform

101 + 150 + 100

Original V12 Roadster, GT8 and GT12 - the genuinely limited tier, with ~351 manual V12 S and the 14-car V600 beside them

€30-700K+

The 2026 market span, deferred 4.3 to exceptional GT12 - five markets under one silhouette, divided by drivetrain and identity

01 EXECUTIVE SUMMARY

The 2005 V8 Vantage was Aston Martin's answer to the Porsche 911 - smaller and lighter than the DB9, strictly two seats, front-mid-engined with a rear transaxle on the bonded-aluminium VH architecture, and substantially more attainable than anything else the marque built. It became one of the most successful Astons in history: chassis 10,000 was completed during 2008, and registry-derived totals for the whole VH-generation family reach roughly 24,700 cars - about 15,400 V8 coupés, 6,200 V8 roadsters, 2,550 V12 coupés and 465 V12 roadsters. Above the volume sat a genuinely limited tier: the 101-car original V12 Roadster, 150 GT8s, 100 GT12s, approximately 351 seven-speed-manual V12 Vantage S and the 14-car V600 - and beneath all of it ran Aston's modern racing programme, whose GT4, GT3, GTE and Nürburgring campaigns give the GT8 and GT12 genuine context rather than cosmetic-edition status.

The paper's organising insight is Uwe's own market observation made structural: this family no longer follows one value trajectory, and it should not be bought as one car. It divides into four ownership categories - the affordable V8 sports car, the developed road car, the V12 driver's car and the collector-and-track tier - and into five markets. The governing principle is the Concentration Rule: the Vantage concentrated Aston Martin's GT architecture into a smaller car, and every later derivative concentrated the experience further. The buyer's line follows: buy the V8 on condition, the V12 on drivetrain history, and the GT8 or GT12 on factory identity and the track ledger.

Key Finding

The clutch is the family's defining file - manual or Sportshift alike. Manual clutches live from under 30,000 km to beyond 70,000 depending on hands; the Sportshift automated manuals are condition questions, not concept failures - clutch, hydraulics, adaptation and software judged as one complete file, with two recall campaigns verified by VIN.

Ordinary cars are not scarce; several derivatives genuinely are. ~24,700 total production means the volume V8s trade on condition and deferred-maintenance exposure - while the manual V12s, the 101-car Roadster, GT8, GT12 and V600 occupy limited collector categories with their own markets and their own protocols.

The highest-risk purchase is the cheap early Sportshift V8: worn clutch, poor adaptation, timing-cover leak, torque-tube vibration, low-voltage gremlins and no specialist history - a car whose correction can exceed its price. The ordinary V8 is affordable to purchase; it is still an Aston Martin to restore.

02 THE SPORTS CAR THAT CHANGED ASTON MARTIN

DB9 architecture condensed, a 911 rival delivered - and a racing platform born.

The Vantage condensed the DB9's architecture into a car that could meet the 911 on its own ground: VH bonded aluminium shortened and stiffened, the engine set behind the front axle, a six-speed transaxle at the rear, hydraulic steering, dry-sump V8 lubrication permitting a low bonnet line - and proportions that have aged into modern-classic territory. Commercially it transformed the company: the Vantage carried Gaydon's volume through a decade, and its success funded everything this library documents after it.

Dynamically it seeded Aston's modern motorsport identity - GT4 and GT3 customer racing, GTE at Le Mans, the Nürburgring test-and-race programme - which is why the family's collector tier carries racing names honestly: the GT8 wears GTE-derived aerodynamics, and the GT12 began life announced as the GT3 until Porsche's trademark position renamed it. The family thesis for a buyer: one shape, two engines, thirteen years of concentration - and a market that now prices the concentration, not the silhouette.

03 ONE SHAPE, TWO ENGINES

From 4.3 to V600 - the chronology that sets every ownership proposition.

