



ASTON MARTIN

RACING LINE

| ISSUE 01 | www.astonmartinracing.com |



PEDRO LAMY DRIVES THE DBRS9 AT THE PAUL RICARD HIGH TECH TEST TRACK IN LE CASTELLET

ASTON MARTIN DBRS9 TESTS SUCCESSFULLY IN LE CASTELLET

With the sun reflecting off the Mediterranean in the south of France, Aston Martin's DBRS9 continued its testing programme in preparation for the 2006 FIA GT3 Championship.

The GT3 Championship is for road-based cars which have been adapted for racing. The DBRS9 is based on the DB9 road car, but shares many design features with the full GT1 specification DBR9, which will race at Sebring this weekend. The DBRS9 uses the road car's aluminium bonded chassis with a DBR9-based roll cage, and the overall weight has been reduced by 480kg. Aston Martin Racing's engineers have tuned the standard 12 cylinder, six-litre engine to produce approximately 500bhp, an increase of 20 per cent, and 620Nm of torque. The DBRS9 has a six-speed H-pattern gearbox, the ride has been lowered, and the suspension developed and fitted with

Koni dampers and competition springs. The DBRS9 costs £175,000, offering a cost-effective way for the amateur driver to go racing. "There are many people who want to race Aston Martins competitively in everything from the occasional track day to weekend club or national series," says Aston Martin Racing's David Richards. "The DBRS9 opens GT racing up to more enthusiasts, and with its levels of performance will offer aspiring racing drivers the experience of a GT racing car without the complexity associated with running a full GT1."

The performance of each GT3 car has been evaluated by the FIA's drivers Christophe Bouchut, a former Le Mans 24-hours winner, and ex-Grand Prix driver Jean-Marc Gounon. The performance details will be reported back to the governing body, which will then determine the restrictions placed on each car to ensure a level playing field.

PREVIEW



THE VICTORIOUS ASTON MARTIN DBR9 AT SEBRING 2005

Welcome to Racing Line, Aston Martin's racing newsletter which will cover the marque's extensive racing activities in 2006. Aston Martin is active in motor racing series on both sides of the Atlantic, and in some of the most prestigious endurance races in the world. This promises to be a thrilling year for Aston Martin. Already, the manufacturer has launched its four-door Aston Martin Rapide concept model at the Detroit motor show, and on the track won the Mil Milhas in Brazil with the Cirtek Motorsport team. We hope that Racing Line will report continued success for customer teams racing the DBR9 and the DBRS9 in 2006.

Aston Martin Racing has announced that it will contest the opening round of the American Le Mans Series at Sebring, Florida, on March 18 with the DBR9. The team won the GT1 class last year on the car's international race debut in preparation for an assault on the world famous Le Mans 24-hours in June. This year, the team will have a new driving line-up, and will race on Pirelli tyres for the first time. Its primary goal of the year is to repeat its victory at Sebring.

In December 2005, the FIA launched a new racing championship based on production models and catering for the gentleman driver. The FIA GT3 Championship will feature the Aston Martin DBRS9. The cars will all be run by private teams, including BMS Scuderia Italia and Barwell Motorsport. Aston Martin Racing attended a pre-season test at Le Castellet in the South of France in preparation for the first race at Silverstone on May 6/7.

Aston Martin will provide James Bond with a car for the upcoming film 'Casino Royale', which is due for release in November. The Gaydon-based company has produced a new car, called the DBS. New Bond actor Daniel Craig, who has taken over from Pierce Brosnan as 007, met with Dr Ulrich Bez, Chairman and Chief Executive Officer of Aston Martin, at the Gaydon headquarters in January.

ASTON MARTIN RACING SWITCHES TO PIRELLI

ASTON MARTIN'S DBR9 (RIGHT) AND DBRS9 IN TESTING



Aston Martin Racing tested the DBR9, a 600bhp racing model based on the DB9 road car, on Pirelli tyres for the first time at the Italian Vallelunga circuit on the outskirts of Rome in February. New drivers Nicolas Kiesa, the former Formula One driver, and Australian V8 star Jason Bright, had their first run in the DBR9. Both will form part of the six-man driving line-up at the Sebring 12-hours this week in Florida.

"It was my first ever test in a sports car. Previously I've only raced single seaters so I didn't know what to expect," said Kiesa. "The team helped me to adjust quickly to the car and it is very easy to drive. There is no doubt I'm part of a team with the potential to win."

Aston Martin Racing's Team Principal, George Howard-Chappell, commented: "There's a period of adjustment when starting a new relationship with a tyre manufacturer. It's bound to take us some time to get to know each other, to tune the tyres to the car and vice versa, but our initial testing at Vallelunga was promising and gives us every reason to feel optimistic about this association."

DAVID BROWN



DAVID BROWN BOUGHT ASTON MARTIN IN 1947

David Brown responded to an advertisement in the Times for a "high class motor manufacturer" and bought Aston Martin in 1947. In 1948 he bought the Lagonda company, which already had an enviable reputation for its engines and had won Le Mans in 1936.

