1,000 KM, NÜRBURGRING

1957: 1st, Aston Martin DBR1
C. A. S. Brooks & N. Cunningham Reid
Average 82.39 mph.

1958: 1st, Aston Martin DBR1
S. Moss & J. Brabham
Average 84.26 mph. Lap Record 87.55 mph.
A new car of fantastic brilliance—THE ASTON MARTIN DB4

It is unique. This first completely new Aston Martin for several years is an entirely new conception; it is the first four seater Aston Martin car since the pre-war days of the glory of this marque; it combines the skills of David Brown engineering and the Italian design artistry of Carrozzeria Touring; it is a four seater production sports car capable of a safe level of road performance which is exceptional by world standards of judgment.

This exciting car is fast. Speeds of 140 miles per hour are possible where road conditions are suitable for that exercise. It will accelerate from 0-100 miles per hour and stop again within 30 seconds. (See the official observed test by the Motor Industry Research Association on page 4).

It is safe. Servo assisted Dunlop four wheel disc brakes ensure stopping power to match the high speeds. Steering is accurate, positive and effortless. Road holding is even better than that achieved, and acknowledged by world acclaim, on the companion model the DB Mark III. The wrap-round windscreen ensures perfect visibility. Driver and passenger safety has been studied. Inspect the off-set and jointed steering column, the rubber padded facia; note the absence of protruding components; consider the robust embracing chassis side members and the sturdy body superstructure.

It is comfortable. There is roominess for relaxed driving. There is adult accommodation in all four seats; seat shape and springing are exactly suited to secure and tireless riding; Chapman Keutter front seat mechanism provides full adjustment to reclining position. Above all, the coil suspension with the rear springs mounted behind the rear axle to add to the spring base, ensures impeccable riding comfort in all four seats.

It is gracious. The aesthetic achievement of the Italian designers of the Superleggera body is fully evident; but equally successful has been the respect to functional requirements. The body is aerodynamic without rakishness, it is pleasing without ornamentation, it is superbly appointed and bears the stamp of the quality standard to which it is built.
It is engineered. Every unit is new. The 6-cylinder 3.7 litre twin overhead camshaft engine, with aluminium alloy crankcase and cylinder head, provides high power output with low component stressing. The four speed central change gearbox is robust and has ratios selected to suit exactly the power and torque characteristics of the engine for which it has been designed. The suspension by transverse wishbones with ball jointed king pins on the front, and parallel trailing links with lateral axle location by Watts linkage at the rear, effectively ensure comfort and stability and contribute to the precise steering and immaculate road holding of the car.

The foundation of this car, the platform chassis, is a sound design conception. Generous box section side and cross members with integral mounted bulkhead form the basic structure. To this is integrated the Superleggera steel tubular body superstructure and the resultant and relatively light complete assembly is exceptional in torsional rigidity and in beam stiffness.

It is complete. There are no extras required for this car excepting those dictated by personal preference, such as radio. The screen washers, Chapman Reutter seat fittings, a twin exhaust system and a large capacity heating and ventilating system are all included as original equipment. This new Aston Martin DB4 is manufactured entirely within the new self-contained automobile factory of the David Brown Group at Newport Pagnell, Buckinghamshire. On this site, Tickford Limited, now part of the David Brown organisation, established a reputation for coachbuilding craftsmanship as old as the industry; that tradition is maintained.

THE MOTOR INDUSTRY RESEARCH ASSOCIATION REPORT

ON Acceleration and deceleration tests on an Aston Martin DB4 saloon.

FOR Aston Martin Lagonda Limited.

OBJECT OF TEST To measure the times to accelerate from 0-100 m.p.h. and to decelerate from 100 m.p.h. to rest, six times at intervals of one minute.

