

## EXHIBIT 1

### Company History

Aston Martin was founded in England by Robert Bamford and Lionel Martin 100 years ago. The company history is briefly set forth below:

#### History of AML

- 1913** Bamford and Martin Limited founded in London.
- 1914** Aston Martin name is born following success at Aston Hill Climb.
- 1915** First Aston Martin is registered.
- 1926** Aston Martin Motors Limited is formed and sets up in Feltham.
- 1928** First entry at the Le Mans 24-hour race.
- 1937** 140 cars built – the highest pre-war production figure.
- 1947** David Brown buys Aston Martin Motors Limited and Lagonda.
- 1953** DB2/4 goes into production – the first 2+2 seater.
- 1954** David Brown buys Tickford and moves production to Newport Pagnell.
- 1955** DB2/4 Mk II goes into production.
- 1957** DB Mk III goes into production
- 1958** DB4 goes into production
- 1959** Aston Martin wins world Sportscar Championship in the DBR1 following wins at the 1000km at the Nurburgring, Le Mans and the RAC Tourist Trophy.
- 1963** DB5 goes into production
- 1964** DB5 appears with James Bond in *Goldfinger*
- 1965** DB6 goes into production
- 1969** DBSV8 goes into production
- 1977** V8 Vantage goes into production
- 1980** Lagonda goes into production
- 1981** Victor Gauntlett and Pace Petroleum acquire AML
- 1983** Victor Gauntlett is backed financially by the Livanos shipping family
- 1987** Ford Motor Company acquires a 75% shareholding in AML
- 1990** Virage model goes into production
- 1993** V8 (Virage) Vantage goes into production
- 1994** Ford Motor Company acquires 100% shareholding. DB7 goes into production at Bloxham.
- 1996** DB7 Volante goes into production at Bloxham.
- 1999** The V8 (Virage) Vantage Le Mans goes into production.  
The DB7 Vantage goes into production at Bloxham.
- 2001** V12 Vanquish goes into production.
- 2002** After almost 15 years, Aston Martin renews its relationship with Italian coachbuilders Zagato to produce the limited edition DB7 Zagato Coupe and DBAR1 Roadster.
- 2003** Production of DB7 model finishes. AML Bloxham factory closes.  
AML moves its headquarters to a purpose built design, engineering and manufacturing facility at Gaydon.
- 2004** The DB9 Coupe goes into production at Gaydon. V12 Vanquish S goes into production at Newport Pagnell.
- 2005** AML returns to racing in GT events in Europe and USA.  
The DB9 Volante goes into production at Gaydon.  
Vantage (V8 4.3L engine) goes into production at Gaydon.
- 2006** AML unveils the Rapide four door concept car at the Detroit Motor Show.  
The 30,000<sup>th</sup> Aston Martin comes off the production line at Gaydon.  
The new Aston Martin DBS seen for the first time in the James Bond film *Casino Royale*
- 2007** Vantage Roadster goes into production at Gaydon.  
Ford sells AML to an investment consortium led by David Richards.  
Production of the V12 Vanquish finishes and AML Newport Pagnell factory closes.

## EXHIBIT 1

- 2008** DBS goes into production at Gaydon.  
Vantage models get the 4.7L V8 engine.  
AML announces Magna Steyr (Austria) as assembly partner for the 4-door Rapide model.
- 2009** DBS Volante goes into production at Gaydon.  
Vantage coupe model with V12 engine launched into Europe.
- 2010** Rapide goes into Production at Magna Steyr in Austria
- 2011** V12 Vantage available in the USA, V8 Vantage S and Virage go into production at Gaydon.  
The ultimate Aston Martin, the One-77 starts production.
- 2012** Rapide Production transfers to Gaydon from Magna Steyr.  
After a 10 year break, Aston Martin renews its relationship with Italian coachbuilders Zagato to produce the limited edition V12 Zagato.  
The new V12 Vanquish coupe starts production.
- 2013** Aston Martin confirms (May 1<sup>st</sup>) that the Investindustrial partnership announced in December 2012 is complete. The deal brings £150m of capital investment (37.5% stake).

**EXHIBIT 2**

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a) Exemption Volume Detail

**Models volumes requiring exemption**

<i>Exemption Years</i>	<i>Sept 1<sup>st</sup> 2014 to Aug 31<sup>st</sup> 2015</i>	<i>Sept 1<sup>st</sup> 2015 to Aug 31<sup>st</sup> 2016</i>	<i>Sept 1<sup>st</sup> 2016 to Aug 31<sup>st</sup> 2017</i>	<i>Total</i>
DB9 Coupe	[ ]	[ ]	-	[ ]
DB9 Volante (convertible)	-	[ ]	-	[ ]
V8 Vantage Coupe	[ ]	[ ]	[ ]	[ ]
V8 Vantage Roadster (convertible)	-	[ ]	[ ]	[ ]
V12 Vantage Coupe	[ ]	[ ]	[ ]	[ ]
V12 Vantage Roadster (convertible)	-	[ ]	[ ]	[ ]
<b>Total</b>	[ ]	[ ]	[ ]	<b>670</b>

**Models volumes NOT requiring exemption**

<i>Exemption Years</i>	<i>Sept 1<sup>st</sup> 2014 to Aug 31<sup>st</sup> 2015</i>	<i>Sept 1<sup>st</sup> 2015 to Aug 31<sup>st</sup> 2016</i>	<i>Sept 1<sup>st</sup> 2016 to Aug 31<sup>st</sup> 2017</i>	<i>Total</i>
DB9 Volante (convertible)	[ ]	-	-	[ ]
V8 Vantage Roadster (convertible)	[ ]	-	-	[ ]
V12 Vantage Roadster (convertible)	[ ]	-	-	[ ]
Rapide S	[ ]	[ ]	[ ]	[ ]
Vanquish Coupe	[ ]	[ ]	[ ]	[ ]
Vanquish Volante	[ ]	[ ]	[ ]	[ ]
DB9 Replacement	-	-	[ ]	[ ]
<b>Total</b>	[ ]	[ ]	[ ]	[ ]

EXHIBIT 2

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b) Production Volumes

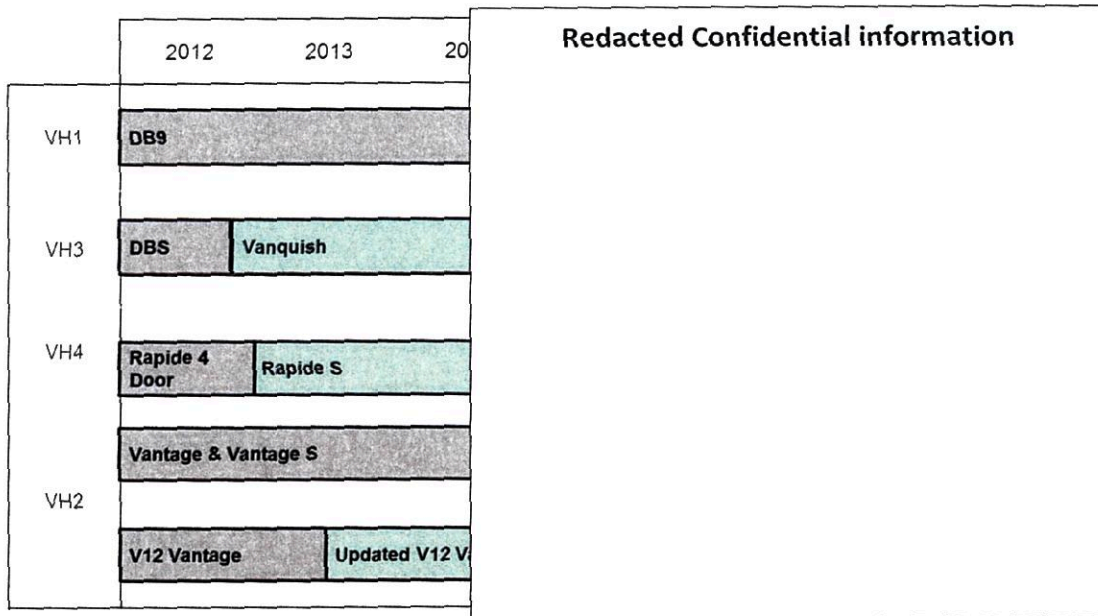
<i>Year</i>	<i>Worldwide Production</i>	<i>US Imports +/-</i>	
2010	4169	917	* Estimated
2011	3760	810	+/- We note that the USA market has generally been approximately 20% of total Aston Martin global sales.
2012	3683	775	
2013*	[ ]	[ ]	
2014*	[ ]	[ ]	
2015*	[ ]	[ ]	