V8 4.3 (2005-2008) - 385 PS, 410 Nm, manual or early Sportshift: the simplest, purest and most affordable Vantage, whose real weakness is deferred maintenance at low purchase prices. V8 4.7 (2008-2012) - 426 PS, 470 Nm, materially better rather than merely stronger: revised suspension, brakes, calibration and interior - the family's natural value sweet spot, especially as a manual. V8 Vantage S (2011-2017) - 436 PS with shortened gearing and Sportshift II as the defining component: excellent when calibrated and driven correctly, miserable when neglected. N400, N420 and N430 are specification sidebars; the AMR closed the V8 line. V12 Vantage (2009-2012) - the DBS's 517 PS V12 in the small body, six-speed manual only, carbon-ceramics, revised cooling: concept to production in roughly twelve months, and arguably the strongest long-term enthusiast case in the family - NA V12, manual, compact, hydraulic steering, no modern equivalent. The 101-car Roadster (2012-13) trades separately. V12 Vantage S (2013-2018) - 573 PS, 620 Nm, ~330 km/h, Sportshift III first and the seven-speed dog-leg manual late: faster and easier than the original, with the ~351 manuals as the collector-led configuration. GT12 (2015-16, 100 cars, 600 PS) and GT8 (2016-17, 150 cars, 446 PS) are the race-inspired apex - and the AMR range plus the 14-car, 600 PS, seven-speed manual V600 closed the platform.

VANTAGE FAMILY - SPECIFICATION

V8 4.3 / 4.7 / S	4,281 cc then 4,735 cc NA V8, dry sump · 385 / 426 / 436 PS · 6-speed manual, Sportshift I/II · steel brakes · the affordable and developed tiers
V12 Vantage / Roadster	5.9 NA V12, 517 PS, 570 Nm · 6-speed manual only · carbon-ceramics, revised cooling · 2009-2013 · Roadster: 101 cars
V12 Vantage S	573 PS, 620 Nm · Sportshift III, then 7-speed dog-leg manual (~351 cars) · adaptive damping · ~330 km/h - the fastest regular Aston of its day bar the One-77
GT8 / GT12	GT8: 150 cars, 446 PS, manual or SSII, GTE aero, carbon body · GT12: 100 cars, 600 PS, SSIII, wider track, magnesium intake, titanium exhaust - announced as GT3, renamed
AMR / V600	2017 AMR closing range, V8 and V12 · V600: 14 cars (7 coupés, 7 roadsters), 600 PS, 7-speed manual, Works/Q commission - the final collector expression
Production	Registry-derived: ~15,400 V8 coupés, ~6,200 V8 roadsters, ~2,550 V12 coupés, ~465 V12 roadsters - ~24,700 total; chassis 10,000 built during 2008

(Totals are registry-derived, not factory-published - Aston issues no per-variant table; the firm numbers are the limited runs: 101, 150, 100, ~351 and 14. The V12 Zagato shares the platform but belongs to the coachbuilt market, and is deliberately a sidebar here.)

04 THE CLUTCH FILE

Manual, Sportshift and the torque tube - the most important chapter in the family.

The manual clutch - five stars. The original single-plate clutch is heavy and wears with use pattern: under 30,000 km in urban, hill-start, novice or V12 hands; beyond 70,000 in sympathetic ones. Check bite point, slip under full load, judder, pedal effort, release-bearing noise, flywheel condition and the invoice history. The specialist twin-plate-and-light-flywheel upgrade (€5,000-8,000) reduces effort and inertia and is a documented positive on a driver's car - while a collector-grade GT8 or rare V12 benefits from the original components retained with the car. Sportshift I, II and III - five stars, and a definition first: these are automated manuals with a conventional clutch, electro-hydraulic actuation and software-managed adaptation - not torque-converter automatics. Their file is clutch wear, adaptation state, hydraulic lines and connectors, actuator and pump condition, reverse engagement speed, low-speed manners and software status - and their technique matters: no creeping, no holding on throttle, clean engagements, intelligent paddle use. Two recall campaigns require VIN verification: hydraulic connector failures causing clutch-fluid loss, and a software update that could mis-adjust the clutch to the point of lost drive. A well-calibrated car is excellent; a badly adapted one feels broken while mechanically sound - so judge the clutch, hydraulics, adaptation and software as one complete file, and never judge Sportshift from one neglected example. The manual gearbox wants cold second-gear engagement, synchros, linkage and transaxle oil checked - and the late dog-leg seven-speed needs a proper test drive: its pattern and ratios are the experience, but poor adjustment imitates awkwardness. The torque tube and differential - four stars: persistent vibration is not 'Aston character' - it is bearings, mounts, alignment or balance, diagnosed rather than absorbed, at €3,000-7,000 for tube work and €4,000-10,000+ where the transaxle is involved.

05 THE SYSTEMS FILE

Shared engine files, chassis wear, ceramics and volts - the family checklist beneath the badges.

