

ASTON MARTIN NEW VANTAGE

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The AMG-hearted sports car, 2018 to today - one platform, several identities, and a family where an early V8 and a V12 Roadster obey different buying laws

2018-today

In production since June 2018 and still current - revised comprehensively for 2024, joined by the Vantage S from late 2025; an ongoing family, not a closed chapter

510-700 PS

AMG-sourced 4.0 twin-turbo V8 from 510 to 680 PS - and Aston's own 5.2 twin-turbo V12 at 700 PS in the 333-coupé swansong

200+333+249

The only numbered cars in the family: the manual Vantage AMR, the V12 coupé and the V12 Roadster - everything else is series production without a table

€75-500K

The 2026 span, high-mileage early V8 to exceptional V12 Roadster - one platform, but no single market; each identity prices and behaves separately

01 EXECUTIVE SUMMARY

The 2018 Vantage was Aston Martin's first clean-sheet sports car of the AMG era: a new bonded-aluminium structure, the Mercedes-AMG M177 4.0 twin-turbo V8 at 510 PS and 685 Nm with Aston's own installation and calibration, the eight-speed ZF transaxle, and the company's first electronic rear differential. From that one platform Aston then built several distinct identities: the 200-car manual Vantage AMR of 2019 with its seven-speed dog-leg gearbox; the Roadster of 2020 with the fastest-operating convertible roof in the class; the unnumbered F1 Edition of 2021 at 535 PS with real aerodynamic and chassis development; the 700 PS V12 Vantage of 2022, sold out before launch at 333 coupés and 249 Roadsters; and the comprehensively revised car of 2024 - 665 PS, 800 Nm, a new Aston-developed cabin - now topped by the 680 PS Vantage S. The V12 Speedster, though Vantage-based, is reserved for a later collector paper.

The paper's governing principle is the Identity Rule: one platform, several identities - and each identity demands its own buying logic. An €80,000 early V8 is a depreciated modern sports car bought on condition, voltage and history; a V12 Roadster is an allocation-era collector piece bought on provenance and documentation; a 2024 car is a nearly-new purchase bought on warranty runway and specification. The most important conclusion is that there is no single 'new Vantage market' - and the buyer who prices one identity with another identity's logic overpays or underinspects, usually both.

Key Finding

Only three versions of this family are numbered: the Vantage AMR (200 cars: 141 standard, 59 Vantage 59 editions), the V12 coupé (333, allocated before launch) and the V12 Roadster (249, factory-stated, sold out ahead of release). The F1 Edition is not numbered and its rarity should not be overstated - it is a specification, not an allocation.

The ownership file is modern and electrical before it is mechanical: low-voltage discipline is the five-star item, oxygen-sensor wiring chafe and the EVAP purge-valve bulletin are the known engine-bay files, and the e-diff, mounts and service-interval counter belong on every inspection sheet. The AMG-derived V8 itself has no model-wide weakness pattern.

The buyer's line the whole paper serves: buy the ordinary V8 to drive, the AMR for the gearbox, the F1 Edition for the specification, the V12 for the provenance and the new Vantage for the warranty runway.

02 THE NEW SPORTS CAR

After twelve years of VH, a clean sheet - AMG heart, Aston installation, and a first e-diff.

The previous paper closed with a sports car that had carried Aston Martin for twelve years; this one opens with its replacement, unveiled in November 2017 and delivered from June 2018. Nothing structural carried over: the new Vantage sits on its own version of the bonded-aluminium architecture introduced with the DB11, shorter, stiffer and rear-biased, with a genuine 50:50 weight distribution and - a first for the marque - an electronic rear differential that can go from open to fully locked in milliseconds.

The heart is the Mercedes-AMG M177 4.0-litre twin-turbo V8, but the installation is Aston's: model-specific mounts, a slim wet sump seating the engine low and far back, Aston's own intake, exhaust and calibration - 510 PS, 685 Nm, 3.6 seconds, 314 km/h, 1,530 kg dry. The transmission is the eight-speed ZF, rear-mounted as a transaxle. For ownership, the AMG relationship is the quiet advantage of the whole family: the M177 architecture is produced in six figures across Mercedes-AMG, its behaviour is deeply documented, and no model-wide weakness pattern has emerged in Vantage installation - the files in section 05 are wiring, valves and volts, not fundamentals. The Identity Rule starts here: this platform was designed from day one to carry more than one car.

03 ONE PLATFORM, SEVERAL IDENTITIES

Five distinct cars before the revision - and only three of them numbered.