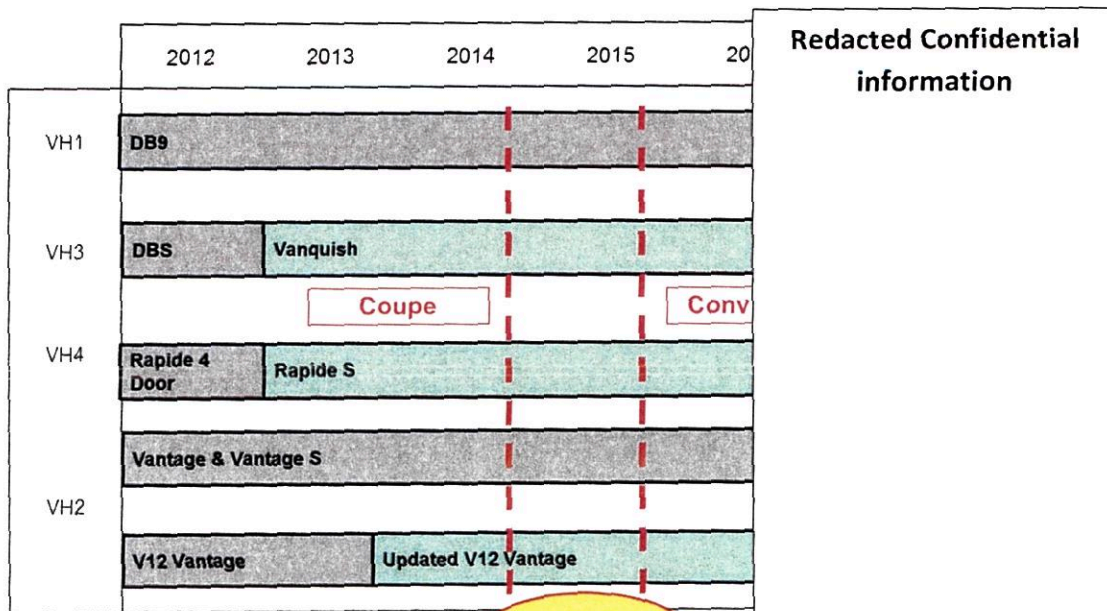
**EXHIBIT 3**

**Aston Martin Product Plans**

**a) Aston Martin 2011 Product Plan**



**b) Aston Martin Current Product Plan**



FMVSS214

EXHIBIT 4

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Modifications to DB9 and Vantage Models

(a) DB9 Coupe

System	Item	Comment	£ '000
Restraints	Side Thorax/Pelvis Airbag	c/o inflator from Vanquish, unique airbag vent tune and integration.	[ ]
	Door Mounted Inflatable Curtain (DMIC) – Head Protection	c/o from Rapide S.	[ ]
Interior Trim	Seats	c/o from Vanquish	[ ]
	Door trim	Reduced stiffness modifications - mods to existing door substrates and introduction of unique weakening elements designed to collapse.	[ ]
	Seat pusher and carpet	New part to provide load path into seat structure and mods to carpet to accommodate.	[ ]
	Door top roll molding	New top roll molding introducing DMIC door.	[ ]
Structural	Rear quarter moldings	New rear quarter molding to meet DMIC package	[ ]
	Door body	Modifications to door inner structure to mount DMIC.	[ ]
	Underfloor Load Path reinforcements	Rear B Post flange extension, rear floor reinforcement, fuel/brake line channel reinforcement.	[ ]
	Sill mounted energy absorber	New part	[ ]
	Sensor calibration	New calibration logic to match new seat	[ ]
Safety Integration	Test & Crash programme	[ ] side impact tests, [ ] frontal impact tests*	[ ]
		sled testing	[ ]
		test materials/parts	[ ]
		static testing	[ ]
Manpower Resources	Product development Resource (external)**		[ ]
	<b>Engineering Investment, Resource &amp; Vehicle Total</b>		[ ]

\* Frontal tests required to re-validate the performance of the occupant protection system due to the introduction of the Vanquish seat into the DB9. Same for all affected models.

\*\* Use of internal resource not feasible without compromising development of future new model.

EXHIBIT 4

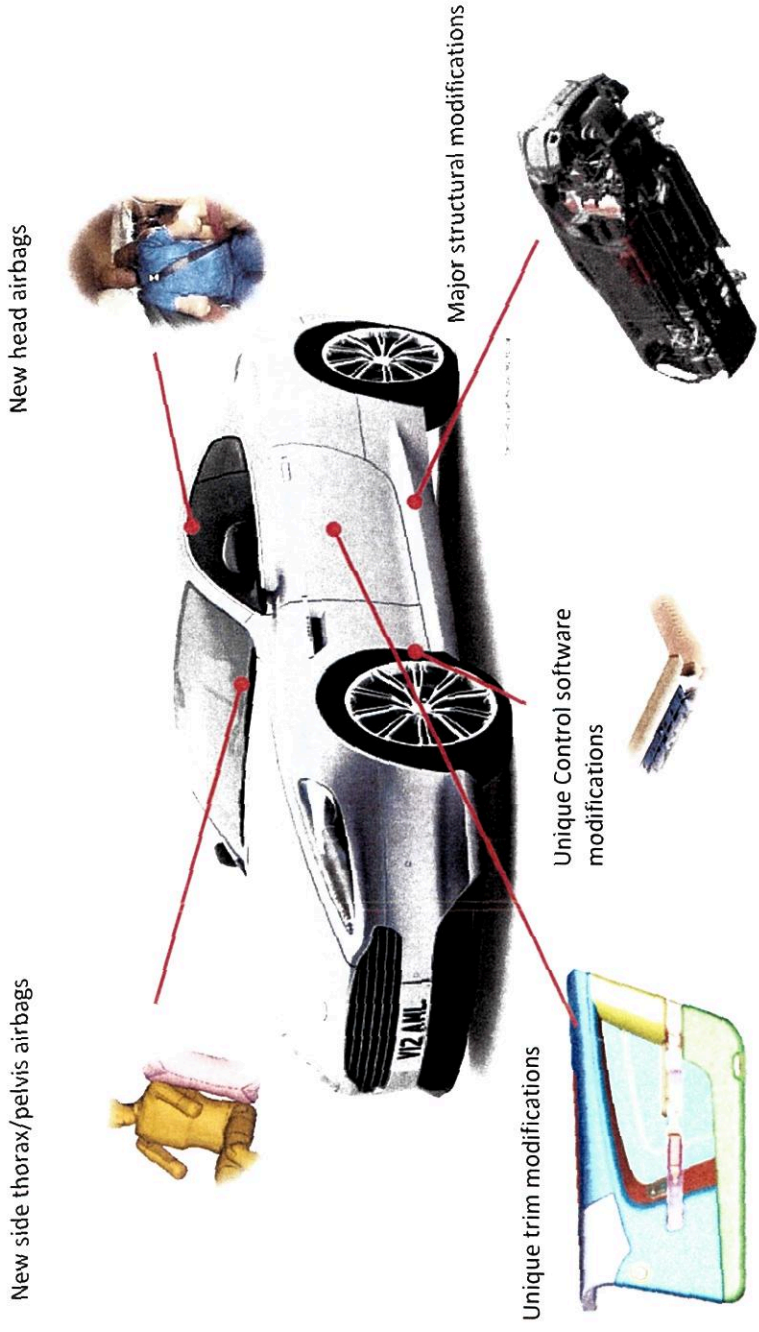


EXHIBIT 4

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(b) DB9 Volante (Convertible)

