

ASTON MARTIN NEW VANQUISH

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*The third Vanquish, 2024 to today - 835 PS, 1,000 Nm, under 1,000 a year,
and what two decades did to the ownership model behind the name*

2024-today

Coupé unveiled September 2024, Volante from March 2025 - the third car to carry the name, and the flagship successor to the DBS

835 PS

Substantially redesigned 5.2 twin-turbo V12 - 1,000 Nm, 160 PS per litre, 345 km/h: the fastest series-production Aston at launch

<1,000/yr

The annual cap across coupé and Volante - annually limited, not a fixed-total numbered edition; final rarity depends on how long it runs

€375-550K

The 2026 span, used ordinary coupé to heavy-Q Volante - asking-led bands, with first public sales already below the positions

01 EXECUTIVE SUMMARY

The new Vanquish is not merely a replacement for the previous Vanquish - it replaces the DBS Superleggera as Aston Martin's front-engined V12 flagship, in the clearest range architecture the company has had: DB12 the Super Tourer, Vantage the sports car, Vanquish the limited-volume V12 flagship, Valkyrie and Valhalla the mid-engined halos. The car itself concentrates Aston's current technology: a heavily redeveloped 5.2 twin-turbo V12 at 835 PS and 1,000 Nm, an eight-speed ZF transaxle with an e-diff that locks in 135 milliseconds, standard carbon-ceramics, carbon bodywork over an 80 mm longer wheelbase than the DB12, a strictly two-seat cabin - and 345 km/h, the fastest series-production Aston Martin at launch. Production is capped at fewer than 1,000 cars per year across both bodies. The paper's central thesis: the first Vanquish introduced Aston Martin's modern construction methods; the new Vanquish concentrates the company's current technology into its final front-engined V12 flagship.

The governing principle is the Flagship Continuity Rule: the new Vanquish continues the name, but not the ownership model - it replaces the original car's mechanical eccentricity with software, thermal and factory-support dependency. Twenty-three years ago the buyer of a Vanquish needed a specialist who understood an automated manual; today's buyer needs a complete campaign printout, a current ESP software version and a living warranty. The paper is explicit about what is not yet known: no mature model-wide failure pattern exists, and this guide works from confirmed campaigns, software history and component inspection, not invented reliability folklore.

Key Finding

The Vanquish is annual-production-limited, but not a fixed-total numbered edition: at just under 1,000 cars a year, a four-year run could still create several thousand cars. Sellers presenting a normal Vanquish as equivalent to a 499-car DBS 770 Ultimate or a 333-coupé V12 Vantage are mispresenting it - the annual cap creates exclusivity, not automatic appreciation.

One campaign leads every inspection: the brake-vacuum recall - an unnecessary diagnostic code (P050FFF) could deactivate the electric vacuum pump at start-up, hardening the pedal and cutting brake assist; the remedy is updated ESP software, in production from July 2025 for model-year 2026. VIN-level completion is a purchase precondition, not a detail.

The buyer's line the whole paper serves: buy the Coupé on warranty and factory continuity, the Volante on its roof and water file - and neither on the assumption that an annual production limit guarantees appreciation.

02 TWENTY-FIVE YEARS OF VANQUISH

From Newport Pagnell's transition car to an integrated software system - the name is the only constant.

This series covered the first two Vanquish generations in Paper 67: the 2001 V12 Vanquish that bridged Newport Pagnell craftsmanship and modern vehicle engineering, and the 2012-2018 second generation that refined the formula before the DBS Superleggera took the flagship position for six years.

The 2024 car is therefore the third Vanquish, not a direct reboot - and the two-decade comparison below is the paper's red thread, because the shared name and front-engined V12 layout conceal how little the cars have in common. Nearly twice the power, almost double the torque, an automated single-clutch manual replaced by a software-integrated transaxle, hydraulic steering by electric, a 2+2 by a dedicated two-seater, an analogue cabin by Aston's own digital architecture. What changed most is the ownership philosophy: the old Vanquish is maintained through specialist mechanical knowledge - clutch culture, hydraulics, patience; the new Vanquish is maintained through factory diagnostics, software continuity and warranty support. That sentence is the Flagship Continuity Rule in embryo, and every chapter that follows applies it.