Engines: timing-cover and gasket seepage is prominent on both engines - front face, lower covers, belts, undertray; reseal €3,000-6,000 by access; mist negotiable, active leaks priced. Coils and plugs age with heat - V8 refresh €1,500-3,000, V12 €3,000-6,000 because of access - and ignored misfires take catalysts with them: misfire counts and catalyst-efficiency codes belong in every PPI. The V8's dry sump demands the correct level-checking procedure - wrong procedure writes false readings, overfilling and smoke into the diagnosis; specialist service history matters more than stamps. Cooling is age-priced on both engines and critical on the V12's thermal packaging: full-temperature testing, never showroom idle. Chassis: bushes, ball joints and dampers govern how the car feels - tired equals heavy and imprecise, refreshed equals remarkably modern (€3,500-8,000); adaptive damping on V12 S and specials verified through modes; hydraulic steering vagueness is a defect.

Brakes: steel systems suffer storage more than use; carbon-ceramics - original V12, V12 S, GT12 and many specials - are a five-star item: edges, impacts, heat distress, specialist measurement, €15,000-25,000+ at replacement, and mileage proves nothing. Structure: VH bonded aluminium accepts only documented, approved repair - photographs, jig measurements, correct bonding; bubbling at fasteners and panel edges read under paint-depth survey. Electrics and interior: the Vantage converts weak batteries into phantom faults - voltage first, scan second, seller folklore never; frameless-window drop, door modules and seals checked; leather dashboards shrink in heat - retrimming beats adhesive improvisation; lamps condense and cost real money. Roadsters add the usual file: full roof cycles, pump and rams, drains, boot moisture - a legitimate model with one extra system to document.

THE STORAGE LEDGER

The family rule matches the marque: battery conditioner as equipment, fluids and brake fluid by calendar, tyres by date, genuine exercise to full temperature, the clutch worked, the roof cycled. Low-mileage cars have often suffered more from storage than use - brakes, hydraulics and adaptation record stillness first.

A static delivery-mileage special with expired tyres and unexercised systems is not the safe choice: a properly maintained, transparently documented track car can be the stronger purchase - the ledger decides, not the odometer.

06 FROM ROAD CAR TO RACE-INSPIRED COLLECTOR

V12 priorities, GT8 and GT12 protocols - and the track ledger as the tier's second VIN.

The V12 cars add their own priorities to the family checklist: cooling and under-bonnet heat management inspected closely - fans, hoses, wiring, shielding; the heavy original clutch assessed with remaining-life evidence; ceramics priced by measured condition; carbon bonnet vents, splitter and diffuser checked for repairs; and originality verified on the manual cars, which are increasingly collector-sensitive - factory wheels, seats, exhaust and suspension, or the complete original parts accompanying any modification. The GT8 is bought on factory identity and lightness: build number, output, manual or SSII specification, lightweight package, original carbon aero, titanium exhaust where fitted - and inspected where track life lands: splitter, wheels, geometry, over-revs, clutch, underbody. Its collector case peaks with the manual, the lightweight specification, motorsport-inspired liveries and untouched carbon. The GT12 is a different category: one of 100, verified against factory specification - carbon body, magnesium intake, titanium exhaust, model-specific cooling and aero - with Sportshift III inspected as seriously as the engine and the ceramics as seriously as both. It is not a V12 S with a body kit; it is a limited-production track-oriented collector car and prices as one. AMR and V600 close the tier - the V600's 14 Works-commissioned cars bought entirely on provenance and completeness.

THE COMPETITION LEDGER

For every V12 and essential for GT8 and GT12: track and date, mileage, event, tyres and heat cycles, pads and discs, fluids, alignment and corner weights, suspension work, splitter and underbody repairs, over-rev and diagnostic history, off-track events - photographed and invoiced. Track use is not a defect; heat, kerbs, carbon repair and undocumented consumables are.

The tier's honest comparison: a GT8 with a transparent circuit file beats a static delivery-mileage car with expired tyres and no evidence its systems ever worked. Buy the ledger, then the car.

07 THE DIVIDED MARKET

Five markets under one silhouette - and no single trajectory anywhere.