System	Item	Comment	£ 000
Restraints	Side Thorax/Pelvis Airbag	c/o inflator from Vanquish, unique airbag vent tune and integration.	[ ]
	DMIC – Head Protection	c/o from Rapide S.	[ ]
	Seats	c/o from Vanquish	[ ]
Interior Trim	Door trim	c/o reduced stiffness modifications from DB9 Coupe - mods to existing door substrates and introduction of unique weakening elements designed to collapse.	[ ]
	Seat pusher and carpet	New part to provide load path into seat structure and c/o DB9 Coupe mods to carpet to accommodate.	[ ]
Structural	Door top roll molding	c/o from DB9 Coupe top roll molding introducing DMIC door.	[ ]
	Rear quarter moldings	New rear quarter molding to meet DMIC package	[ ]
	Door body	c/o DB9 Coupe modifications to door inner structure to mount DMIC.	[ ]
	Underfloor Load Path reinforcements	Rear B Post flange extension, rear floor reinforcement, fuel/brake line channel reinforcement.	[ ]
	Sill mounted energy absorber	New part	[ ]
Safety Integration	Sensor calibration	New calibration logic to match new seat. Different module to DB9 Coupe.	[ ]
	Test & Crash programme	[ ] side impact tests, [ ] frontal impact tests	[ ]
		sled testing	[ ]
		test materials/parts	[ ]
Manpower Resources		static testing	[ ]
		test vehicles	[ ]
	Product development Resource (external)	-	[ ]
<b>Engineering Investment, Resource &amp; Vehicle Total</b>			[ ]



EXHIBIT 4

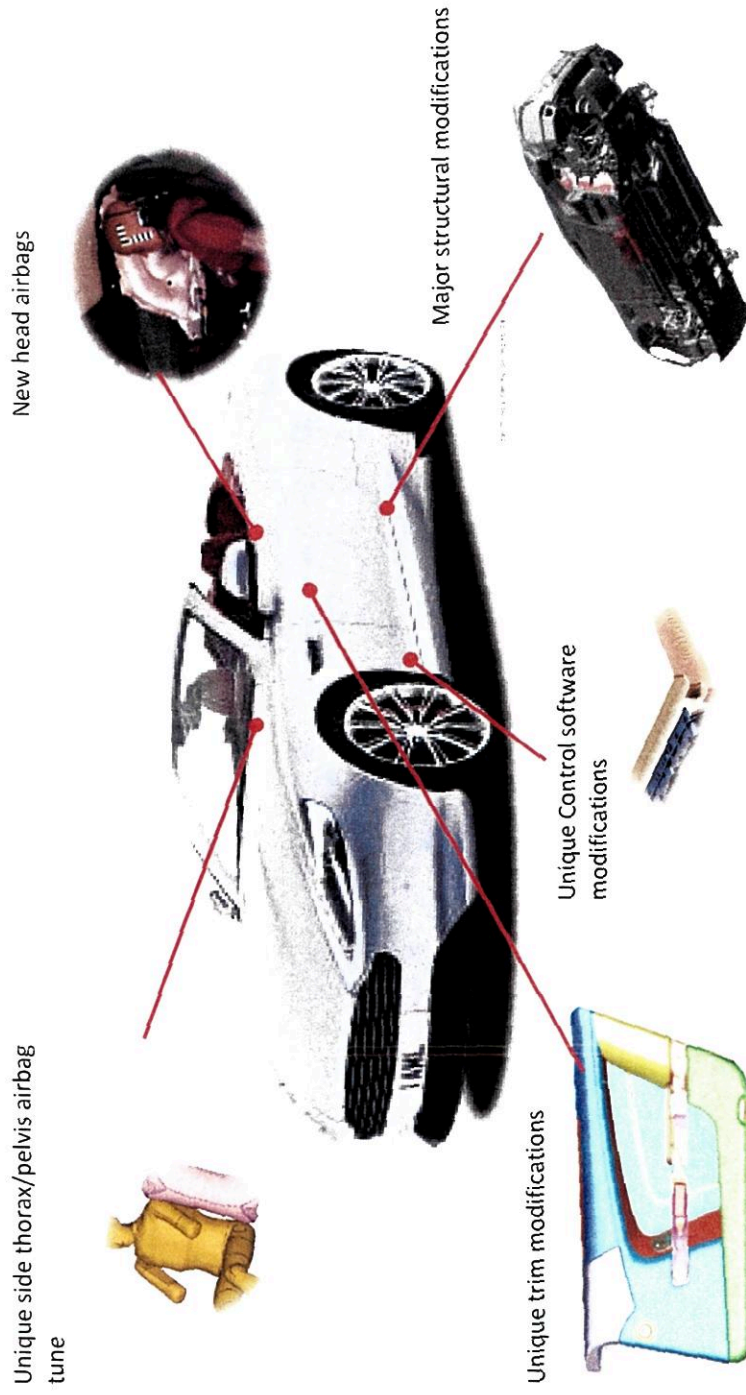


EXHIBIT 4

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(c) V8 & V12 Vantage Coupe

Restraints	Side Thorax/Pelvis Airbag Door Mounted Inflatable Curtain	c/o inflator from Vanquish, unique airbag vent tune and integration c/o from Rapide S.	[ ] [ ]	
Interior Trim	Seats	c/o from Vanquish	[ ]	
	Door trim	Reduced stiffness modifications - mods to existing door substrates and introduction of unique weakening elements designed to collapse.	[ ]	
Structural	Seat pusher and carpet	New part to provide load path into seat structure and mods to carpet to accommodate.	[ ]	
	Door top roll molding	New top roll molding introducing DMIC door	[ ]	
	Rear quarter moldings.	New rear quarter molding to meet DMIC package.	[ ]	
	Door body	Modifications to door inner structure to mount DMIC.	[ ]	
Safety Integration	Underfloor Load Path reinforcements	Rear B Post flange extension, rear floor reinforcement, fuel/brake line channel reinforcement.	[ ]	
	Sill mounted energy absorber	New part	[ ]	
	Sensor calibration	New calibration logic to match new seat	[ ]	
	Test & Crash programme		[ ] side impact tests, [ ] frontal impact tests	[ ]
			sled testing test materials/parts static testing test vehicles	[ ] [ ] [ ] [ ]
Manpower Resources	Product development Resource (external)	-	[ ]	
<b>Engineering Investment, Resource &amp; Vehicle Total</b>			[ ]	