TWO DECADES, ONE NAME - 2001 VERSUS 2024

Engine	2001: 5.9 naturally aspirated V12, ~460-520 bhp, 542-577 Nm · 2024: 5.2 twin-turbo V12, 835 PS, 1,000 Nm - nearly double the output, at 160 PS per litre
Transmission	2001: six-speed automated single-clutch manual - the defining ownership file of Paper 67 · 2024: eight-speed ZF transaxle, carbon propshaft, software-integrated
Driveline	2001: mechanical differential · 2024: electronic differential, open to locked in 135 ms, integrated with stability control
Structure	2001: aluminium/carbon/steel hybrid, hand assembly · 2024: bonded-aluminium chassis, carbon-fibre body panels, +80 mm wheelbase over DB12
Systems	2001: hydraulic steering, steel brakes, analogue cabin, early paddle logic · 2024: electric steering, standard 410/360 mm ceramics, digital cabin, in-house infotainment
Character	2001: 2+2, ~306-322 km/h, transition monument · 2024: dedicated two-seater, 345 km/h, integrated software-chassis-powertrain system

(The ownership philosophies differ as much as the specifications: the old car rewards specialist mechanical knowledge, the new car rewards factory diagnostics, software continuity and warranty literacy - the two Vanquishes are different custodies wearing the same badge.)

03 THE NEW V12 ERA

Redesigned, not recalibrated - and Boost Reserve belongs in the software file.

The engine is derived from Aston's twin-turbo V12 architecture and substantially redesigned rather than merely turned up: strengthened block and connecting rods, redesigned cylinder heads, reprofiled camshafts, new intake and exhaust ports, higher-flow injectors, repositioned spark plugs, and turbochargers spinning up to 15 per cent faster with lower inertia - 835 PS, 1,000 Nm from 2,500 to 5,000 rpm, and Aston's highest V12 specific output at 160 PS per litre. The Boost Reserve strategy deserves precision, because it will be misdescribed in the trade: at part throttle the system builds more turbo pressure than immediately required, controlling delivered power through the throttle blades; on full demand the stored pressure releases faster. It is not a mechanical accumulator - it is engine-management coordination of throttle, wastegate, boost and driver demand, and it belongs in the software and calibration file. Cooling was engineered to match: the oil cooler carries roughly 50 per cent more heat-rejection capacity than the previous application, and the PPI proves it the usual way - sustained load, full temperature, fan cycling, post-drive leak inspection.

Behind the engine sit the eight-speed transaxle at 2.93:1 and the 135-millisecond e-diff; ahead of the buyer sits the standing sentence of every recent paper, amplified by four figures of torque: originality. The factory car already operates at 835 PS and 1,000 Nm - aftermarket output claims add risk without creating factory provenance.

04 TWO SEATS, TWO BODIES

A coupé with a structural glass roof - and a Volante engineered in parallel, not adapted after.

Vanquish Coupé (from 2024) - the launch configuration: 3.3 seconds to 100 km/h, 345 km/h, 1,910 kg EU unladen (about 1,774 kg dry) at roughly 51:49 distribution, 248 litres of boot. Its signature component is the standard panoramic glass roof, tinted to 6 per cent visible-light transmission so no interior blind is needed - a major structural body component, not a convenience feature: edge bonding, stone damage, delamination, noise, water ingress and replacement history all belong on the inspection sheet. The carbon body carries Vanquish-specific sections - bonnet, roof surround, front and rear panels, splitter, diffuser, side aero, the abrupt Kamm tail and the floating rear Shield panel - visually distinctive and expensive, specification-dependent composite work if damaged. Vanquish Volante (from March 2025) - engineered in parallel with the coupé, with its own body reinforcement, suspension tuning and weight-distribution calibration: unchanged 835 PS and 345 km/h, 3.4 seconds, roughly 95 kg heavier (~2,005 kg EU unladen). The eight-layer acoustic K-fold roof opens in about 14 seconds, closes in 16, operates to 50 km/h and carries a rollover-protection system. The Volante is not structurally compromised - but its roof, drains, sensors and rollover system are an ownership layer the coupé avoids, and the paper's buyer-line prices that honestly.