The volume V8s sit at or near the bottom of depreciation - a 2005 coupé benchmarks around US\$42,000 with UK auction results frequently at £20,000-30,000 - and the strongest manuals are separating from ordinary Sportshift cars. The manual V12s lead the regular-production market and the limited tier trades on identity: GT8 and GT12 supply is thin enough that dealer asks are not market-clearing evidence, and the paper says so. Left-hand-drive cars carry premiums on the continent while the UK trades lower - geography is part of the price. The family divides into five markets: GT12, GT8 and V600 at the top; manual V12s and the 101-car Roadster; late V12 S manuals and AMR; strong manual 4.7s; and ordinary 4.3 and Sportshift cars - each with its own trajectory, and the gap between them widening as analogue-era recognition arrives.

THE V8 MARKET - INDICATIVE FRAMEWORKS, MID-2026

V8 4.3	Deferred maintenance €30-40K · good manual coupé €40-55K · excellent low-owner car €55-70K+ · Roadster broadly similar by roof and file
V8 4.7	Ordinary car €40-55K · strong manual coupé €55-75K · exceptional N-series or rare specification €75-95K+ - the family's value sweet spot
V8 Vantage S	Sportshift car €50-70K · strong low-mileage example €70-90K · rare specification or AMR-linked €90-120K+ - Sportshift condition is the price

(US benchmark ~US\$42K for a 2005 coupé; UK results £20-30K - the UK trades below the continent, and LHD carries premiums in Germany, Switzerland and Benelux.)

THE V12 & COLLECTOR MARKET - INDICATIVE FRAMEWORKS, MID-2026

V12 Vantage coupé	Higher-mileage car €90-115K · strong original €115-155K · exceptional €160-210K+ · manual-only, the strongest ordinary-production case
V12 Vantage Roadster (101)	Normal strong car €180-240K · exceptional €250-325K+ · genuinely scarce, extremely thin public record
V12 Vantage S (SSIII)	Coupé €105-145K · Roadster €120-165K · exceptional above - faster than the original, Sportshift caps the premium
V12 Vantage S 7-speed manual (~351)	Strong coupé €160-220K · Roadster €180-250K · exceptional AMR or rare colour €250-325K+ · the collector bridge to the GT cars
GT8 (150)	Used documented car €200-260K · strong manual/lightweight €260-350K · exceptional livery or provenance €350-425K+
GT12 (100)	Used documented example €300-400K · strong original €400-525K · exceptional €550-700K+ · asks are not market-clearing evidence; transactions are few

(Broad frameworks, not transaction values - the limited tier trades thinly, dealer asking prices run far above executable levels, and drivetrain, identity and ledgers move cars between bands more than mileage.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual V8 €1,200-2,500 · major V8 €2,500-5,000 · annual V12 €1,800-3,500 · major V12 €3,500-7,000
Clutch	V8 clutch and flywheel €4,000-7,000 · V12 €5,000-9,000 · twin-plate conversion €5,000-8,000 · Sportshift hydraulic/actuator work €2,500-8,000+
Engine age items	Timing-cover reseal €3,000-6,000 · coils and plugs €1,500-3,000 (V8) / €3,000-6,000 (V12) · cooling refresh €2,500-6,000
Driveline	Torque-tube work €3,000-7,000 · differential/transaxle €4,000-10,000+
Chassis	Suspension refresh €3,500-8,000 · steel brake overhaul €2,000-5,000 · carbon-ceramic replacement €15,000-25,000+
Body and comfort	Roadster roof €2,000-7,000 · air conditioning €1,500-4,000 · tyres €1,400-2,800 · GT8/GT12 carbon repair frequently five figures

(Planning categories, not quotations. Five-year reserves: sorted V8 road car €12,000-22,000 · V8 with one age-related refresh €20,000-35,000 · V12 road car €20,000-40,000 · GT8/GT12 with regular track use €35,000-70,000+. The ordinary V8 is affordable to purchase; it is still an Aston Martin to restore.)

08 THE BUYING PROTOCOL

Cold start to corner weights - three levels, scaled to the tier being bought.

Level One - at the viewing, genuinely cold. Cold start, idle and misfires; oil evidence front and below; coolant; warning lights with battery voltage read first; manual clutch or Sportshift engagement and every gear; driveline vibration and differential noise; steering precision; suspension; brakes; tyres by date; air conditioning, windows, doors, lights, trim; the roof on Roadsters; panel alignment and the underside. Then the file: service history, clutch and adaptation records, hydraulic recalls, timing-cover and ignition work, cooling history, torque-tube work, brake invoices, track ledger.