CONDITIONS OF TEST Tests were made on a level road surface of dry tarmac under the following conditions:

<table>
<thead>
<tr>
<th>Wind</th>
<th>Nil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temperature</td>
<td>60°F</td>
</tr>
<tr>
<td>Barometer</td>
<td>29-90 in. Hg.</td>
</tr>
<tr>
<td>Load</td>
<td>Driver and observer</td>
</tr>
</tbody>
</table>

RESULTS

<table>
<thead>
<tr>
<th>Test No.</th>
<th>0-100-0 m.p.h.</th>
<th>Seconds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>27-4</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>26-2</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>27-8</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>27-2</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>27-4</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>27-4</td>
<td></td>
</tr>
<tr>
<td>Mean</td>
<td></td>
<td>27-2</td>
</tr>
</tbody>
</table>

Date: 2nd October, 1958.

Signed: A. ROCQ - Director
Note the armchair comfort of the front seats. Adjustment to full reclining position is simple and easy of operation by the side lever control of the Chapman Reutter seat mechanism. Note, too, the clear vision afforded by the wrap-round windscreen.

The seats, upholstered in first quality Connolly leather, adequately accommodate four adults. There is ease of access to all seats and the rear seats are generously proportioned.

The instruments are sensible in size, type, and location and hooded to ensure against reflection in the screen. The switches are conveniently grouped and carry identifying symbols. Note the wood rim steering wheel, the side ventilator controls, the pedal arrangement and the fly-off hand brake lever.

Luggage accommodation is commodious for a car of this class. The golf clubs can be carried in the boot with a lesser amount of luggage. Note the sturdy wrap-round rear bumper which is matched at the front end.

A complete heating and ventilating system is standard equipment and is adequate for the most exacting of climatic conditions. The system provides either fresh air or heated air by selector controls for either the driver or the passenger, or for both. In extremes of temperature an air blower can be operated to augment the normal supply. The controls can be operated by either the driver or the front passenger.
THE POWER UNIT

The new 3.7 litre power unit, including the gearbox, is supported at three points which are arranged to permit of true torsional oscillation. The rugged design of the engine, its careful construction, and its rigorous testing ensures a consistently high standard of output, smooth running and reliability. The four-speed, all synchromesh, gearbox—specifically designed for the Aston Martin DB4 car by the David Brown Automobile Gearbox Division—employs a light alloy casing with integral cooling fins. The central gear change is both light and smooth in operation.

The graph shown here illustrates the road speed performance of the car in the four gears, and with the various alternative final drive ratios (3.31:1, 3.54:1 and 3.77:1).
CONDITIONS OF SALE

ALL NEW ASTON MARTIN motor cars, chassis, and parts thereof supplied by Aston Martin Lagonda Limited (hereinafter called "The Company"), are sold subject to and with the benefit of the following Conditions of Sale, whether such goods are sold direct to the user, or through or by a Distributor or Dealer:

1. A Distributor, Area Dealer, Retail Dealer or Trader, is not a representative or agent of the Company, is not authorized to make or enforce any credit of the Company not to transact business on its account in any way whatsoever, nor is a Distributor, Area Dealer, Retail Dealer or Trader authorized to make any warranty or representation on the Company's behalf.

2. The Company shall use its best endeavours to deliver in accordance with a customer's order, unless prevented by Strikes, Lockouts, War or other causes out of its control, but delay in delivery beyond the delivery date quoted by the Company shall not give the customer any right to damages.

3. Payment shall be made at time of delivery at the Company's Works. Each of the Company's Motor Goods is sold subject to the condition that it shall not be resold except at the price paid to, or with the prior written consent of, the Company. The Company reserve the right to change the price of its cars, chassis, parts thereof, at any time, and all cars, chassis and parts thereof, are sold subject to prices ruling at the time of delivery.

4. The Company reserves the right to discontinue the manufacture of any model(s) at any time and to cancel any unexecuted orders in respect of such model(s). The Company may from time to time and without notice make such alterations in the specification of cars by them as it deems in its sole discretion to be necessary.

5. All sales of the Company's Motor Goods are subject to the condition that no car or chassis or part thereof shall be exhibited at any Motor Exhibition held within Great Britain, without the approval of the Company.