NEW VANQUISH FAMILY - SPECIFICATION

Vanquish Coupé (2024-)	5.2 twin-turbo V12 · 835 PS, 1,000 Nm · 0-100 3.3 s, 345 km/h · 1,910 kg EU unladen, ~51:49 · panoramic glass roof (6% VLT) standard · 248 l boot
Vanquish Volante (2025-)	835 PS, 345 km/h, 0-100 3.4 s · ~95 kg heavier · eight-layer K-fold roof: ~14 s open/16 s close, to 50 km/h · rollover protection · parallel-engineered body
Driveline	8-speed ZF rear transaxle, 2.93:1 · carbon-fibre propshaft · e-diff open-to-locked in 135 ms, integrated with ESP · rear-wheel drive only
Chassis	Bilstein DTX adaptive dampers · double-wishbone front, multi-link rear · non-isolated steering column · 410/360 mm carbon-ceramics standard
Tyres	Aston-specific 21-inch Pirelli P Zero with noise cancelling · 275/35 ZR21 front, 325/30 ZR21 rear - part of the calibration, matched and dated
Production	Under 1,000 cars per year, coupé and Volante combined · no fixed lifetime total, no body-style split, no numbered plaque on normal cars

(The annual cap covers both bodies together - the Volante may prove rarer than the coupé, but no official split exists and rarity must not be claimed from assumption. A normal Vanquish is not a numbered edition, and final rarity depends on how many years Aston builds it.)

05 THE DIGITAL FLAGSHIP FILE

One five-star recall, then volts, versions and the electronics a flagship carries.

Brake-vacuum recall - five stars, and the gate. Aston recalled affected Vanquishes (NHTSA campaign 25V-532, 178 US cars) after cases where an unnecessary diagnostic code - P050FFF in the recall documentation - could deactivate the electric vacuum pump during start-up: a brake warning, a harder-than-normal pedal, insufficient brake assist. The remedy is updated ESP software that removes the fault logic, in production from July 2025 for model-year 2026. The buyer requires VIN-level confirmation, proof of the update, the current ESP version, no brake-warning history and a full diagnostic scan - not a reason to reject the model; a reason never to buy one without a complete campaign printout. Low voltage - five stars. The module network makes battery condition critical: weak voltage can produce powertrain warnings, e-diff faults, suspension messages, camera failure, door-handle problems, infotainment errors, failed updates, alarm and keyless issues. Battery report, charging voltage, conditioner history, no repeated jump-starts, and every diagnostic scan performed at stable voltage - do not dismiss every warning as battery-related, and do not condemn expensive modules before verifying the battery. Software and electronics - four stars. The Vanquish runs Aston's current in-house architecture: 10.25-inch touchscreen, driver display, CarPlay, Bowers & Wilkins audio, cameras, ADAS, keyless entry - plus two flagship-specific mechanisms that need functional inspection, the electrically deploying flush door handles and the retractable rear camera. A complete maintenance file now includes software versions, recall updates, module replacements, calibration reports and battery-voltage history. Warranty as criterion: remaining manufacturer cover with its exact start date, market transferability, service compliance, recall completion, modification disclosure, and future Pinnacle eligibility - and never assume carbon, ceramics, tyres, trim, accident damage, tuning or pre-existing software faults are covered. At this age, a factory-authorised car with full warranty runway beats a modestly cheaper grey-market or modified example in every scenario this paper can model.

06 SYSTEMS AND CONSUMABLES

A thousand newton-metres through two rear tyres - the mechanical discipline, itemised.

Engine inspection: cold start with immediate oil-pressure build, no valvetrain noise, misfires or smoke; misfire counts, fuel trims, injector-correction data, plug and coil history, catalyst faults - the relocated plugs and higher-flow injectors are new-design items, so preventive data outranks pattern folklore. Turbo system: requested versus actual boost, Boost Reserve operation, actuator data, wastegate control, charge pipes, intercoolers, oil and coolant lines, smoke, compressor noise. The eight-speed: conceptually proven, but the calibration and torque load are model-specific - immediate engagement, clean cold shifts, no shudder, flare or delay; firm shifts in aggressive modes are expected. The e-diff: stored faults, low-speed binding, backlash, leakage, over-temperature warnings, calibration - and on any car with launch or drift evidence,

