



SCHALTKULISSE



# ASTON MARTIN

## V8 VANTAGE V550

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## KEY FACTS

- One of only 97 left hand drive examples built
- Offered with its original service booklet and owner's manual
- The last handbuilt Aston Martin





















# HISTORY

Under Victor Gauntlet's ownership of Aston Martin the Newport Pagnell based firm pushed the limits of performance from their already established V8 powerplant, delivering a powerplant which was the most powerful automotive engine with world-market certification by the end of development. Supercharging was the preferred route for this pursuit of the ultimate performance GT, chosen for its linear power delivery as opposed to turbocharging.

The story of the supercharged V8 Vantage began in 1992. Based on the then 4-year-old Virage design the new Vantage was dramatically redesigned, sharing only its roof panel, doors and mirrors with its predecessor. Under the skin there was a new suspension architecture, new interior and electronics, and most importantly more than 200 bhp in addition to the already respectable 320 hp available in the Virage.

Only 280 cars were built including 40 Le Mans, of which only 97 were left-hand drive across all markets. The car was still largely hand finished at Aston Martin's original Newport Pagnell home with craftsmen still rolling and beating aluminium panels just as they had done in the DB era.

Interestingly the V550 moniker was added only retrospectively to differentiate the car from the V600 and V600 Le Mans variants to follow. The V550 V8 boasted 4-valve heads, twin Eaton superchargers, reinforced block and Cosworth pistons. The car produced 550 bhp (hence V550) and 555lb ft of torque at only 4,000 rpm. All were originally 6-speed manuals, although fearsome performance meant that some owners opted to have Aston Martin fit automatic transmissions post-production.



## **OUR V550**

Chassis 70157 was delivered new to Mr Celestino de Sousa Sousa at his London home in May 1996, and originally registered with the UK registration N34 EXP.

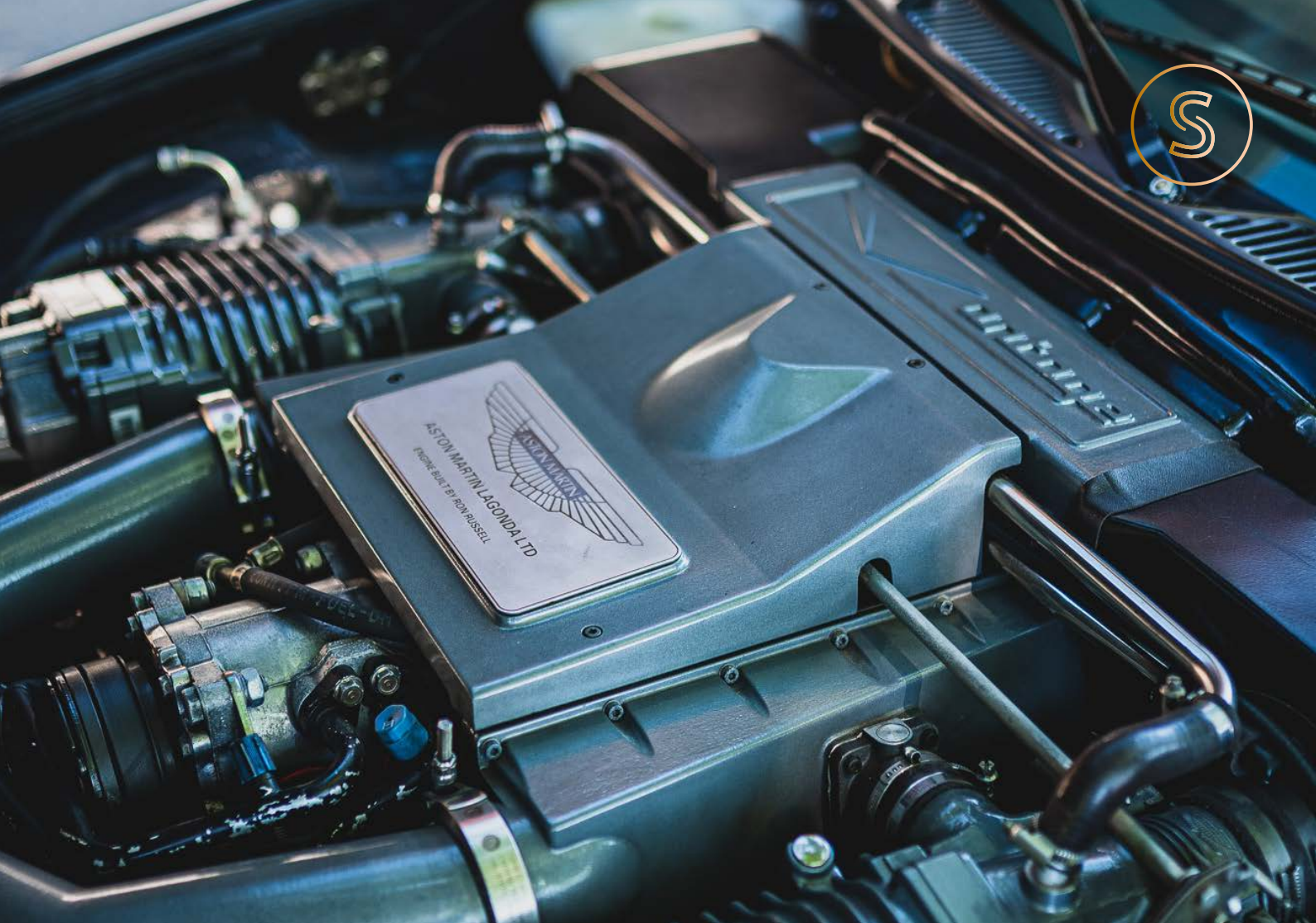
By 1999 he had brought the car to his native Portugal with service stamps from February 1999 at 4,937 km from an independent specialist in Porto.

The car has remained in Portugal since at least 1999 and was acquired by its current owner in around 2020. The car currently displays 33,212 km on the odometer.















# — CONTACT

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