Brown, like the current Chairman and Chief Executive Officer of Aston Martin, Dr Ulrich Bez, believed in racing as a means of promoting the company and its products. Aston Martin's three-car entry to Le Mans in 1949 included a car which represents a prototype to the DB2, (using David Brown's initials), the road version of which was shown in New York in April 1950. It was a further nine years before Brown's dream of Le Mans victory was realised with the DBR1.

David Brown was the third generation in the family manufacturing business, which stretches back to 1860. During the first world war, the number of employees increased from 200 to 1000 and by 1921 the company was the largest manufacturer of worm gear in the world. David Brown became the managing director in 1931 and during the second world war, the company produced more than 10,000 transmissions and was the sole supplier of gears for the Spitfire.

Sir David was born in 1904 and was knighted in 1968. He died in 1993.

AUSTRIAN TEAM RACEALLIANCE PREPARES FOR FIA GT CHAMPIONSHIP CAMPAIGN

Looking resplendent in Red Bull colours, the Austrian RaceAlliance team had its first public test with its DBR9 at the Paul Ricard High Tech Test Track in the south of France last week. The team will contest the 10-round FIA GT Championship with its two drivers Philipp Peter and Karl Wendlinger.

Peter drove for the Audi factory in 2002, and former Grand Prix driver Wendlinger was one of five drivers in contention for the title at the final round of the championship in 2005.

RaceAlliance is a new team this year but, in their drivers and technical chief Johannes Grueber, it has a wealth of experience. Grueber formerly worked for Mercedes in the DTM and in 2005 managed the FIA GT drivers' champion's car.

Based at the Nurburgring, the team comprises 11 staff. The management is made up of Lukas Lichtner-Hoyer, CEO of Jet Alliance, a private aircraft business, and Richard Karner who, with his brother Heinrich, are the Austrian importers and distributors of Aston Martin. The third partner is the team manager Andreas Hainke, formerly of top German team Zakspeed.

"Because of my personal background in aviation, I am used to aspiring to the highest quality standard to satisfy the customer," said Lichtner-Hoyer, who will drive a Porsche with Thomas Grueber in the GT2 class this year. "Hence our vision in racing is to let the best drivers race the best car in the best team. Right here, we have made huge steps towards that goal."



KARL WENDLINGER AT SPEED IN RACEALLIANCE'S DBR9

"LET THE BEST DRIVERS RACE THE BEST CAR IN THE BEST TEAM"

LUKAS LICHTNER-HOYER CEO, JET ALLIANCE



THE TRIED AND TESTED DBR9 IN CUSTOMER HANDS

RAPIDE WOWS THE CROWDS AT DETROIT AND GENEVA



THE 480BHP SIX LITRE V12-POWERED ASTON MARTIN RAPIDE CONCEPT

Aston Martin stole the show in Detroit in January with the launch of its four-door Aston Martin Rapide model, which was also presented in Europe two months later at the Geneva Motor Show. The Aston Martin Rapide uses the same VH architecture, a high strength, low mass structure that can be modified both in length and width, as is used in the DB9 and Vantage models. The V/H architecture is unique to Aston Martin. Its advantages are that it is very light, provides better performance, handling and durability and yet it is extremely rigid. The Aston Martin Rapide is the realisation of Chairman and Chief Executive Officer of Aston Martin, Dr Ulrich Bez, who conceived the idea of a four-door sports car in the early 1990s and who was able to use the flexibility of Aston Martin's build structure to translate desire into reality. "A sports car is not simply characterised by the number of doors," says Bez. "A four door car can still have the looks and performance of a sports car and the Rapide is certainly true to its name, providing an unrivalled way of taking four adults on a long-distance journey along any type of road." The Aston Martin Rapide is five metres long and is powered by the DB9's 450hp, 6-litre, V12 engine which produces 480bhp and is mated to a six-speed ZF automatic transmission. "Although the Rapide is slightly taller than the DB9, the proportion of the section is the same, allowing the flowing lines to encase a spacious passenger compartment," said Aston Martin's Design Director Marek Reichman, who headed a 12-man design team to create the Aston Martin Rapide concept.

JASON BRIGHT



AUSTRALIAN V8 DRIVER JASON BRIGHT

WHAT DOES ASTON MARTIN MEAN TO YOU?
Total prestige in sports cars - it is an illustrious name that has been around for a long time and carries a great deal of prestige for designing and building great sports cars.

WHAT WAS YOUR BEST EVER RACE?
1998 Bathurst 1000. On the second lap I was last due to an accident caused by another competitor. Six and half hours and 1000km later, I was standing on the podium with my co-driver Steven Richards as race winners. An amazing race and this remains the last time a Ford driver won the Bathurst classic.

WHAT IS YOUR FAVOURITE CIRCUIT?
Mosport, Canada. I love it because of the high speed corners, thrilling to drive on.