V8 coupé (2018-2023) - the volume identity and the family's ownership-value centre: 510 PS throughout, series production without a published table. Vantage AMR (2019) - the gearbox identity: 200 cars worldwide, 141 in four launch colours and 59 Vantage 59 editions in Stirling Green and Lime celebrating the 1959 Le Mans win. Its seven-speed Graziano manual carries a dog-leg first gear and AMSHIFT - clutch, gear-position and propshaft sensors enabling automatic heel-and-toe downshifts and full-throttle upshifts. Torque was reduced to 625 Nm to protect the manual driveline, carbon-ceramic brakes came standard, 95 kg came out, and a mechanical limited-slip differential replaced the e-diff. Roadster (2020-2023) - the open identity: 6.7 seconds to lower the roof, 6.8 to raise it, operable to 50 km/h, roughly 100 kg over the coupé. F1 Edition (2021-2023) - the specification identity, born of the Formula 1 safety-car programme: 535 PS, torque held longer, reworked dampers, stiffer rear springs, quicker shift calibration, 21-inch wheels and around 200 kg more downforce at top speed from the fixed wing and full-width splitter. Coupé and Roadster, three colours - and not numbered, a point this paper repeats wherever rarity is claimed. Aston Martin reported that around 72 per cent of F1 Edition buyers were new to the marque. V12 Vantage (2022-2023) - the provenance identity and the stated finale of the V12 sports car line: 700 PS and 753 Nm from the 5.2 twin-turbo V12, 333 coupés allocated before launch, and a Roadster the factory stated at 249 customer cars, all sold ahead of release.

NEW VANTAGE FAMILY - SPECIFICATION

V8 coupé (2018-23)	M177 4.0 twin-turbo V8 · 510 PS, 685 Nm · 0-100 3.6 s, 314 km/h · 1,530 kg dry · 8-speed ZF transaxle, e-diff · series production, no table
Vantage AMR (2019)	200 cars: 141 + 59 Vantage 59 · 7-speed Graziano dog-leg manual, AMSHIFT · 510 PS, 625 Nm · -95 kg, carbon-ceramics standard · mechanical LSD
Roadster (2020-23)	510 PS · Z-fold roof 6.7 s down/6.8 s up, to 50 km/h · 1,628 kg dry · the family's touring identity, series production
F1 Edition (2021-23)	535 PS, 685 Nm held longer · +200 kg downforce at Vmax · 21-inch wheels, chassis and shift recalibration · coupé and Roadster · not numbered
V12 Vantage (2022-23)	5.2 twin-turbo V12 · 700 PS, 753 Nm · 0-100 3.5 s · 333 coupés, allocated pre-launch · Roadster: 249 customer cars, factory-stated, sold out pre-release
New Vantage (2024-)	665 PS, 800 Nm · 325 km/h · e-diff and Bilstein DTX dampers, new Aston cabin · Roadster from 2024 · Vantage S from late 2025: 680 PS, 0-100 3.4 s

(No production table exists for the unnumbered versions - registration data must never be quoted as worldwide output. The F1 Edition is a specification, not a limited edition; only the AMR, the V12 coupé and the V12 Roadster carry factory-stated numbers.)

04 THE RESOLVED VANTAGE

The 2024 revision answered the original car's two criticisms - and the S sharpened the answer.

The 2024 Vantage is far more than a facelift, and the market treats it accordingly. The M177 gained larger turbochargers, modified cam profiles and revised compression: 665 PS and 800 Nm - a 30 per cent power increase over the original car - 3.5 seconds, 325 km/h. The chassis moved a generation: Bilstein DTX adaptive dampers, an e-diff responding in 60-135 milliseconds, 29 per cent more rear structural stiffness, a 30 mm wider body and a grille aperture enlarged 38 per cent for cooling. Inside, the second criticism was answered: the dated Mercedes-generation infotainment gave way to Aston Martin's own 10.25-inch system in a completely new cabin. Michelin Pilot Sport 5 S tyres carry a bespoke AML compound code - the matched-tyre rule of every recent paper applies from the factory here. The revised Roadster followed with the Z-fold roof retained at 6.8 seconds; and from late 2025 the Vantage S sits above rather than replaces the standard car: 680 PS, 3.4 seconds, a rear subframe solid-mounted for steering precision, retuned dampers and geometry, a vented bonnet and 111 kg of downforce at top speed. For the buyer the meaning is simple: the 2024-onward cars are nearly-new purchases - specification, delivery condition and warranty runway matter more than any used-car file this paper can write, and their first owners are currently absorbing the steepest depreciation in the family.

