



Vantage GTE



ASTON MARTIN
RACING



ASTON MARTIN VANTAGE GTE

The Aston Martin Vantage GTE sits at the head of the range of Aston Martin racing cars, which also includes the Vantage GT3 and GT4.

It is the most technically advanced and is the car the Aston Martin Racing works team competes with in the World Endurance Championship.

In 2012, the Vantage GTE took second place in the series, securing six podium finishes, including a third place at Le Mans and its debut win at the final round of the WEC at Shanghai. It also proved it was the fastest of the GTE cars by qualifying on pole three times and setting numerous fastest laps.

Over the winter the team has significantly re-engineered and improved the Vantage GTE. For 2013 a third of the car is new and already initial testing has shown that it is a significant step forward in performance.

Customers will soon be able to benefit from all the technical development and experience of our works team and compete in the same specification of Vantage GTE.

6 PODIUMS
3 POLE POSITIONS
1 WIN
2ND IN WEC





"Last year we proved how fast and reliable the Vantage GTE was, which meant we could focus our attention on improving the chassis and other aspects, which, when combined, make a big difference to the performance"

Dan Sayers, Aston Martin Racing chief engineer





2013 ENHANCEMENTS

While visually similar, the 2013 Vantage GTE features significant enhancements with development focussed in three key areas: reducing the centre of gravity; improving rear stability; and increasing torsional rigidity.

“We looked at specific areas where we could take significant weight out of the car in order to move that weight lower, in the form of a new aluminium floor,” said Dan Sayers chief engineer. “The revised suspension has not only improved the handling and overall stiffness, but has brought significant weight savings too.”

Both the front and rear suspension have been revised and the geometry optimised. New purpose-designed uprights and wishbones have replaced the original parts carried over from the Vantage road car, while the upper damper pick-up points have been relocated to increase the installation stiffness. The changes have also saved eight kilograms per corner.

Further weight has been saved by the removal of the torque tube surrounding the propshaft. The engine now mounts directly to the chassis, while the clutch and starter motor have been integrated to the rear mounted gearbox, improving weight

distribution and reducing the driveline inertia, making it more responsive. This design has the added benefit of reducing the time it takes to replace the engine and gearbox. Visually, the only changes to the car are the openings in the front fenders to allow air to escape from under the wheel arches reducing lift, and the wider ventilated sills, allowing the exhaust to be fully insulated and moved away from the car to reduce cockpit temperatures.

Further aero work is planned on the rear wing and it will be mounted directly to the chassis, rather than the boot lid, allowing weight to be taken out of this body panel.

ASTON MARTIN VANTAGE GTE TECHNICAL SPECIFICATION

ENGINE

Lightweight V8
Dry sump oil system
Engine repositioned to optimise weight distribution
Power > 500 bhp
Torque > 500 Nm

TRANSMISSION

Xtrac 6 speed sequential gearbox
Semi-automatic paddle shift gear change
Racing clutch
Limited slip ramp/plate differential
Carbon fibre propshaft

CHASSIS

Lightweight aluminium chassis
Steel roll cage to FIA safety standards
High speed pneumatic air jack system

SUSPENSION

Double wishbone suspension
Two way adjustable front & rear dampers

STEERING

Hydraulic power assisted steering
Quick release steering wheel

FUEL SYSTEM

95l fuel cell designed to FIA safety standards
Twin quick release couplings

BRAKES

Six pot front calipers
Four pot rear calipers
Vented discs

WHEELS & TYRES

TWS front	12.5" x 18"
TWS rear	13" x 18"

INTERIOR

carbon fibre seat
six point safety harness
fire extinguisher system
lightweight lithium battery