rear tyres, half-shafts and mounts inspected together, because 1,000 Nm makes tyre and differential condition inseparable. Ceramics: 410 mm front, 360 mm rear - edges, chips, impact marks, heat distress, pad compatibility, fluid history, specialist measurement; the Volante's ceramic system saves about 27 kg against iron, and low mileage proves nothing about disc health. Tyres: the approved Pirelli P Zero versions, matched by axle, dated, with honest rear tread - a primary safety component on this output. Suspension and steering: Bilstein DTX modes clearly distinct - compliant in GT, tightly controlled above; float, nervousness or inconsistent steering means geometry, tyre, damper or software problems. Body: bonded aluminium with carbon panels - front crash structure, bonded joints, suspension mountings, panoramic-roof bonding, Kamm tail, Shield panel, splitter, diffuser, ducts; for any repair: photographs, structural measurements, bonding procedure, carbon documentation, ADAS calibration, paint-depth survey. A repaired splitter is one issue; a repaired roof surround, bonnet, rear carbon structure or suspension pickup is a materially different valuation event.

THE VOLANTE FILE - AND THE DAILY DISCIPLINE

Volante: repeated full roof cycles - header latches, fabric tension, frame alignment, motor noise, sensors, seals, drains, rear glass, tonneau, rollover-system status; then the water hunt in carpets, boot and module areas. The extra systems are the ownership layer the coupé avoids - inspected as systems, always.

Daily reality: 2.12 m wide with mirrors, 120 mm ground clearance, ~12.7 m turning circle, a long bonnet and exposed wheels - a genuine high-speed GT that tolerates towns rather than enjoying them. Warm-up before boost, cool-down after sustained speed, conditioner and regular operation in storage - a static Vanquish develops battery, brake, tyre, roof and module-update faults while standing still.

07 LIMITED ANNUALLY, NOT LIMITED FOREVER

Allocation-constrained, not invitation-only - and already depreciating like a flagship.

No invitation-only policy exists for the normal Vanquish: a financially qualified customer can order through a dealer, subject to regional allocation, production slots and Q content - relationship-led retail allocation, not Ferrari's formalised invitation culture, though established clients will be favoured when early production oversubscribes. Waiting times vary too much by market and body style for a universal figure - and the appearance of numerous nearly new cars in Europe and the US by mid-2026 says the car is no longer unobtainable: a patient buyer chooses between a factory order and a lightly used car without paying a universal access premium. The market is young and asking-led: European 2025 coupés advertised from about €379,995 (680 km) and €387,200 (8,000 km) across a German spread of roughly €386,000-499,000; US asks commonly US\$424,000-452,000 with heavy-option cars above US\$500,000 - and the first public transaction anchor sits below the positions: US\$388,000 at auction in Texas, February 2026. German analysis shows 2025 asks down roughly €55,700 over twelve months - blended data, but the direction is unambiguous: normal first-owner depreciation, amplified by Q options the used market does not fully recover. The likely trajectory: launch-premium loss, stabilisation as production ends or a successor appears, then separation of exceptional Q cars and significant final derivatives - with a future Vanquish S, AMR or Ultimate always possible above the ordinary car.

NEW VANQUISH - INDICATIVE FRAMEWORKS, MID-2026

Vanquish Coupé (2024-)	Used, ordinary specification €375-410K · strong low-mileage car €410-455K · heavy Q specification €455-525K+ (asking-led; US\$388K public sale, Feb 2026)
Vanquish Volante (2025-)	Used or dealer car €425-475K · low-mileage Q specification €475-550K+ · arrived later, still new-car-price influenced, no stable public market yet
Trajectory	First-owner depreciation in progress (German 2025 asks ~€55.7K in twelve months) · annual cap, not fixed total · future derivatives likely above