**EXHIBIT 4**

Unique side thorax/pelvis airbag  
tune

New head airbags

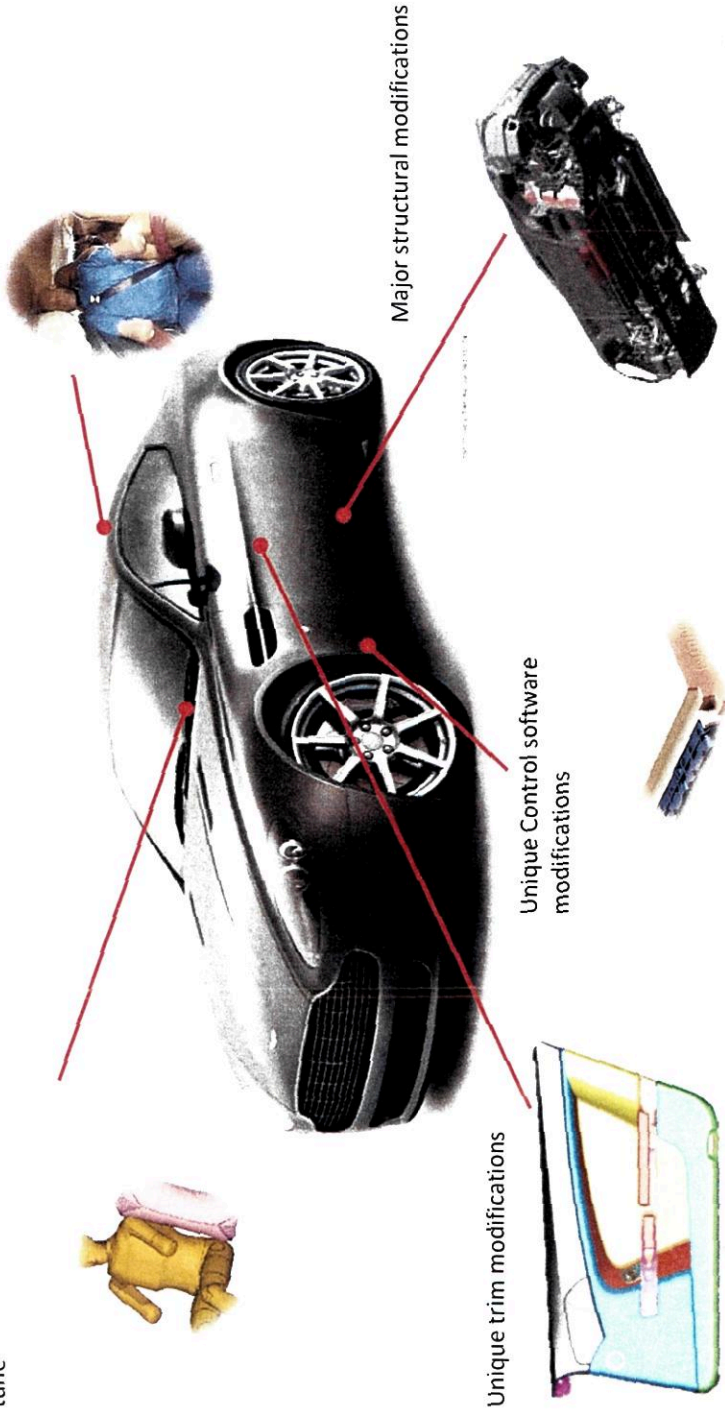


EXHIBIT 4

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(d) V8 & V12 Vantage Roadster (Convertible)

Restraints	Side Thorax/Pelvis Airbag Door Mounted Inflatable Curtain	c/o inflator from Vanquish, unique airbag vent tune and integration. c/o from Rapide S.	[ ] [ ]	
Interior Trim	Seats	c/o from Vanquish	[ ]	
	Door trim	c/o reduced stiffness modifications from Vantage Coupe - mods to existing door substrates and introduction of unique weakening elements designed to collapse.	[ ]	
	Seat pusher and carpet	New part to provide load path into seat structure and c/o Vantage Coupe mods to carpet to accommodate.	[ ]	
	Door top roll, moldings	c/o from Vantage Coupe top roll molding introducing DMIC door introduction to top roll molding	[ ]	
	Rear quarter moldings	New rear quarter molding to meet DMIC package	[ ]	
Structural	Door body	c/o Vantage Coupe modifications to door inner structure to mount DMIC.	[ ]	
	Underfloor Load Path reinforcements	Rear B Post flange extension, rear floor reinforcement, fuel/brake line channel reinforcement.	[ ]	
Safety Integration	Sill mounted energy absorber	New part		
	Sensor calibration	New calibration logic to match new seat	[ ]	
	Test & Crash programme	[ ] side impact tests, [ ] frontal impact tests		[ ]
		sled testing		[ ]
		test materials/parts		[ ]
	static testing		[ ]	
	test vehicle		[ ]	
Manpower Resources	Product development Resource (external)		[ ]	
	<b>Engineering Investment, Resource &amp; Vehicle Total</b>		[ ]	



**EXHIBIT 4**

Unique side thorax/pelvis airbag tune

New head airbags

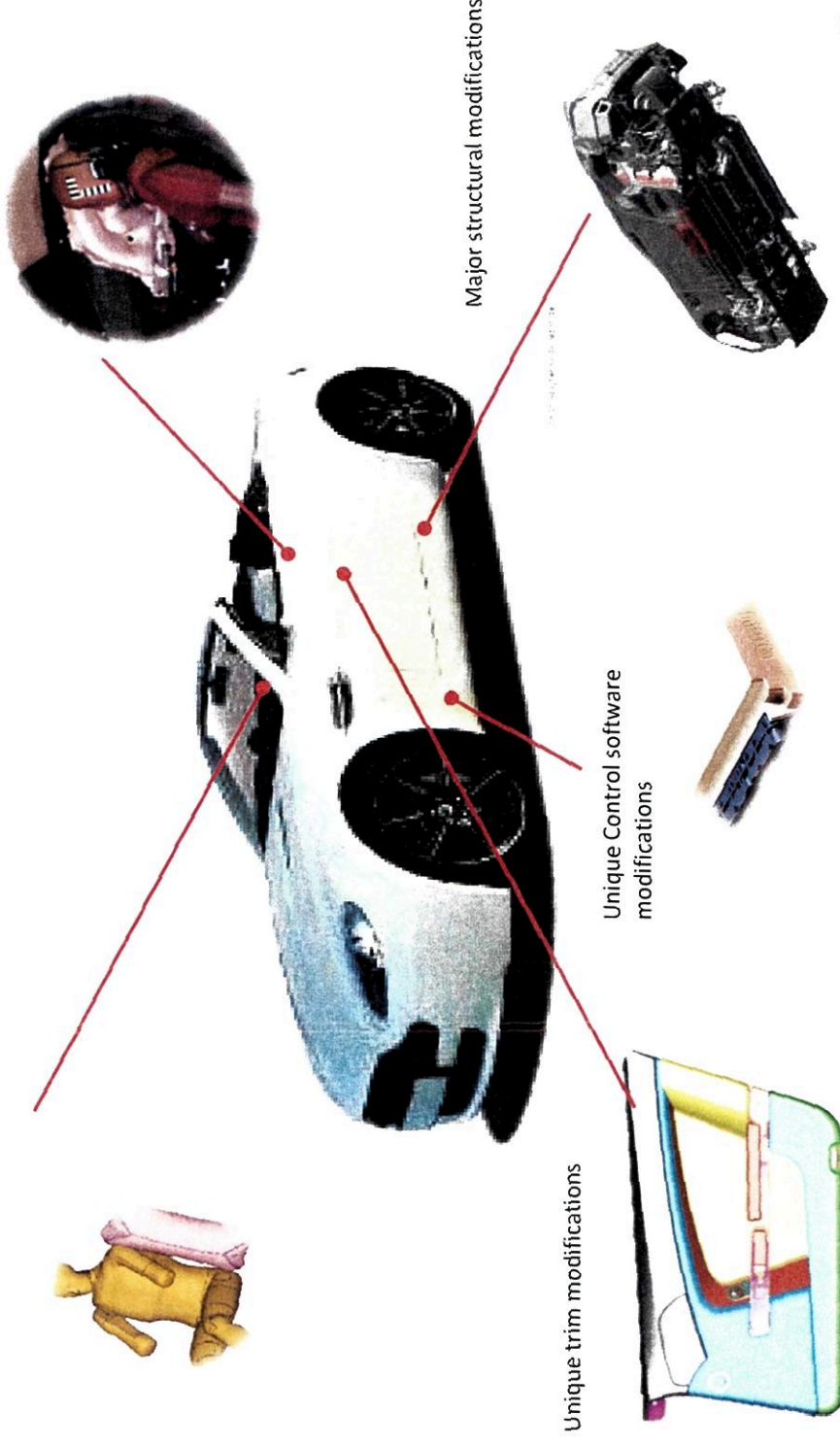


EXHIBIT 4

Total Cost Estimate Summary

	DB9 Coupe & Volante £'000	Vantage Coupe & Roadster £'000	Total £'000
Engineering Investment, Resource & Vehicles	[ ]	[ ]	[ ]
Project Management	[ ]	[ ]	[ ]
Launch	[ ]	[ ]	[ ]
Contingency @ 10%	[ ]	[ ]	[ ]
Total*	[ ]	[ ]	[ ]

\*[ ] - assuming 1.5 exchange rate

Corporate Financial Information  
Aston Martin Holdings (UK) Ltd

Income Statement & Balance Sheet

Pages 2 - 5 are taken from the 2011 and 2012 accounts and include the income statement and balance sheet details for 2010 - 2012.

