

The Vanquish and the AMVOX7 are now synchronized, turning the track and the dial with a ferocious precision. The two are the latest products to issue from Aston Martin and Jaeger-LeCoultre, brands with historical ties extending back to the 1920s and a modern relationship dating to 2004.

The 565 hp and 457 pound-feet of torque produced by the 12-cylinder is unleashed in an impressive wave. The violent take-offs produced by other launch control systems are absent. Aston's apparatus launches the 3,834-pound coupe as if a giant hand was firmly pushing the Van-

quish from behind rather than walloping its shapely carbon-fiber body with a huge bat.

Sixty mph arrives in just four seconds.

Repeated pulls of the upshift paddle behind the square sided steering wheel (derived, like many of the Vanquish's styling cues, from AM's limited edition One-77 supercar) brings top gear in the grand tourer's six-speed automanual transaxle and well over 100 mph into Turn 1

Dissipating that triple-digit velocity for the right-hander was drama-free thanks to the Vanquish's massive carbon-ceramic brake rotors (15.7 inches front/14.2 rear). Turn-in is crisp and steering effort builds

progressively with cornering forces. It's refined rather than aggressive, appropriate for a luxury GT.

With dampers in the firmest "Track" setting the Vanquish maintains a mostly flat attitude in corners with enough compliance to ride curbing at apexes undisturbed. Aston's lighter, more rigid Generation-4 "VH" aluminum/carbon fiber chassis and front/rear double-wishbone suspension handle the coupe's nearly 4,000-pound mass admirably. Weight transfer through NOLA Motorsports Park's esses (turns 8-11) is well controlled with the chassis never lagging behind changes in direction.



Photo Credit: Aston Marton