(Asking-price-led bands - transparent public transactions remain limited, and the one clean anchor sits below the asks. The ordinary Vanquish is not an investment car today: the annual cap creates exclusivity, not automatic appreciation.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Servicing	Annual €2,500-5,000 · larger scheduled service €5,000-9,000 - factory network preferred at this age
Ignition	Plugs and ignition work €4,000-7,000 - new-design plugs and injectors, history by invoice
Turbo systems	Minor boost repair €3,000-7,000 · major turbo work €15,000-35,000+
Cooling	System work €4,000-10,000 - the enlarged oil cooler joins the pressure-test list
Driveline	8-speed service €1,200-2,200 · major transmission repair €7,000-18,000+ · e-diff work €5,000-12,000+
Chassis	Damper/suspension work €5,000-12,000 · ceramic replacement €25,000-40,000+ · tyres €2,500-4,500
Body and glass	Carbon repair frequently five figures · panoramic-roof repair potentially substantial five figures · Volante roof €4,000-12,000+
Electronics	Electrical/infotainment event outside warranty €1,500-7,500+ · recommissioning after neglect €15,000-40,000+

(Planning categories, not quotations - no mature cost evidence exists yet. Five-year reserves: coupé under warranty €15,000-30,000 · regular-use coupé after warranty €25,000-45,000 · Volante €30,000-55,000 · one ceramic, turbo, roof or carbon event €50,000-90,000+. The principle: flagship depreciation, limited-production V12 repair economics.)

08 THE BUYING PROTOCOL

Campaign printout first, voltage second, then the flagship's systems in order.

Level One - at the viewing, genuinely cold. VIN and build specification against the factory record; warranty start date; brake-vacuum recall status; battery voltage; cold start with oil-pressure build; idle and misfires; smoke; fluid levels; transmission engagement; full-load boost; e-diff behaviour; drive modes; steering; ceramics; tyres by version and date; infotainment, cameras, door handles, retractable rear camera; panoramic roof edges and bonding; carbon body panel by panel; service and software records. Volante adds repeated roof cycles, seals, drains, carpets, boot, rollover-system record and roof alignment.

Level Two - the specialist PPI. Complete Aston diagnostic scan with software-version report; campaign printout; brake-vacuum recall completion; misfire and fuel-trim data; boost logs and turbo-actuator assessment; cooling-system pressure test including the enlarged oil cooler; oil-leak inspection; transmission adaptations; e-diff diagnostics; suspension and alignment; ceramic assessment; wheel and tyre survey; bonded-aluminium structural inspection; carbon-body inspection; panoramic-roof seal test; paint-depth survey; ADAS and camera calibration; tuning detection; factory-specification reconciliation. Level Three is the box below - and the flagship's standing sentence: at this price and this age, the complete file is the product; the car is its evidence.

WALK AWAY - THE NON-NEGOTIABLES

Incomplete brake-vacuum recall · hard pedal or brake-warning history · unresolved misfires or oil-pressure history · coolant loss or inconsistent boost · gearbox slip · e-diff faults · damaged ceramics priced as healthy · undocumented carbon repair · panoramic-roof leakage · Volante water ingress · structural repair without correct documentation · aftermarket tuning · unclear warranty start or status · seller resistance to factory diagnostics. Supply now includes dealer stock and lightly used cars - the discipline is letting the incomplete file go.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Flagship depreciation, limited-production repair economics - and warranty as the hinge.

The scenarios model a lightly used 2025 coupé at around €420,000 with full factory warranty, completed campaigns, 5,000-15,000 km and useful options rather than excessive personalisation, driven 4,000-10,000 km per year. Under warranty the five-year coupé reserve runs €15,000-30,000; a regular-use coupé after warranty €25,000-45,000; a Volante €30,000-55,000; and one ceramic, turbo, roof or carbon event carries any car to €50,000-90,000+. The financial risk hierarchy is unambiguous: depreciation first - the German twelve-month ask decline exceeds any plausible maintenance bill - then the uninsurable consumable events, then ordinary running costs, which the factory network keeps predictable while cover lasts. The two protective habits are the Flagship Continuity Rule in practice: keep the factory relationship alive - servicing, software, campaigns, warranty, eventual Pinnacle extension - and keep the specification honest, because every non-factory part subtracts from exactly the provenance a flagship trades on. The Q lesson from every recent Aston paper applies squarely: options costing six figures new are recovered by the used market only when they read as taste, not indulgence.