Pages 6 - 7 contain projected financial information

# EXHIBIT 5

## Aston Martin Holdings (UK) Limited

### Consolidated statement of comprehensive income for the year ended 31 December 2011

	Notes	Year ended 31 December 2011 £'000	Year ended 31 December 2010 £'000
<b>Revenue</b>	3	506,810	474,263
Cost of sales		(439,016)	(389,566)
<b>Gross profit</b>		<u>67,794</u>	<u>84,697</u>
Distribution expenses		(21,867)	(14,878)
Administrative expenses		(37,591)	(34,563)
Share of result in associates	14	34	-
<b>Operating profit</b>	4	<u>8,370</u>	<u>35,256</u>
<b>Analysed as :</b>			
Gain on the sale of the works service business	5	860	-
Magna restructuring and termination costs	5	(2,754)	-
Costs associated with Chinese and UAE distribution rights and refinancing	5	(2,955)	-
Reduction in past service cost	5	-	4,278
Underlying operating profit *		13,219	30,978
<b>Operating profit</b>		<u>8,370</u>	<u>35,256</u>
Finance income	7	10,201	8,570
Finance expense	8	(51,696)	(36,942)
<b>Net financing expense</b>		<u>(41,495)</u>	<u>(28,372)</u>
<b>Analysed as :</b>			
Write-off of capitalised arrangement fees on redemption	8	(5,535)	-
Loan interest on redemption	8	(695)	-
Preference share interest on redemption	8	(2,486)	-
Underlying net finance expense**		(32,779)	(28,372)
<b>Net financing expense</b>		<u>(41,495)</u>	<u>(28,372)</u>
<b>(Loss) / profit before tax</b>		<u>(33,125)</u>	<u>6,884</u>
Income tax credit	9	11,955	709
<b>(Loss) / profit for the year</b>		<u>(21,170)</u>	<u>7,593</u>
<b>Other comprehensive income</b>			
Foreign exchange translation differences		(5)	(305)
Actuarial (losses) / gains on defined benefit pension plans	22	(12,219)	2,896
Adjustment to pension scheme assets in accordance with paragraph 58 of IAS19	22	9,134	(25,645)
Income tax on other comprehensive income		499	6,199
<b>Other comprehensive expense for the period, net of income tax</b>		<u>(2,591)</u>	<u>(16,855)</u>
<b>Total comprehensive expense for the period</b>		<u>(23,761)</u>	<u>(9,262)</u>

\* underlying operating profit represents operating profit excluding non-recurring items.

\*\* underlying net financing expense represents net financing expense excluding non-recurring items.

Notes on pages 12 to 40 form an integral part of the financial statements.



## EXHIBIT 5

### Aston Martin Holdings (UK) Limited

#### Consolidated statement of comprehensive income for the year ended 31 December 2012

	Notes	2012 £'000	2011 £'000 as restated
<b>Revenue</b>	3	<b>461,237</b>	506,810
Cost of sales		<b>(313,099)</b>	(333,936)
<b>Gross profit</b>		<b>148,138</b>	172,874
Selling and distribution expenses		<b>(28,036)</b>	(34,924)
Administrative and other expenses		<b>(128,849)</b>	(129,614)
Share of result in associates	14	<b>213</b>	34
<b>Operating (loss) / profit</b>	4	<b>(8,534)</b>	8,370
<b>Analysed as :</b>			
Impairment of Cygnet tangible and intangible assets	5	<b>(12,649)</b>	-
Costs associated with new equity funding	5	<b>(579)</b>	-
Gain on the sale of the works service business	5	-	860
Magna restructuring and termination costs	5	<b>(2,180)</b>	(2,754)
Costs associated with Chinese and UAE distribution rights and refinancing	5	-	(2,955)
<b>Underlying operating profit *</b>		<b>6,874</b>	13,219
<b>Operating (loss) / profit</b>		<b>(8,534)</b>	8,370
Finance income	7	<b>15,092</b>	10,201
Finance expense	8	<b>(40,643)</b>	(51,696)
<b>Net financing expense</b>		<b>(25,551)</b>	(41,495)
<b>Analysed as :</b>			
Write-off of capitalised arrangement fees on redemption	8	-	(5,535)
Loan interest on redemption	8	-	(895)
Preference share interest on redemption	8	-	(2,487)
<b>Underlying net finance expense**</b>		<b>(25,551)</b>	(32,778)
<b>Net financing expense</b>		<b>(25,551)</b>	(41,495)
<b>Loss before tax</b>		<b>(34,085)</b>	(33,125)
Income tax credit	9	<b>9,201</b>	11,955
<b>Loss for the year</b>		<b>(24,884)</b>	(21,170)
<b>Other comprehensive income</b>			
Foreign exchange translation differences		<b>(43)</b>	(5)
Actuarial losses on defined benefit pension plans	22	<b>(4,709)</b>	(12,219)
Adjustment to pension scheme assets in accordance with paragraph 58 of IAS19	22	<b>16,511</b>	9,134
Income tax on other comprehensive income	9	<b>(2,644)</b>	499
<b>Other comprehensive income / (expense) for the period, net of income tax</b>		<b>9,115</b>	(2,591)
<b>Total comprehensive expense for the period</b>		<b>(15,769)</b>	(23,761)

\* underlying operating profit represents operating profit excluding non-recurring items.

\*\* underlying net financing expense represents net financing expense excluding non-recurring items.

Notes on pages 12 to 40 form an integral part of the financial statements.

# EXHIBIT 5

## Aston Martin Holdings (UK) Limited

### Statements of financial position at 31 December 2011

		Group 2011 £'000	Group 2010 £'000	Company 2011 £'000	Company 2010 £'000
<b>Non-current assets</b>					
Intangible assets	11	496,419	484,546	-	-
Property, plant and equipment	13	192,367	198,602	-	-
Investment in associates	14	1,534	-	-	-
Investments in subsidiary undertakings	14	-	-	222,000	222,000
Other receivables	16	2,202	3,289	-	-
Deferred tax asset	9	16,516	9,308	-	-
		<u>709,038</u>	<u>695,745</u>	<u>222,000</u>	<u>222,000</u>
<b>Current assets</b>					
Inventories	15	66,118	68,034	-	-
Trade and other receivables	16	29,128	113,762	373,904	155,986
Cash and cash equivalents	17	46,631	43,342	1	246
		<u>141,877</u>	<u>225,138</u>	<u>373,905</u>	<u>156,232</u>
<b>Total assets</b>		<u>850,915</u>	<u>920,883</u>	<u>695,905</u>	<u>378,232</u>
<b>Current liabilities</b>					
Borrowings	19	-	69,710	-	-
Trade and other payables	18	128,423	128,466	303,336	18,481
Income tax payable		184	60	-	-
Financial liabilities	19	7,458	7,095	-	-
Provisions	21	7,188	9,960	-	-
		<u>143,253</u>	<u>215,291</u>	<u>303,336</u>	<u>18,481</u>
<b>Non-current liabilities</b>					
Borrowings	19	293,488	234,094	-	35,804
Trade and other payables	18	-	-	-	-
Financial liabilities	19	5,908	4,220	-	-
Employee benefits	22	16,725	17,060	-	-
Provisions	21	9,828	9,541	-	-
Deferred tax liabilities	9	102,811	108,014	-	-
		<u>428,760</u>	<u>372,929</u>	<u>-</u>	<u>35,804</u>
<b>Total liabilities</b>		<u>572,013</u>	<u>588,220</u>	<u>303,336</u>	<u>54,285</u>
<b>Net assets</b>		<u>278,902</u>	<u>332,663</u>	<u>292,569</u>	<u>323,947</u>
<b>Capital and reserves</b>					
Share capital	23	2	2	2	2
Share premium	24	191,512	291,512	191,512	291,512
Capital reserve	24	92,964	44,564	92,964	44,564
Translation reserve	24	387	392	-	-
Retained earnings		(5,963)	(3,807)	8,091	(12,131)
<b>Total shareholders' equity</b>		<u>278,902</u>	<u>332,663</u>	<u>292,569</u>	<u>323,947</u>

Notes on pages 12 to 40 form an integral part of the financial statements

The financial statements on pages 7 to 40 were approved by the board of directors on 12 April 2012 and were signed on its behalf by:

David Richards

Director

Company Number : 06067176

## EXHIBIT 5

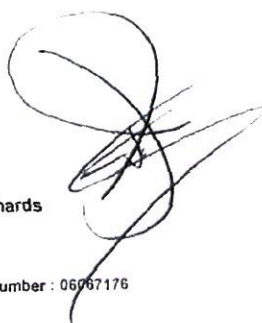
### Aston Martin Holdings (UK) Limited

#### Statements of financial position at 31 December 2012

		Group 2012 £'000	Group 2011 £'000	Company 2012 £'000	Company 2011 £'000
<b>Non-current assets</b>					
Intangible assets	11	522,581	496,419	-	-
Property, plant and equipment	13	195,223	192,367	-	-
Investment in associates	14	1,695	1,534	-	-
Investments in subsidiary undertakings	14	-	-	222,000	222,000
Other receivables	16	1,134	2,202	-	-
Other financial assets	19	443	-	-	-
Deferred tax asset	9	18,280	16,516	-	-
		<u>739,356</u>	<u>709,038</u>	<u>222,000</u>	<u>222,000</u>
<b>Current assets</b>					
Inventories	15	73,389	66,118	-	-
Trade and other receivables	16	32,760	29,128	375,598	373,904
Other financial assets	19	339	-	-	-
Cash and cash equivalents	17	50,413	46,631	1	1
		<u>156,901</u>	<u>141,877</u>	<u>375,599</u>	<u>373,905</u>
		<u>896,257</u>	<u>850,915</u>	<u>597,599</u>	<u>595,905</u>
<b>Total assets</b>					
<b>Current liabilities</b>					
Borrowings	19	41,259	-	-	-
Trade and other payables	18	176,481	128,423	306,232	303,336
Income tax payable		178	184	-	-
Other financial liabilities	19	1,756	7,458	-	-
Provisions	21	7,271	7,188	-	-
		<u>226,945</u>	<u>143,253</u>	<u>306,232</u>	<u>303,336</u>
<b>Non-current liabilities</b>					
Borrowings	19	295,149	293,488	-	-
Other financial liabilities	19	1,235	5,908	-	-
Employee benefits	22	2,983	16,725	-	-
Provisions	21	8,937	9,828	-	-
Deferred tax liabilities	9	97,875	102,811	-	-
		<u>406,179</u>	<u>428,760</u>	<u>-</u>	<u>-</u>
		<u>633,124</u>	<u>572,013</u>	<u>306,232</u>	<u>303,336</u>
		<u>263,133</u>	<u>278,902</u>	<u>291,367</u>	<u>292,569</u>
<b>Net assets</b>					
<b>Capital and reserves</b>					
Share capital	23	2	2	2	2
Share premium	24	191,512	191,512	191,512	191,512
Capital reserve	24	92,964	92,964	92,964	92,964
Translation reserve	24	344	387	-	-
Retained earnings		(21,689)	(5,963)	6,889	8,091
		<u>263,133</u>	<u>278,902</u>	<u>291,367</u>	<u>292,569</u>
<b>Total shareholders' equity</b>					

Notes on pages 12 to 40 form an integral part of the financial statements.

The financial statements on pages 7 to 40 were approved by the board of directors on 27 March 2013 and were signed on its behalf by:



David Richards  
Director

Company Number : 06067176

**EXHIBIT 5**

[ ] indicates redacted confidential information

PROJECTED FINANCIAL INFORMATION - Following a denial of an exemption application.

**Condensed consolidated statement of comprehensive income  
Forecast 2015**

	Year ended 31 December 2015 Estimated
	£'000
<b>Revenue</b>	[ ]
Cost of sales	[ ]
<b>Gross profit</b>	<hr/> [ ]
Selling and distribution expenses	[ ]
Administrative and other expenses	[ ]
Share of result in associates	
<b>Operating (loss) / profit</b>	<hr/> [ ]
<b>Net financing expense</b>	[ ]
<b>(Loss) / profit before tax</b>	<hr/> [ ]
<b>Income tax</b>	[ ]
<b>(Loss) / profit for the period</b>	<hr/> [ ]



**EXHIBIT 5**

[ ] indicates redacted confidential information

**Condensed consolidated statement of financial position  
estimated as at 31 December 2015**

Estimated as at  
31.12.15  
£'000

***Non-current assets***

Intangible assets	[ ]
Property, plant and equipment	[ ]
Investments in associate	[ ]
Other receivables	[ ]
Other financial assets	[ ]
Deferred tax asset	[ ]

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[ ]

***Current assets***

Inventories	[ ]
Trade and other receivables	[ ]
Other financial assets	[ ]
Cash and cash equivalents	[ ]

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[ ]

***Total assets***

---

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[ ]

***Current liabilities***

Borrowings	[ ]
Trade and other payables	[ ]
Provisions	[ ]

---

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[ ]

***Non-current liabilities***

Borrowings	[ ]
Employee benefits	[ ]
Provisions	[ ]
Deferred tax liabilities	[ ]

---

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[ ]

***Total liabilities***

---

---

[ ]

***Net assets***

---

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[ ]

***Capital and reserves***

Share capital	[ ]
Share premium	[ ]
Capital reserves	[ ]
Translation reserve	[ ]
Retained earnings	[ ]

***Total shareholders' equity***

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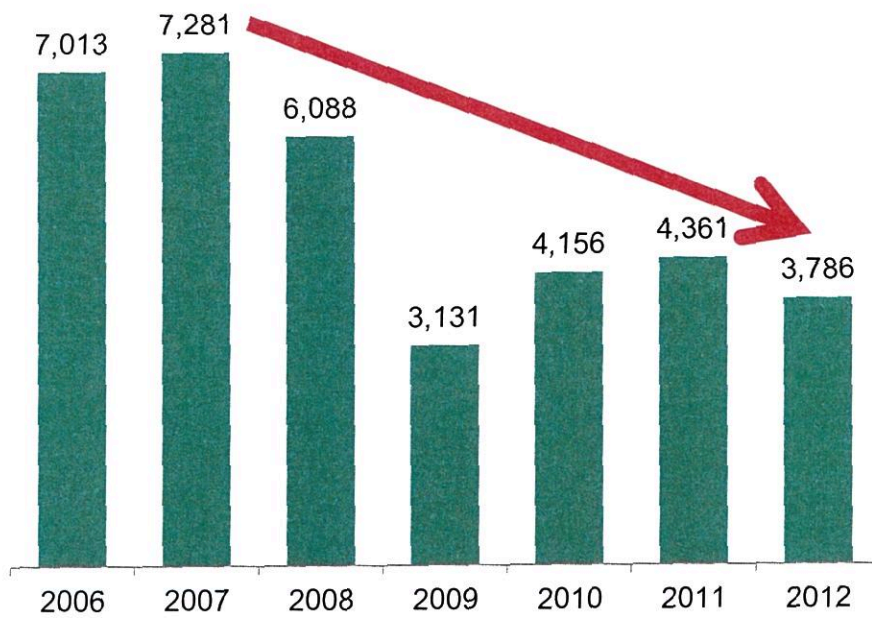
[ ]

## EXHIBIT 6

### Substantial Economic Hardship Discussion

#### Historic Financial Performance

Aston Martin has been impacted by the credit crisis in 2008/2009 and prevailing market conditions since that period. As a result sales volumes have deteriorated by 48% from the peak sales year in 2007 to 2012 which is illustrated in the diagram below.



The sharp decline in sales volume has in turn had a direct impact on the profitability of the company. Aston Martin has seen profit after tax reduce from £7.6m in 2010 to a loss after tax of £ (21.2)m and £ (24.9)m in 2011 and 2012 respectively.

As vehicle sales and profitability declined this naturally constrains the availability of free cash flow to be used for investing in the development of the next generation of our models as well as maintaining the legislative compliance of our current model line.

This is illustrated by the increase in short-term borrowing in 2012 of £ (41.3)m required in order to continue to fund the product development activities during the year.

## EXHIBIT 6

[ ] indicates redacted confidential information

### Future Cash Challenges

Moving forward pending our next generation of vehicles being launched, the financial performance of the company will not improve significantly above the last few years of trading. For that reason in 2012 a funding requirement was recognised to overcome the cash shortfall from cash generated from operations to develop the next generation of our models to enable organic business growth.

During 2012 Aston Martin secured a £150m capital increase into the business, the monies generated from this were to repay the short term borrowings utilised in 2012 and help fund the next generation of vehicles. This capital increase did not include monies for FMVSS 214 compliance for DB9 & Vantage car lines as the next generation of models were originally planned to be launched in August 2014.