05 THE MODERN OWNERSHIP FILE

Volts first, wiring second, valves third - the known files of a fundamentally sound machine.

Low voltage - five stars. Like the DB11, the Vantage converts a weak battery into cascading phantom faults across engine, transmission, e-diff, cameras and infotainment. The sequence is non-negotiable: establish battery health and charging, stabilise voltage, scan all modules, then diagnose what remains. Cars that sit - and many in this family sit - arrive at viewings with exactly these symptoms. Oxygen-sensor wiring - four stars. The known engine-bay file of the M177 installation: sensor looms can chafe against hot or moving components, producing intermittent lambda faults, rough running and emissions codes. Inspect routing and clips, look for repaired sections, and treat recurring O2 codes as wiring until proven otherwise. EVAP purge valve. A service bulletin item: a faulty purge valve causes rough idle, poor starting after refuelling and evaporative-system codes - cheap correctly diagnosed, expensive when chased as a fuelling fault. E-diff and driveline. The electronic differential must lock and release without groan, judder or warning lights - faults are often calibration or voltage first, hardware second; on AMRs the mechanical LSD file is conventional: clutch wear by feel, dog-leg engagement quality cold, AMSHIFT function verified rather than assumed. Mounts. Engine and transaxle mounts work hard in a 685-800 Nm car: driveline clunk, gear-change shunt or visible movement under throttle brings them onto the invoice. Ignition and consumables: plugs and coils on schedule (the twin-turbo V8 is sensitive to age here), brake wear honest on heavy 21-inch-wheel cars, carbon-ceramics inspected for chips and edge damage on AMR, F1 and V12, and tyres matched, approved and current by date. Recalls and campaigns: the passenger-airbag mounting recall (August 2017 - December 2018 builds, shared with DB11 and DBS Superleggera) and the service-interval counter correction - an instrument-software file where the countdown failed to decrement, meaning a car can show a healthy interval it has not earned. Service history is verified by date and invoice, never by the display. As everywhere in this series: public recall completion and internal service actions are two records - obtain both.

THE ROADSTER AND V12 FILES

Roadster: cycle the Z-fold roof repeatedly, warm and level - motors, latches, symmetry, sensors, fabric tension, and the drains and seals behind them; then hunt moisture in carpets, boot and module locations. The roof is fast and robust, but it is a system, and systems get inspected.

V12: the 5.2 twin-turbo V12 in the family's shortest nose makes heat management the harder file - cooling proven at full temperature under sustained load, fan cycling observed, and any overheating history a walk-away. Provenance is the second file: allocation correspondence, build record, first-owner documentation - a numbered car without its paper trail has lost part of exactly what it is priced on.

06 THE DIVIDED MARKET

There is no single new Vantage market - one platform, five price logics.

The family's market splits cleanly along its identities, and the spans barely touch. Early V8 coupés have absorbed their heavy depreciation: the US transaction benchmark for the ordinary V8 sits near US\$94,000-99,000, with 2019 cars trading around US\$90,000-100,000 and outliers to US\$51,000 for high-mileage examples - the family's entry point and its best driving value. The F1 Edition trades distinctly above the ordinary car - benchmark near US\$148,000, recent results US\$144,000-170,000 - a specification premium the paper considers earned but not

scarcity-backed. The AMR's thin market has printed between US\$125,000 and US\$195,000, with recent results at the softer end - manual scarcity is real, but 200 cars meet a small buyer pool. The V12 coupé has settled into collector territory: 2026 results US\$252,000-280,500, benchmark near US\$273,000, with the 249 Roadsters above the coupé on thin public evidence - asking positions reach toward €500,000, and the paper treats them as positions. The 2024-onward cars trade as nearly-new: US asks roughly US\$177,000-270,000, German asks around €200,000-266,000 - first-owner depreciation still in progress, warranty runway the real product.