OWNERSHIP SCENARIOS - PLANNING BANDS

Year 1	€3,500-8,000: entry inspection with full scan and campaign printout, annual service, battery conditioner, tyres verified by version and date, warranty documentation consolidated
Years 1-3	€8,000-18,000 cumulative: annual services, software kept current, one age item - battery, brake consumables; Volante adds the roof service file
Years 1-5	Coupé under warranty €15,000-30,000 · regular-use coupé after warranty €25,000-45,000 · Volante €30,000-55,000 · one ceramic/turbo/roof/carbon event €50,000-90,000+

(Assumption-based planning bands excluding storage and insurance premiums; ceramic replacement, panoramic-roof damage and structural carbon sit outside every band - and current factory cover moves the module and software categories off the owner's book entirely.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No mature pattern exists by definition - the redesigned V12 and its integration carry preventive-data custody, and one software recall gates the purchase
Maintenance costs	□□□□	Limited-production V12 repair economics from day one - ceramics, carbon and the glass roof are the amplitude; warranty is the rational answer
Parts availability	□□□□	Current production with full factory support - Vanquish-specific carbon sections and flagship components are made-to-order economics
Investment potential	□□□□	Annually capped, not fixed-total: depreciating now, with the collector case deferred to production end, final derivatives and exceptional Q cars

MARQUE BUYING SCORE - ASTON MARTIN NEW VANQUISH

Category	Collector example (Q Coupé)	Driver example (2025 Coupé)	Early resale, no file
Reliability	7.5 / 10	7.5 / 10	5.5 / 10
Driving experience	9.5 / 10	9.5 / 10	9 / 10
Ownership cost	3.5 / 10	4 / 10	2.5 / 10
Parts availability	6 / 10	6.5 / 10	6 / 10
Long-term collectability	8 / 10	6.5 / 10	5 / 10
Investment potential	6.5 / 10	4.5 / 10	3 / 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 early resale with unclear warranty start, a missed recall, heavy personalisation priced at invoice and no factory relationship.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Aston Martin documentation (Vanquish unveiled 2 September 2024 as flagship successor; 5.2 twin-turbo V12 redesigned - strengthened block and rods, new heads, cams, ports, injectors, repositioned plugs, +15% turbo speed; 835 PS/1,000 Nm, 160 PS per litre; Boost Reserve as engine-management strategy; 345 km/h, 0-100 3.3 s; 8-speed transaxle at 2.93:1, carbon propshaft, e-diff locking in 135 ms; +80 mm wheelbase; 410/360 mm ceramics; bespoke 21-inch Pirelli P Zero with PNCS, 275/35 and 325/30; Bilstein DTX; panoramic roof at 6% light transmission; 248 l boot; under 1,000 cars per year; Volante unveiled 25 March 2025 with eight-layer 14/16-second K-fold roof, rollover protection, ~95 kg added; enlarged oil cooler at ~+50% heat rejection), recall records (NHTSA 25V-532 brake-assist recall, 178 US cars: diagnostic code P050FFF could deactivate the electric vacuum pump at start-up; ESP software remedy, corrected software in production July 2025 for MY2026; owner notification September 2025), and public market data mid-2026: European 2025 coupé asks from ~€379,995 within a German spread of ~€386-499K; US asks ~US\$424-452K, heavy-option cars US\$500K+; US\$388,000 public auction sale (Texas, February 2026); German twelve-month ask decline of ~€55,700 on 2025 cars (blended data). Predecessor context from Paper 67 (V12 Vanquish 2001-2007, second generation 2012-2018). Warranty and Pinnacle terms confirmed per market and policy. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 SYNTHESIS

Twenty-three years separate the two cars that opened and closed this paper, and the Flagship Continuity Rule names what survived the distance: the name, the front-mounted V12, the flagship position - and nothing of the ownership model. The 2001 Vanquish asked its owner for specialist mechanical patience; the 2024 Vanquish asks for a complete campaign printout, a current software version, a healthy battery and a living factory relationship. It is probably the most complete front-engined Aston Martin ever built - 835 PS, 1,000 Nm, the company's fastest series car at launch, in the clearest range position a Vanquish has ever held. That does not automatically make it the most collectible: it is annually capped rather than numbered, already depreciating like the luxury flagship it is, and its long-term standing depends on how many are ultimately built, what final derivatives follow, and whether the V12 support ecosystem holds over decades. Buy the Coupé on warranty and factory continuity, the Volante on its roof and water file - and let the first owner pay for the launch.