WARRANTY

THE GOODS supplied by Aston Martin Lagonda Limited (hereinafter called "The Company") are supplied with the following express Warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise that is to say:

In the event of any defect being disclosed in any part or parts of the Company's products and if the part or parts alleged to be defective are returned to the Company's works carriage paid within twelve months from the date when the goods are delivered new to the retail customer, the Company undertakes to examine same and should any fault due to defective material or workmanship be found on examination by the Company, it will repair the defective part or supply free of charge a new part in its place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's works of the part of parts whether new or repaired in exchange for those acknowledged by the Company to be defective.

The Company desires and expects that customers shall make a thorough examination of the Company's products before purchasing. Persons dealing in the Company's products are in no way the Legal Agents of the Company and have no right or authority to assume any obligations on its behalf express or implied or to bind it in any way.

The Purchaser at the time of purchase shall sign and complete and return the form supplied by the Company and attached to the Warranty and shall retain the signed Warranty. The Warranty shall not be assigned or transferred to any one unless the Company's consent in writing has first been obtained.

Parts claimed to be defective must be promptly packed for transit and clearly marked to identify both the make and full address of the Purchaser and with the car and chassis number of the vehicle from which the said part or parts were taken.

The Purchaser shall post to the Company at its works or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons thereof.

The judgment of the Company in all cases of claims shall be final and conclusive and the Purchaser agrees to accept its decision on all questions as to defects and to the exchange of part or parts. After the expiration of six days from the despatch or notification of the Company's decision, the part or parts submitted may be returned carriage forward by the Company. The use on this product of replacement parts not manufactured by the Company will invalidate this Warranty.
The following optional equipment is offered for the Aston Martin DB4 Saloon.

Radio
Fog and spot lamps
Wing mirrors
White wall tyres
Chrome wheels
Fitted suit cases
3 dual choke Weber carburetters
Oil Cooler
Powr-lok differential
Alternative axle ratios

ASTON MARTIN LAGONDA LIMITED
HANWORTH PARK, FELTHAM, MIDDLESEX
A SUBSIDIARY OF THE DAVID BROWN CORPORATION LIMITED
Telephone: Feltham 3641. Cables: Astomartia, Feltham
London Showrooms: 96/97 Piccadilly, London, W1
### ABRIDGED SPECIFICATION


**Hemispherical combustion chambers.** Two S.U. diaphragm type carburetters with electrically operated starting carburettor.

**Lubrication.** Chain driven Hobourn-Eaton oil pump and Purolator full flow filter.

**Cooling.** Centrifugal water pump and fan. Cross flow radiator.

**Compression Ratio.** 8.25 : 1.

**Power Output.** 240 b.h.p. at 5,500 r.p.m. 263 b.h.p. S.A.E. rating at 5,700 r.p.m.

**Clutch.** Borg and Beck 10 in. single plate.

**Gearbox.** David Brown four-speed with synchromesh on 1st, 2nd, 3rd and top gears.


**Steering.** Rack and pinion.

**Brakes.** Dunlop disc front and rear. Vacuum servo.

**Fuel Tank.** 19 Imperial gallons (22.8 U.S. gallons.) (86.3 litres).

**Wheels and Tyres.** Dunlop centre-lock 5 in. rims. 6.00 x 16 Avon Turbospeed tyres.

### DONNEES TECHNIQUES SOMAIRES


**Graissage.** Pompe à huile Hobourn Eaton entraînée par chaîne, filtre Purolator en série.

**Refroidissement.** Pompe à eau à turbine et ventilateur. Radiateur à circulation transverse.


**Puissance effective.** 240 HP à 5,500 t.min. 263 HP (forme S.A.E.) à 5,700 t.min.

**Embrayage.** Borg et Beck, monodisc, diamètre 25.4 cm.

**Boîte de vitesse.** David Brown, 4 rapports, avec lève, 2ème, 3ème et 4ème synchronisé.

**Pont arrière.** Hydraulique Salisbury. Rapports 3.31, 3.54 et 3.77 : 1.

**Suspension.** Avant: indépendante; ressorts hélicoïdaux coaxiaux et amortisseurs télesscopiques Armstrong. Arrière: pont rigide; bielles arrière parallèles et tringleur Watts; ressorts hélicoïdaux. Amortisseurs Armstrong à piston.