NEW VANTAGE - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

V8 coupé/Roadster (2018-23)	Higher-mileage early car €75-95K · strong documented example €95-125K · late, low-mileage or exceptional specification €125-150K+
Vantage AMR (2019)	Thin market · US results US\$125-195K · strong documented car €130-170K · Vantage 59 edition and delivery-mileage cars €170-200K+ - the gearbox premium, honestly thin
F1 Edition (2021-23)	Normal used example €115-140K · strong low-mileage car €140-165K+ · benchmark ~US\$148K - a specification premium, not a scarcity premium
V12 Vantage (2022-23)	Coupé €220-280K+ on 2026 results (~US\$252-280K) · Roadster above the coupé on thin evidence - asks toward €500K are positions, not transactions
New Vantage (2024-)	Nearly-new market: US asks ~US\$177-270K, German asks ~€200-266K · first-owner depreciation running · buy on specification and warranty runway

(Asks are positions, not market-clearing evidence - the V12 Roadster especially trades too thinly for a settled band. The five identities do not share a market: pricing one with another's logic is the family's most common buying error.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual V8 €1,200-2,500 / V12 €2,000-4,000 · larger services V8 €2,500-4,500 / V12 €4,000-7,000
Ignition	Plugs and coils V8 €1,200-2,800 - age-sensitive on the twin-turbo V8; V12 €3,000-6,000
Known files	O2-sensor wiring repair €400-1,500 · EVAP purge valve €300-900 · battery and registration €400-800 · mounts €1,500-4,000
Driveline	8-speed transaxle service €900-1,800 · e-diff diagnosis/work €1,500-6,000+ · AMR clutch €3,000-6,000+
Brakes	Steel overhaul €2,500-5,500 · carbon-ceramic pads/discs inspection-driven, discs €10,000-20,000+ per axle if damaged
Chassis	Damper/geometry refresh €3,000-8,000 · tyres (bespoke-coded, 20-21 inch) €1,600-3,200 per set
Roadster	Roof adjustment and seals €800-2,500 · motor or mechanism work €2,500-8,000+
Turbo systems	Diagnosis and minor work €1,500-5,000 · major turbocharger work V8 €6,000-14,000+ / V12 €10,000-25,000+

(Planning categories, not quotations. Five-year reserves: sorted V8 €10,000-18,000 · regular-use V8 or Roadster €15,000-25,000 · AMR with a clutch in its future €18,000-30,000 · V12 €20,000-40,000+. The AMG heart keeps baseline costs the lowest of any Aston paper so far - the amplitude sits in ceramics, e-diff events and V12 thermal work.)

07 THE BUYING PROTOCOL

Identify the identity first - then voltage, wiring, valves and the familiar discipline.

Level Zero - name the identity. Before any inspection, decide which car this is: a driver's V8, a gearbox AMR, a specification F1, a provenance V12 or a warranty-runway 2024 car - because the inspection weighting, the documentation standard and the price logic all follow from that answer. Level One - at the viewing, genuinely cold. Battery voltage before anything; cold start, idle quality, lambda and EVAP codes; oil and coolant levels; transmission engagement (or the AMR's cold dog-leg shift quality); e-diff behaviour on lock; full-load boost on the drive; damper modes distinct; brakes and ceramic condition; tyre age, matching and AML coding; every camera, sensor and cabin function; service history verified by invoice against the interval display, never by the display alone. Roadster: multiple roof cycles plus moisture hunt. Level Two - the specialist PPI. Full Aston diagnostic scan with VIN campaign and service-action history; misfire counters, fuel trims, lambda data and O2-loom inspection; EVAP function; boost log; cooling pressure test; e-diff calibration state; mount inspection; suspension and alignment; brake measurement; bonded-structure and paint-depth survey; module scan and software level; tuning detection - undocumented ECU work materially reduces confidence in any M177 car. Level Three - the paper file. On numbered cars, allocation and build documentation to the standard of the V12 box above; on the F1 Edition, specification verification rather than rarity claims; on 2024-onward cars, warranty status, software currency and delivery-condition evidence.

WALK AWAY - THE NON-NEGOTIABLES

Overheating history on any V12 · unresolved lambda or misfire faults sold as 'just needs a sensor' · multiple electrical faults without a voltage diagnosis · e-diff warnings dismissed as character · AMR with clutch judder or crunching engagement priced as perfect · numbered car without its allocation and build paperwork · undocumented tuning · structural repair without bonded-aluminium documentation · a service-interval display offered as service history · seller resistance to an Aston specialist inspection. Ordinary V8 supply is generous - the discipline is using it; numbered-car supply is not - the discipline is patience.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The cheapest Aston custody in this library - until the identity chosen says otherwise.