HOW DO YOU RELAX AWAY FROM RACING?
I enjoy going fishing.

WHERE IS YOUR FAVOURITE PLACE IN THE WORLD?
Melbourne, Australia because it is home - and there's no place like home.

WHAT IS YOUR GREATEST AMBITION?
To win races and Championships in whatever category that I compete in.

ASTON MARTIN DBS TO STAR IN NEXT BOND ADVENTURE



Aston Martin will in 2006 continue its relationship with Her Majesty's Secret Service and MI6 which stretches back more than 40 years. The Gaydon-based manufacturer will supply James Bond with a car for the upcoming film 'Casino Royale' which is the first of the Ian Fleming books and the film is due for release in November.

Naturally enough, specifications of the car are being kept secret, other than the fact it will be called DBS and will be driven by the new James Bond actor, Daniel Craig. Craig visited the factory headquarters to test some of the marque's models before filming began.

Bond's cars have in the past carried devices including rocket launchers, machine guns and ejector seats, and have been able to be driven underwater.

"It is great news that Bond will drive an Aston Martin again and we have built him something special to enable him to do his job in style," said Chairman and Chief Executive Officer, Dr Ulrich Bez.

The association between Aston Martin and James Bond goes back to 1964, when Sean Connery drove a DB5 in 'Goldfinger'. Other Aston Martins to have been used in the filming of 007 films includes the V12-powered Vanquish, which was used by Pierce Brosnan in the film 'Die Another Day'.

"WE HAVE BUILT HIM SOMETHING SPECIAL TO ENABLE HIM TO DO HIS JOB IN STYLE."

DR ULRICH BEZ, CHAIRMAN AND CHIEF EXECUTIVE OFFICER, ASTON MARTIN

CALENDARS

LE MANS 24-HOURS

June 4	Le Mans test
June 17-18	Le Mans 24-hours

FIA GT CHAMPIONSHIP

GT1 Championship		GT3 Championship
May 7	Silverstone (GB)	Silverstone (GB)
May 28	Brno (Cz)	
July 2	Oschersleben (D)	Oschersleben (D)
July 29-30	Spa (B)	Spa (B)
August 20	Paul Ricard (F)	
September 3	Dijon (F)	Dijon (F)
September 17	Mugello (I)	Mugello (I)
October 1	Bucharest (Rom)	
October 15	Adria (I)	
November 17	Dubai (UAE)	

AMERICAN LE MANS SERIES

March 18	Sebring
May 12	Houston
May 21	Mid-Ohio
July 1	Lime Rock
July 15	Salt Lake City
July 22	Portland
August 20	Elkhart Lake
September 30	Road Atlanta
October 21	Laguna Seca

SPEED WORLD CHALLENGE

March 18	Sebring
April 2	St Petersburg
April 9	Long Beach
May 21	Mid-Ohio
June 25	Sears Point
July 16	Salt Lake City
August 13	Denver
August 20	Elkhart Lake
September 3	Mosport
September 30	Road Atlanta
October 21	Laguna Seca

LE MANS SERIES

April 9	Istanbul (TUR)
May 14	Spa (B)
July 16	Nurburgring (D)
August 27	Donington (GB)
September 24	Monza (I)

THE SERIES



CUSTOMER TEAMS WERE SUCCESSFUL IN THE FIA GT CHAMPIONSHIP

Endurance racing's most famous event is the Le Mans 24-hours, first run in 1923. The Le Mans race is governed by the Automobile Club de l'Ouest, which celebrates its centenary this year. In 1999, the ACO sanctioned a race series for the first time; the American Le Mans Series. In 2000, the European Le Mans Series was launched. This year it has been renamed the Le Mans Series. The ACO's philosophy is to encourage involvement of both manufacturer and private teams in endurance racing. The races see the experimental prototypes such as the diesel-powered Audi R10 on track at the same time as the road-based supercars like the Aston Martin DBR9.

The FIA GT Championship caters solely for customer teams, and manufacturer teams are banned. The technical regulations are the same as those of the ACO, so teams may compete at Le Mans. However, during its three-hour races, teams running the Aston Martin DBR9 will be aiming for outright victory as the prototypes are not part of the FIA GT Championship. This year, new for 2006, the FIA has created the GT3 Championship, for cars even more closely related to their road counterparts. This class will cater for the non professional driver.



THE MANUFACTURERS ARE ENCOURAGED BY THE AUTOMOBILE CLUB DE L'OUEST



ASTON MARTIN

www.astonmartin.com
www.astonmartinracing.com

For further information, please contact:

Janette Green, Director Brand Communications, jgree159@astonmartin.com

Sarah Durose, Motorsport Business Manager, sdurose@astonmartin.com

Barbara Prince, Corporate Affairs Manager, bprince1@astonmartin.com

Matthew Clarke, Product Press Officer, mclark89@astonmartin.com

Kevin Watters, Corporate Press Officer, kwatter2@astonmartin.com