### Consequences of exemption denial

The constraints detailed in the previous section demonstrates that Aston Martin do not have the funds available to develop a FMVSS 214 compliant solution for the DB9 and Vantage model lines. If funds were reallocated from the next generation of models to the compliant project for DB9 and Vantage model lines, it would have a significant impact to the timing or content to the next generation model projects.

Chart 1 below shows the cash available for Product Development spend versus the required spend for each year, this analysis is based on forecasted sales volumes and assumes that we receive exemption for FMVSS 214 on Vantage & DB9.

Chart 2 illustrates an adjustment (marked in red) which shows further product development investment requirement of £20m to develop FMVSS 214 compliance. This would deteriorate the cash position by £20m from the base plan. This would deteriorate the cash position at the end of 2015 from [ ] to [ ].

**EXHIBIT 6**

Chart 1

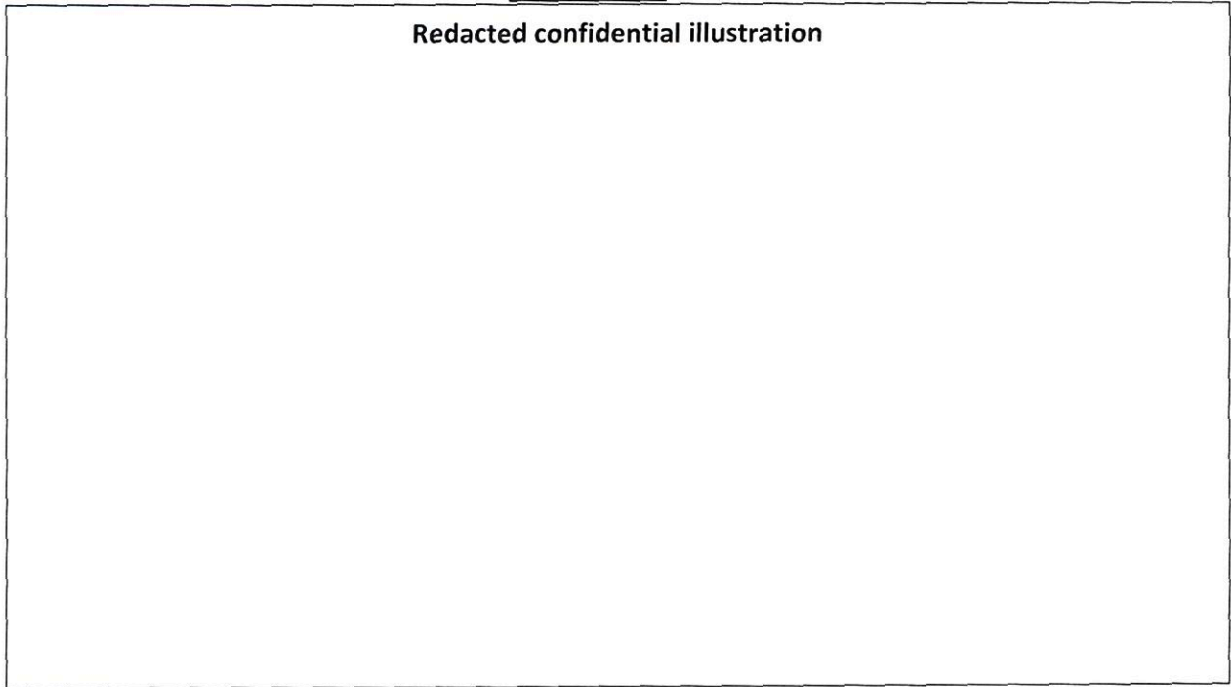
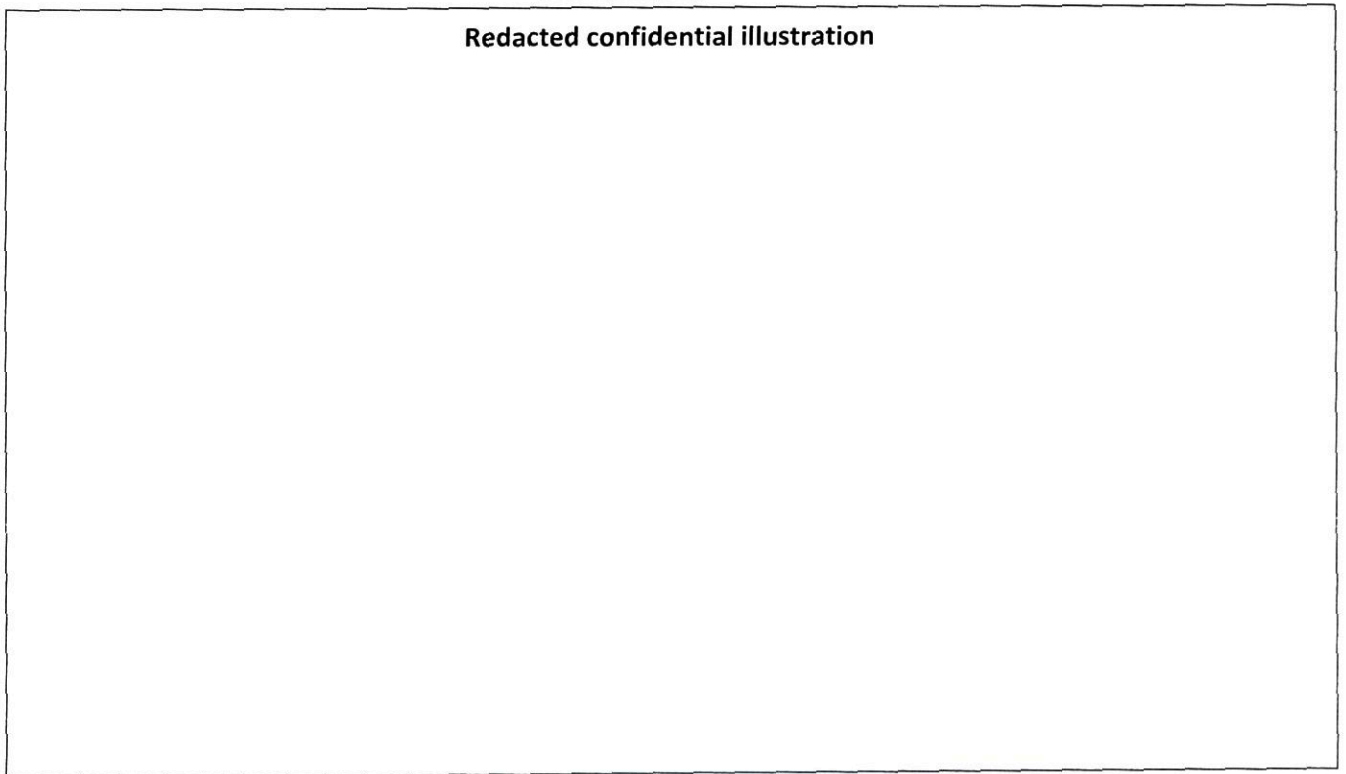


Chart 2



If the exemption for FMVSS 214 is denied it would not be viable for Aston Martin to engineer a solution for DB9 and Vantage due to financial, resource and time constraints. Therefore our model line-up would be limited in the US market with only Rapide and Vanquish carlines available for sale from August 2014 to September 2016.

## EXHIBIT 6

[ ] indicates redacted confidential information

The financial impact on Aston Martin from the lost sales in the US market would increase the forecasted loss after tax, in 2015 by [ ] to [ ], thereby impacting the cash position of the company by a similar amount.

To summarise, if Aston Martin were to be granted an exception for FMVSS 214 the cash position in 2015 would be [ ] which highlights a difficult cash position in its own right. If Aston Martin were to develop a FMVSS 214 solution for DB9 and Vantage it would result in a [ ] cash position. If Aston Martin were to be denied FMVSS 214 and did not develop a FMVSS 214 solution then there would be lost US sales which would result in [ ] cash position. Therefore it is not financially sustainable for Aston Martin to develop a solution for FMVSS 214.