**Direction.** par crémallère.

**Freins.** freins à disques Dunlop sur roues avant et arrière. Servo à dépression.

**Reservoir d'essence.** contenance 86,3 litres

**Roues et pneus.** Jantes Dunlop 12.7 cm., montage par chapeau à visser; pneus Avon Turbospeed.

### TECHNISCHE KURZBESCHREIBUNG


**Kurbelwelle mit 7 Hauptlagern.** Obenliegende Doppelnockenwelle. Zweistufiger Duplex-Kettentrieb.

**Halbkugelförmige Verbreiterungskammmern.** Doppelter S.U.-Membranvergaser mit elektrischer Startvorrat.

**Schmierung.** kettenbetriebene Ölpumpe Hobourn-Eaton mit ‘Purolator’-Vollstromfilter.

**Kühlung.** Schleuderpumpe und -gebläse. Querstromkühler.

**Vordichtungsverhältnis.** 8.25 : 1.

**Bremsleistung.** 240 PS bei 5,500 U/min. 263 PS (nach S.A.E.) bei 5,700 U/min.

**Kupplung.** Borg & Beck, 25,4 cm Einzelscheibenkupplung.

**Getriebe.** Vierganggetriebe Type David Brown mit Gleichlauf im 1., 2., 3., und obersten Gang.

**Hinterachse.** Salisbury-Hypoidgetriebe. Verhältnis 3.31, 3.54 u. 3.77 : 1.


**Lenkung.** Zahnstangenlenkung.

**Bremsen.** Dunlop-Scheibenbremssen vorn und hinten. Unterdruck-Servobremsen.

**Kraftstoffbehälter.** 86.3 l.

**Räder und Reifen.** Bauart Dunlop, 12.7 cm. Felgen 6.00 x 16. Avon-Turbospeed-Reifen.

### DATI PRINCIPALI


**Lubrificazione.** Pompaolio Hobourn Eaton con trasmissione a catena e filtri (o filtro) Purolator nel circuito.

**Raffreddamento.** Ad acqua con pompa centrifuga e ventilatore. Radiatore a flusso orizzontale.

**Rapporto di compressione.** 8.25 : 1.

**Potenza sviluppata.** 240 c.v. potenza al freno a 5.500 giri al minuto. 263 c.v. Forma S.A.E. a 5.700 giri al minuto.

**Frisione.** Monodisco Borg and Beck 25,4 cm.

**Scatola del cambio.** David Brown a quattro velocità con sincronizzazione sulla 1a, 2a., 3a., 4a.


**Sterzo.** Comando a cremagliera. Freni. Dunlop a disco anteriore e posteriore. Servo freno a depressione.

**Serbatoio benzina.** 86,3 litri (19 Gall. Imp. o 22,8 Gall. U.S.A.).

**Ruote e pneumatici.** Ruote Dunlop con fascaggio centrale 12.7 cm. Cerchi 6.00 x 16. Pneumatici Avon Turbospeed.

### Dimensioni

<table>
<thead>
<tr>
<th>Passo</th>
<th>Carreggiata anteriore</th>
<th>Carreggiata posteriore</th>
<th>Lunghezza totale</th>
<th>Altezza totale</th>
<th>Larghezza totale</th>
<th>Peso in strada</th>
</tr>
</thead>
<tbody>
<tr>
<td>248,9 cm</td>
<td>137,2 cm</td>
<td>135,9 cm</td>
<td>448,0 cm</td>
<td>132,1 cm</td>
<td>167,6 cm</td>
<td>1308 Kg</td>
</tr>
</tbody>
</table>