WHO SHOULD BUY THIS CAR

The driver: a lightly used coupé after the first owner has absorbed the options and initial depreciation - the most complete front-engined Aston, at the second owner's price.

The open-GT buyer: the Volante, accepted with its roof and water-management layer - parallel-engineered, unchanged in output, use-led by nature.

The collector positioning early: a distinctive but tasteful Q coupé - complete factory file, original paint, current warranty, no software gaps, no carbon repair, limited mileage but regular use.

The financial buyer: a one- or two-year-old dealer car with full factory support, 5,000-15,000 km, completed campaigns and useful options rather than excessive personalisation.

Not: the early-resale speculator - unclear warranty start, missed recall, heavy personalisation priced at invoice and no factory relationship make the family's most expensive mistake.

BOTTOM LINE

The third Vanquish, 2024 to today: a redesigned 835 PS/1,000 Nm V12, two seats, two bodies, under 1,000 cars a year - annually limited, not numbered. One brake-software recall gates the purchase; voltage, software versions and warranty status complete the file; ceramics, carbon and the glass roof carry the consumable amplitude. €375-550K asking-led, already depreciating. Buy the Coupé on warranty and factory continuity, the Volante on its roof and water file - and neither on the assumption that an annual limit guarantees appreciation.

ONE-SENTENCE VERDICT

The new Vanquish continues the name but not the ownership model - buy Aston's most complete front-engined flagship on factory continuity, software history and warranty runway, never on the annual cap.

SOURCES

Aston Martin documentation: Vanquish unveiled 2 September 2024 as the front-engined V12 flagship above DB12 and Vantage; substantially redesigned 5.2-litre twin-turbo V12 - strengthened block and connecting rods, redesigned heads, reprofiled camshafts, new ports, higher-flow injectors, repositioned spark plugs, turbochargers up to 15% faster - 835 PS, 1,000 Nm (2,500-5,000 rpm), 160 PS per litre; Boost Reserve engine-management strategy; 345 km/h (fastest series-production Aston Martin at launch), 0-100 km/h 3.3 s; eight-speed ZF rear transaxle with 2.93:1 final drive and carbon-fibre propshaft; electronic differential locking in 135 ms, ESP-integrated; +80 mm wheelbase over DB12, ~51:49 distribution, 1,910 kg EU unladen coupé; standard 410/360 mm carbon-ceramics; bespoke 21-inch Pirelli P Zero with Noise Cancelling System (275/35 ZR21 / 325/30 ZR21); Bilstein DTX dampers, non-isolated steering column; carbon-fibre body with Kamm tail and rear Shield panel; standard panoramic glass roof at 6% visible-light transmission; 248-litre boot; production under 1,000 cars per year across both bodies - no fixed lifetime total. Vanquish Volante: unveiled 25 March 2025, parallel-engineered with body reinforcement and own suspension tuning; eight-layer acoustic K-fold roof ~14 s open/16 s close, operable to 50 km/h, rollover protection; ~95 kg over the coupé; ceramic brakes ~27 kg lighter than equivalent iron. Enlarged engine oil cooler with ~50% more heat rejection. Recall: NHTSA 25V-532 (178 US vehicles, MY2025) - unnecessary diagnostic code P050FFF could deactivate the electric brake-vacuum pump at start-up; hard pedal and reduced assist; remedy updated ESP software, in production from July 2025 for MY2026, owner notification September 2025. Predecessor generations covered in Supercar Models Paper 67. Public market data, mid-2026: European 2025 asks from ~€379,995 (680 km) and €387,200 (8,000 km) within ~€386,000-499,000 (Germany); US asks ~US\$424,000-452,000, heavy-option cars above US\$500,000; US\$388,000 public auction result (Texas, February 2026); German twelve-month asking decline ~€55,700 on 2025 cars (blended asking data, not transactions). Aston Martin warranty and Pinnacle extended-warranty terms confirmed per market, policy and chassis. Companion documents: Buyer's Checklist No. 120 and Model File 120. Values are indicative frameworks, not valuations; nothing here is investment advice.