The scenarios model a well-bought 2019-2021 V8 coupé at around €95,000 with complete history, healthy voltage and the known files answered, driven 6,000-12,000 km per year - because the ordinary V8 is the most affordable serious Aston custody in this series: AMG-hearted, deeply documented, dependable when maintained. It runs €10,000-18,000 over five sorted years; regular use or a Roadster €15,000-25,000. The AMR adds the clutch reserve and the ceramics file for €18,000-30,000; the V12 budgets €20,000-40,000+ with thermal work as its amplitude; and the 2024-onward cars invert the logic entirely - running costs are largely warranty-covered, and the real economics are depreciation, which this paper does not model. The family rewards two habits: voltage-first diagnostics, because half its apparent faults are electrical masquerade, and identity discipline, because the reserve that is generous for a

€95,000 V8 is negligent for a €450,000 Roadster whose value lives in its documentation.

OWNERSHIP SCENARIOS - BY IDENTITY (PLANNING BANDS)

Year 1	€2,500-6,000 (V8) / €4,000-9,000 (V12): entry inspection with full scan, O2-loom and EVAP check, annual service, battery renewed if in doubt, tyres by date, conditioner fitted
Years 1-3	€6,000-12,000 (V8) / €9,000-20,000 (V12) cumulative: annual services, plugs and coils once, one age item - mounts, brakes or a module event
Years 1-5	Sorted V8 €10,000-18,000 · regular-use V8/Roadster €15,000-25,000 · AMR €18,000-30,000 with clutch reserve · V12 €20,000-40,000+ with the thermal file as amplitude

(Assumption-based planning bands excluding storage and insurance premiums; carbon-ceramic disc replacement and major turbo work sit outside every band - and on 2024-onward cars the warranty moves most categories off the owner's book while it runs.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	The AMG-hearted V8 has no model-wide weakness pattern - the files are wiring, valves and volts; the V12's thermal file and the roof system are the watch items
Maintenance costs	□□□□	The lowest baseline in the Aston library - six-figure M177 production keeps knowledge deep and parts rational; ceramics and e-diff events are the amplitude
Parts availability	□□□□	Live factory support, shared AMG architecture, current production - numbered-car trim and AMR gearbox components are the thin exceptions
Investment potential	□□□□	Sharply divided by identity: numbered cars (AMR, V12, V12 Roadster) carry the collector case; ordinary V8s are use-led and plentiful

MARQUE BUYING SCORE - ASTON MARTIN NEW VANTAGE

Category	Collector example (V12 coupé)	Driver example (V8 coupé)	Cheapest no-history V8
Reliability	7.5 / 10	8 / 10	5.5 / 10
Driving experience	9 / 10	8.5 / 10	8 / 10
Ownership cost	4.5 / 10	6.5 / 10	4 / 10
Parts availability	6 / 10	7.5 / 10	7 / 10
Long-term collectability	9 / 10	5.5 / 10	4.5 / 10
Investment potential	8.5 / 10	5 / 10	3.5 / 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 cheapest early V8 with no verified history, where deferred consumables and electrical masquerade meet.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (unveiling November 2017, deliveries from June 2018; 510 PS/685 Nm M177 with Aston-specific installation and first e-diff; the Vantage AMR at 200 cars - 141 plus 59 Vantage 59 - with the 7-speed Graziano dog-leg manual, AMSHIFT, 625 Nm and 95 kg saved; the 2020 Roadster's 6.7/6.8-second roof; the F1 Edition at 535 PS with ~200 kg added downforce, explicitly not numbered; the V12 Vantage at 700 PS/753 Nm, 333 coupés and the factory statement of 249 Roadster customer cars sold out pre-release; the 2024 revision at 665 PS/800 Nm with Bilstein DTX, faster e-diff and the new in-house cabin; the Vantage S from late 2025 at 680 PS, complementing rather than replacing the standard car), factory service actions and recalls (oxygen-sensor wiring guidance, EVAP purge-valve bulletin, passenger-airbag mounting recall shared with DB11 and DBS Superleggera, service-interval counter correction), and public market data mid-2026: V8 benchmark ~US\$94-99K with sales to US\$51K; F1 Edition benchmark ~US\$148K, results US\$144-170K; AMR results US\$125-195K; V12 coupé results US\$252-280.5K, benchmark ~US\$273K; nearly-new asks US\$177-270K and €200-266K (positions, not transactions). Aston Martin reported ~72% of F1 Edition buyers new to the marque. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 SYNTHESIS

One platform, several identities - the Identity Rule is the whole paper in three words. The 2018 Vantage gave Aston Martin a sound, deeply supported sports car; the family built on it gave five different reasons to buy one, and the market has priced each reason separately. The ownership file is the most modern in this series - voltage, wiring, valves and software before anything mechanical - and the most benign, because the AMG heart carries six figures of production behind it. The discipline the family demands is not mechanical courage but clarity: know which identity is being bought, inspect to that identity's standard, price against that identity's evidence, and never let one identity's logic leak into another's. An €80,000 early V8 and a €500,000 V12 Roadster share a platform; they share nothing else that matters to a buyer.