**EXHIBIT 7**

**Worldwide Sales Data – Historical and Forecast**

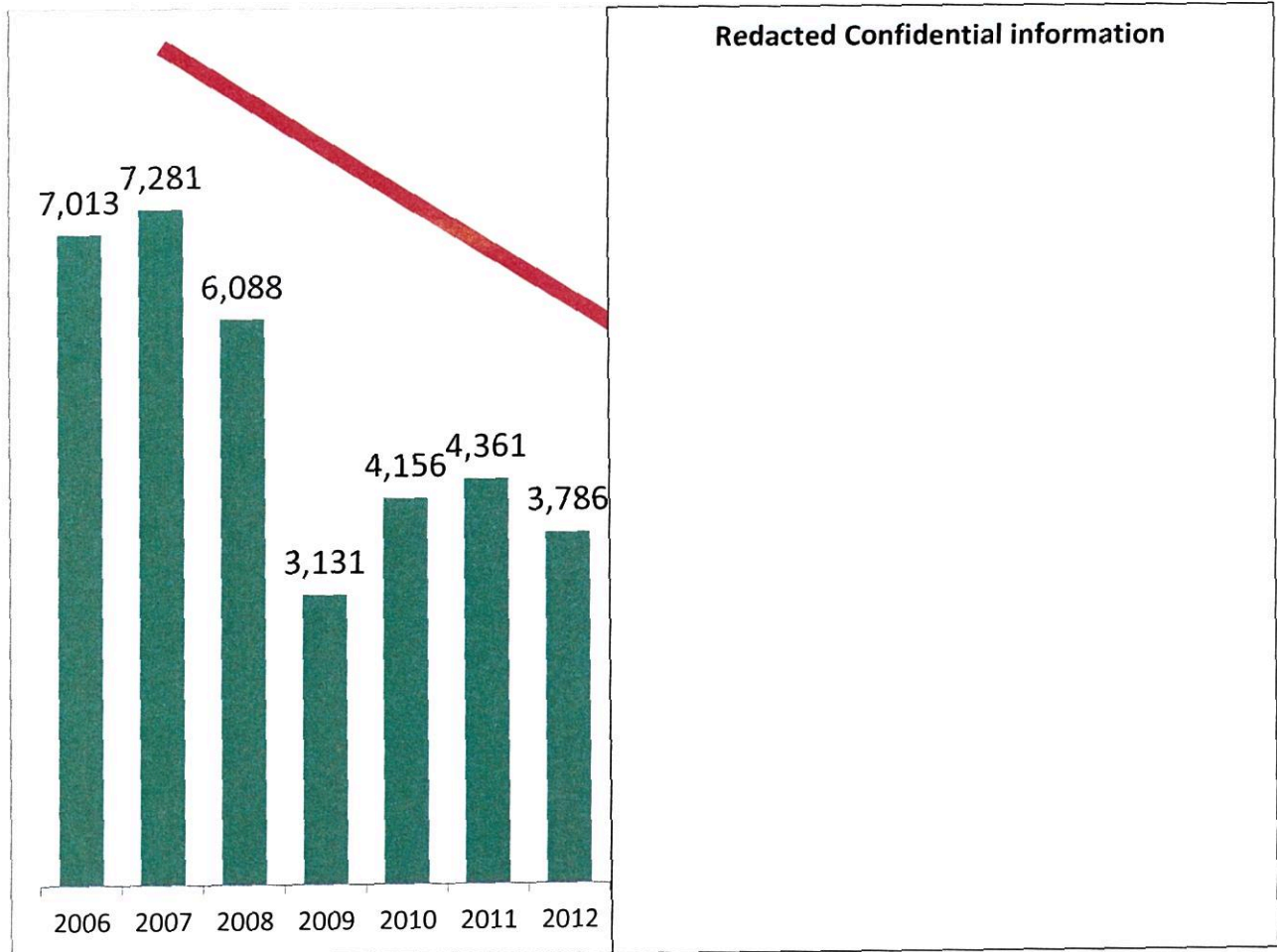


EXHIBIT 8

[ ] indicates redacted confidential information

DB9 and Vantage – Summary of Injury Criteria - Current Side Impact

	Thoracic Trauma Index Upper Rib (g)	Thoracic Trauma Index Lower Rib (g)	Pelvis (g)	HIC 36 For reference	Comments
FMVSS 214 Performance Requirement	90	90	130	-	-

DB9 Volante (convertible) [ ] [ ] [ ] [ ] Test No. B10079FS

V8 Vantage coupe [ ] [ ] [ ] [ ] Test No. B10078FS

V8 Vantage Roadster (convertible) [ ] [ ] [ ] [ ] Test No. B10090FS

Notes: DB9 Convertible considered worst case due to increased mass and loss of roof load case.

Current Side impact system for both DB9 and Vantage are very similar- see table below

	DB9 coupe	DB9 Convertible	V8 Vantage coupe	V8 Vantage Convertible	V12 Vantage coupe	V12 Vantage Convertible
Structure	Unique	Unique	Unique	Unique	As V8 coupe	As V8 Convertible
Seat	07MY	07MY	07MY	07MY	07MY	07MY
Side airbag	Head / thorax	Head / thorax	Head / thorax	Head / thorax	Head / thorax	Head / thorax
Door trim	DB9	DB9	DB9	DB9	DB9	DB9
H-point	common	common	common	common	common	common
Control Software	Unique	Unique	Unique	Unique	As V8 coupe	As V8 convertible

**EXHIBIT 9**

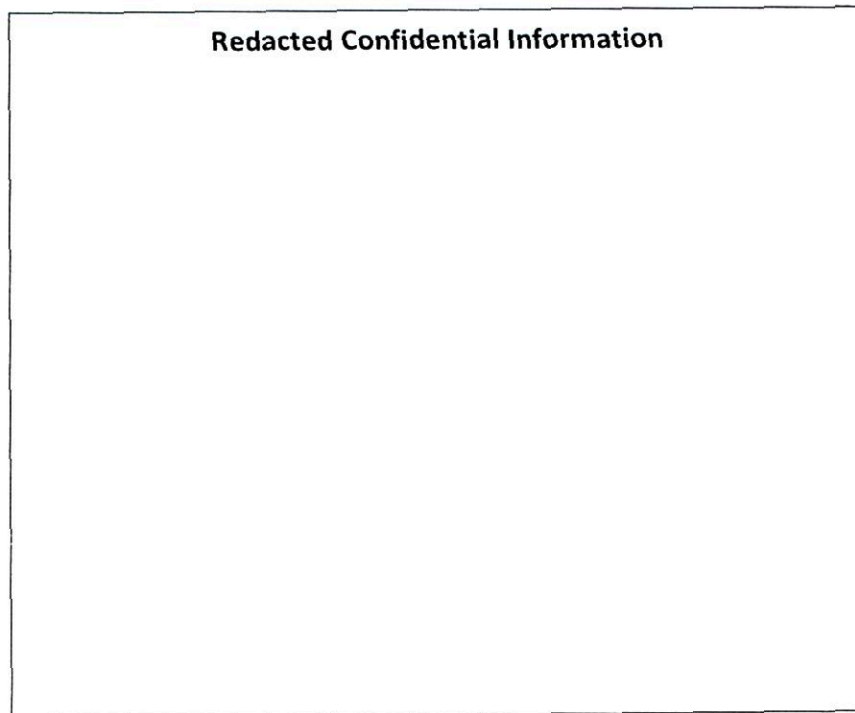
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**Baseline Test Data**

The following information relates to a test conducted in 2011, where a DB9 Coupe was subjected to a Pole Side Impact (new FMVSS 214 requirements) with a 50<sup>th</sup>ile ES2re Dummy.

	<i>HIC 36</i>	<i>Thorax Rib Deflection Upper/Middle/Lower (mm)</i>	<i>Abdomen Sum (kN)</i>	<i>Pubic Symphysis Load (kN)</i>	<i>Comments</i>
<b>New FMVSS 214 Injury Criteria</b>	<b>1000</b>	<b>44/44/44</b>	<b>2.5</b>	<b>6.0</b>	<b>-</b>

DB9 Coupe [ ] [ ]/[ ]/[ ] [ ] [ ] Test No. V312001SP



[ ]