Level Two - the specialist PPI. AMDS scan with misfire and catalyst data; Sportshift pressures and adaptation values; clutch-wear assessment; gearbox and transaxle inspection; cooling pressure test; compression and leak-down where justified; torque-tube and differential assessment; suspension and alignment; brake measurement with ceramic inspection where fitted; bonded-structure examination and paint-depth survey; Roadster water test; recall and specification verification. For GT8 and GT12 add: carbon inspection, corner weights, track setup, original-parts inventory and build-number provenance. A generic performance workshop is not sufficient at any tier - and disqualifying at the top one.

WALK AWAY - THE NON-NEGOTIABLES

Persistent misfires or catalyst damage without a plan · overheating history · active oil leaks dismissed as normal · clutch slip · unresolved Sportshift hydraulic or software faults, or a car dropping into neutral · severe torque-tube vibration · undiagnosed differential noise · structural repair without bonded-aluminium records · ceramics of uncertain condition priced as healthy · undocumented GT8/GT12 carbon repair · track evidence without a ledger · false limited-edition claims · seller resistance to an Aston-specialist PPI. With ~24,700 cars built, patience is free - corrections are not.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Four tiers, one discipline - and the cheap car as the expensive decision.

The scenarios model a well-bought manual 4.7 coupé at around €65,000 with complete history, recent clutch, dry engine and refreshed suspension, driven 4,000-8,000 km per year with annual specialist service. The tiers scale from there: the sorted V8 runs €12,000-22,000 over five years; a V8 absorbing one age-related refresh €20,000-35,000; the V12 road cars €20,000-40,000 with heavier clutches, dearer ignition and ceramics on the watch list; and the GT8/GT12 with regular track use €35,000-70,000+, where consumables are the running cost and carbon is the risk. The family's economic constant is the one its lowest prices conceal: purchase price and restoration cost are independent variables, and the cheap early Sportshift car - worn clutch, poor adaptation, timing-cover leak, torque-tube vibration, phantom electrics - is the family's most expensive decision. Buy the corrections already invoiced, at every tier.

OWNERSHIP SCENARIOS - BY TIER (PLANNING BANDS)

Year 1	€3,000-8,000 (V8) / €5,000-12,000 (V12): specialist entry inspection with AMDS and clutch assessment, annual service, tyres by date, conditioning established
Years 1-3	€7,000-16,000 (V8) / €12,000-25,000 (V12) cumulative: annual services, one larger service, one age item - coils, cooling, bushes or hydraulics
Years 1-5	Sorted V8 €12,000-22,000 · V8 with one refresh €20,000-35,000 · V12 €20,000-40,000 · GT8/GT12 tracked €35,000-70,000+

(Assumption-based planning bands excluding storage and insurance premiums; ceramic replacement, structural repair and GT-car carbon events sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Robust engines and a proven platform - the files are clutch and Sportshift condition, age items and stillness, not fundamental design
Maintenance costs	□□□□	Four-figure years at the V8 end, five-figure files above - clutch, torque tube and ceramics write the big lines; deferral writes the biggest
Parts availability	□□□□	Strong specialist network with genuine Vantage transmission expertise - lamps, trim and GT-specific carbon expensive relative to V8 values
Investment potential	□□□□	Five markets, not one: GT12, GT8, V600, manual V12s and the 101-car Roadster lead; strong manual 4.7s follow; ordinary Sportshift volume stays affordable

MARQUE BUYING SCORE - ASTON MARTIN VANTAGE FAMILY

Category	Collector (V12 man./GT8/GT12)	Driver example (manual 4.7)	Cheap early Sportshift
Reliability	7.5 / 10	7.5 / 10	5 / 10
Driving experience	9.5 / 10	8.5 / 10	7.5 / 10
Ownership cost	4.5 / 10	6.5 / 10	4 / 10
Parts availability	5.5 / 10	6 / 10	6 / 10
Long-term collectability	10 / 10	7.5 / 10	5.5 / 10
Investment potential	9 / 10	7 / 10	5 / 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 cheap early Sportshift car whose correction can exceed its price.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin and registry documentation (production 2005-2018 with chassis 10,000 during 2008 and registry-derived totals of ~15,400/6,200/2,550/465 across the four body-engine families; firm limited runs of 101 V12 Roadsters, 150 GT8, 100 GT12, ~351 manual V12 S per the specialist registry, and 14 V600; outputs of 385/426/436 PS (V8), 517/573 PS (V12), 446 (GT8) and 600 PS (GT12/V600); the GT12's renaming from GT3; Sportshift I/II/III architecture and the two transmission-related recall campaigns, VIN-verified in practice), specialist literature on the clutch, Sportshift, timing-cover, ignition/catalyst, cooling, dry-sump procedure, torque-tube, ceramic, bonded-structure and low-voltage files, and public market data mid-2026: 2005 V8 coupé benchmark ~US\$42,000, UK results £20,000-30,000, thin limited-tier records with dealer asks explicitly not treated as market-clearing. Timeless CPO eligibility varies by market and age. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