WHO SHOULD BUY THIS CAR

The driver entering the marque: a documented 2019-2021 V8 coupé - the most affordable serious Aston custody in this library, bought on voltage, wiring and history.

The engagement buyer: the AMR - 200 cars, a dog-leg manual with AMSHIFT, bought on clutch condition and documentation, with patience for a thin market in both directions.

The specification buyer: the F1 Edition - the developed V8 at 535 PS, bought for what it is and never for a rarity it does not have.

The collector: the V12 coupé or Roadster - numbered, allocated, the stated end of the V12 sports car line, bought on provenance and the completeness of the paper file.

The nearly-new buyer: a 2024-onward car or Vantage S - bought on specification and warranty runway, with depreciation accepted as the price of the newest identity.

BOTTOM LINE

One family, 2018 to today: the AMG-hearted V8 from 510 to 680 PS, a 200-car manual, an unnumbered F1 Edition, a sold-out 700 PS V12 at 333 coupés and 249 Roadsters, and a comprehensively revised 2024 car still in production. €75-500K across the identities - and no single market connecting them. Low voltage is the five-star file; O2 wiring, EVAP valve, e-diff, mounts and the service-interval counter complete the sheet. Buy the ordinary V8 to drive, the AMR for the gearbox, the F1 Edition for the specification, the V12 for the provenance and the new Vantage for the warranty runway.

ONE-SENTENCE VERDICT

One platform carries five identities and five markets - name the identity first, inspect and price to its own logic, and the new Vantage rewards every one of them.

SOURCES

Aston Martin documentation: unveiling 21 November 2017, deliveries from June 2018; Mercedes-AMG M177 4.0-litre twin-turbo V8 at 510 PS/685 Nm with Aston-specific mounts, slim wet sump and calibration; first Aston electronic rear differential; 8-speed ZF transaxle; 1,530 kg dry, 0-100 km/h 3.6 s, 314 km/h. Vantage AMR (2019): 200 cars worldwide - 141 in four colours plus 59 Vantage 59 editions in Stirling Green/Lime; 7-speed Graziano manual with dog-leg first and AMSHIFT (clutch, gear-position and propshaft sensors); 625 Nm; 95 kg saved with standard carbon-ceramics; mechanical LSD; UK list £149,995/£164,995. Roadster (2020): 6.7 s/6.8 s roof operable to 50 km/h, 1,628 kg dry. F1 Edition (2021): 535 PS, ~200 kg added downforce at Vmax, 21-inch wheels, coupé and Roadster, not numbered; Aston Martin reported ~72% of buyers new to the marque. V12 Vantage (2022): 700 PS/753 Nm, 333 coupés allocated before launch; factory release stating the Roadster at 249 customer examples, all sold ahead of release. New Vantage (2024): 665 PS/800 Nm via larger turbos, revised cams and compression; Bilstein DTX dampers; e-diff at 60-135 ms; +29% rear stiffness; 38% larger grille aperture; Aston's own 10.25-inch infotainment; bespoke-coded Michelin Pilot Sport 5 S; 325 km/h. Vantage S (from late 2025): 680 PS, 0-100 km/h 3.4 s, solid-mounted rear subframe, 111 kg downforce at Vmax, complementing the standard car. Service files: oxygen-sensor wiring chafe guidance, EVAP purge-valve bulletin, passenger-airbag mounting recall (Aug 2017 - Dec 2018 builds, shared with DB11/DBS Superleggera), service-interval counter correction. Public market data, mid-2026 (CLASSIC.COM and public auction results): V8 benchmark ~US\$93,750-99,474, sales to US\$51,250; F1 Edition benchmark ~US\$147,960, results US\$144,000-170,000, low sale US\$118,000; AMR public results US\$125,000-195,000; V12 coupé results US\$251,823-280,500, benchmark ~US\$272,613; 2024-onward asks ~US\$177,000-270,000 and ~€200,000-266,000 (asking positions, not transactions). Companion documents: Buyer's Checklist No. 70 and Model File 70. Values are indicative frameworks, not valuations; nothing here is investment advice.