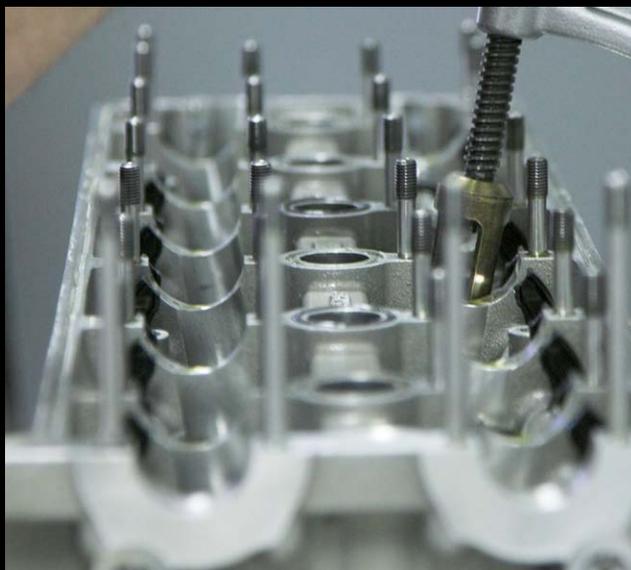
BODY

Removable lightweight carbon fibre body work
Aluminium roof
Aerodynamic designed front splitter & floor
Adjustable carbon fibre rear wing

WEIGHT & DIMENSIONS

Dry weight	1195kg
Length	4450mm
Width	1980mm
Height	1500mm
Wheelbase	2600mm





SUPPORT SERVICES

ENGINEERING

An Aston Martin Racing engineer is available for each GTE customer's first test or event in order to help the team and driver orientate themselves with the car from an engineering, maintenance, procedures and software perspective.

Based on each customer's race programme we will recommend a suitable engineer support package to give the right level of support at test sessions and race weekends with the main aim of helping our customers optimise the performance of their cars.

PARTS & REBUILD

We provide dedicated sales support for all customer teams with the team providing telephone and email support for all parts and rebuild requirements.

Based on each customer's race programme we will recommend a suitable spares package to ensure your team can support its racing programme.

MARKETING

We promote the success of our customers through our global marketing support programme. News is published on Aston Martin Racing's website, Aston Martin & Aston Martin Racing's social outlets, including Facebook, which has nearly two million followers, and where appropriate to the global motorsport and motoring press. We can also help you market your old car to our extensive customer base.





ASTON MARTIN RACING AWARDS

All competitors in Aston Martin racing cars across the world are automatically entered into the Aston Martin Racing Global Challenge. The annual awards ceremony, is held at Aston Martin's global headquarters in the UK.

A unique scoring system allows drivers and teams to compete against each other, even though they may never compete in the same series or even in the same type of car.

The team results for 2012 are shown in the table to the right.

1	Mathol Racing	507
2	Veloso Motorsport	316
3	Stratton Motorsport	313
4	Villois Racing	259
5	DDG Motorsport	231
6	Hamburg Racing	220
7	MB Racing	213
8	GPR Racing	186
9	M2 Competicoes	161
10	Nimkoff Racing	128



AN ICONIC BRAND WITH UNRIVALLED HERITAGE

Competing in an Aston Martin Racing car is not only about driving one of the most highly engineered sports cars in the world, but is as much about being part of a global iconic brand with a motor racing heritage which stretches back for 90 years.

Aston Martin's international racing debut was at the 1923 French Grand Prix, but it was not until David Brown acquired the company in 1947, that a new era of racing was ushered in, with a series of high-powered DB-badged sports and racing cars. As well as winning the 1957 Belgian Grand Prix and 1958 Goodwood Tourist Trophy, the team clinched the Le Mans 24 Hours in 1959 with Roy Salvadori and Carroll Shelby. Following that famous

victory, there was no factory Aston Martin presence for more than 40 years, when in 2004 Aston Martin and Prodrive formed Aston Martin Racing to lead the marque in a successful return to sports car racing.

In 2007, Aston Martin Racing took a class win at Le Mans with the DBR9, just over two years after the car's winning debut at the 12 Hours of Sebring in 2005. The team followed this up in 2008 with a second successive GT1 class win, this time in the iconic colours of Gulf Oil.

In 2013 Aston Martin celebrates its centenary; 100 years of creating some of the world's most loved and cherished cars.



CONTACT

To find out more about the race winning Vantage GTE and discuss your race programme, please contact:

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