The Vantage concentrated Aston Martin's GT architecture into a smaller car, and every later derivative concentrated the experience further - that is the Concentration Rule, and it prices the family today. Buy the affordable tier on condition: a manual 4.7 with recent clutch, dry engine and refreshed suspension is the entry this library recommends.

Buy the developed tier on Sportshift condition, understood as one complete file. Buy the V12s on drivetrain history - clutch, gearbox, ceramics, cooling, originality - with the manual coupé as the analogue collector case and the 101-car Roadster as its scarce sibling. And buy the GT8, GT12, AMR and V600 on factory identity, carbon and the ledger - the tier where documentation is the asset. Five markets, one silhouette: know which one you are standing in before the seller assigns you a different one.

WHO SHOULD BUY THIS CAR

The driver entering Aston ownership: a sorted manual 4.7 coupé is the best value in the marque's modern catalogue - a 911 alternative with a V8 soundtrack and hydraulic steering.

The analogue collector: the manual V12 Vantage coupé - NA V12, six-speed, compact body, no modern equivalent - and, with means, the 101-car Roadster or a manual V12 S.

The collector-driver at the top: a manual GT8 with a transparent track and carbon file, or the GT12 bought as the limited track car it is - never as a V12 S with a body kit.

Not: the bargain hunter buying the cheapest Sportshift car in the classifieds - the family's highest-risk purchase, whose correction can exceed its price.

BOTTOM LINE

One shape, two engines, ~24,700 cars, 2005-2018: 385 to 600 PS, manual and Sportshift, coupé and Roadster, from the affordable 4.3 to the 100-car GT12 and 14-car V600. €30-95K+ across the V8s, €90-325K+ across the V12s, €200-700K+ in the limited tier - and one discipline throughout: the clutch file first, the drivetrain second, the ledger third, the odometer last. The sports car that changed Aston Martin now trades as five markets - buy in the right one, with the corrections already invoiced.

ONE-SENTENCE VERDICT

The Vantage concentrated Aston's GT architecture and its market divided accordingly - buy the V8 on condition, the V12 on drivetrain history, and the GT8 or GT12 on factory identity and the track ledger.

SOURCES

Aston Martin and registry documentation: VH Vantage production 2005-2018 - chassis 10,000 completed during 2008; registry-derived totals of approximately 15,400 V8 coupés, 6,200 V8 roadsters, 2,550 V12 coupés and 465 V12 roadsters (~24,700 in all), presented as registry-derived rather than factory-published; firm limited-production figures of 101 original V12 Vantage Roadsters, 150 GT8, 100 GT12, approximately 351 seven-speed-manual V12 Vantage S per the specialist registry, and 14 V600 (seven coupés, seven roadsters); outputs of 385 PS (4.3), 426 PS (4.7), 436 PS (S), 446 PS (GT8), 517 PS (V12), 573 PS (V12 S) and 600 PS (GT12, V600); the GT12's original GT3 announcement and trademark-driven renaming; Sportshift I/II/III automated-manual architecture; the hydraulic-connector and transmission-software recall campaigns, verified by VIN in practice; N400/N420/N430 and AMR specifications; the V12 Zagato acknowledged as a coachbuilt-market sidebar. Specialist literature: clutch life and twin-plate upgrades, Sportshift adaptation and technique, timing-cover and gasket seepage, ignition and catalyst interaction, dry-sump procedure, cooling, torque-tube and transaxle diagnosis, bush and damper wear, carbon-ceramic assessment, bonded-aluminium repair standards, low-voltage sensitivity, dashboard leather shrinkage and Roadster roof systems. Public market data, mid-2026: 2005 V8 coupé benchmark ~US\$42,000; UK auction results £20,000-30,000; continental LHD premiums; thin V12 Roadster, GT8 and GT12 public records with dealer asking prices explicitly not treated as market-clearing evidence. Companion documents: Buyer's Checklist No. 121 and Model File 121. Values are indicative frameworks, not valuations; nothing here is investment advice.