



ASTON MARTIN OF NEW ENGLAND

DB9 Introduction



Aston Martin recently announced the U.S. launch of the newly developed DB9. The car will be available in the U.S. Spring 2004.

The DB9 will be produced at Aston Martin's new state-of-the-art facility in Gaydon, Warwickshire. This world-class facility consolidates the Design, Engineering, and Production departments in a building over 4 times the size of the Bloxham DB7 facility.

Power comes from a 450bhp 6.0L V12. A new crankshaft, cams, manifolds, lubrication, and engine management all contribute to more power and torque. Torque us up from 542Nm to 570Nm, 80 percent of which is available at 1500 rpm. Top speed is 186 mph, with a 0-60 mph time of 4.9 seconds.

A rear transaxle and cast aluminum torque tube is utilized to help achieve a 50:50 front/rear weight ratio. A carbon-fiber driveshaft is fitted to reduce rotational inertia, driveline noise and flex.

Two transmissions will be available: a 6-speed manual and 6-speed paddle-controlled automatic. The automatic utilizes a shift-by-wire technology, eliminating the traditional gearshift cluster and allowing for either paddle-shifting or fully automatic driving.

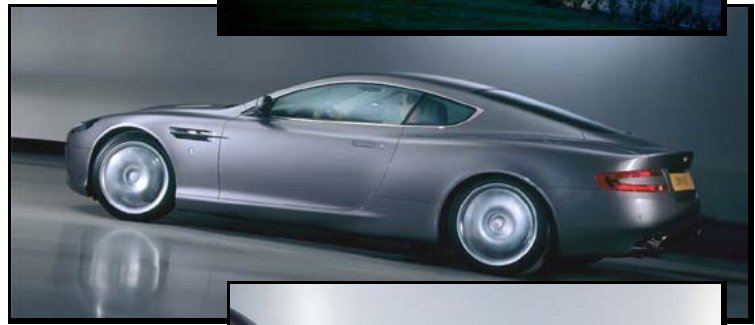
Dynamic Stability Control (DSC), Electronic Brake Distribution (EBD), and latest generation ABS braking all keep things in line at speed. The instrument pack features an Organic Electroluminescent Display (OEL) technology for higher resolution (rather than standard LED). Gauge dials are aluminum, with micro-perforations allowing the warning lamps to shine through.

Chassis construction is based upon technology pioneered in the V12 Vanquish. The DB9 will be the first Aston using VH-platform technology. This bonded aluminum build method results in a frame 25% lighter than a DB7, but with twice the torsional rigidity. Advanced ultrasonic welding is used in constructing the frame. This technique bonds metal together at the molecular level, resulting in welds 90% stronger than conventional spot welds without contamination, a first in the automotive industry.

Among all of this new technology remains the soul of an Aston Martin. Over 200 hours will go into building each DB9, with the long-experienced hands of true craftsmen hand-building each car to its owners specifications.

We expect to release additional photos and more details as they become available.

If you'd like more information, please contact Stephen Serio at ext 221 or Pat Roussel at ext 222. As you can imagine, much of our initial allocation is spoken for. If you have an interest in this newest Aston Martin, please call to secure your spot in this Spring's build schedule.



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