THE ASTON MARTIN DB2-4 MARK III SPORTS SALOON
The instruments, large and clearly legible, are grouped before the driver where all can be seen without obstruction. There is a large glove pocket in front of the passenger. The connoisseur will appreciate the matt finish of the screen surround and facia panel to prevent reflection.

The individual bucket seats are fully adjustable and give a relaxed driving position. The steering column is also adjustable.

Ample for children and adequate for adults over short distances, the rear seat comfort is guaranteed by the perfect suspension.

Luggage space—generous at all times—can be increased to a phenomenal extent when only the driver and one passenger are carried, and the rear seat squabs is folded forward (as illustrated).

The rear quarter lights open for improved ventilation.

Girling disc brakes, pioneered by Aston Martin on the racing circuits of the world, are available as optional equipment for the front wheels.
The classic body lines of the original DB2 have been retained. The frontal aspect has, however, been made even smoother and cleaner, and more in keeping with modern thought and taste. The result is a car which combines the largest carrying capacity of any sports car with an external form both exciting and functional, as proved by a fuel consumption of 22 m.p.g. (12.84 litres per 100 Km.) at a substantial speed of 80 m.p.h. (128.75 kph.).

The Aston Martin is not claimed to be the fastest sports car in production. It is certainly not the cheapest. It is essentially a balanced car in which in addition to outstanding quality and practicability, the aim has been to produce a combination of roadholding, steering, braking and sheer performance which will be equal to any demand. A considerable stride towards that ideal has been expressed in the Mark III.
The introduction of a new model by Aston Martin is a motoring event of considerable importance. Since the Aston Martin depends for its appeal on quality and performance, it is not necessary to change for the sake of change at arbitrarily fixed intervals of time. Changes, when they do occur, are the result of development and evolution, and experience gained in the crucible of racing. The only purpose of change is a striving towards a better product.

When the original Aston Martin DB2 was introduced in 1950, it was immediately hailed as one of the classic cars of motoring history. The fact that since that date there have been so few changes is a tribute to the original conception. In fact, there have been only two major changes, and both might more properly be described as developments of a theme. The first, in 1953, was the introduction of the DB2-4, to meet a demand for greater carrying capacity, and the second, in 1954, was the adoption of the 2.9 litre engine, developed from the successful racing engine of the previous year.

The DB2-4 Mark III is another—and very much bigger—step along the same path. It is the result of several years of extensive development and incorporates many of the lessons of racing successes—and failures. It is incomparably the best car that Aston Martin have ever produced.

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The Aston Martin is not claimed to be the fastest sports car in production. It is certainly not the cheapest. It is essentially a balanced car in which in addition to outstanding quality and practicality, the aim has been to produce a combination of roadholding, steering, braking and sheer performance which will be equal to any demand. A considerable stride towards that ideal has been expressed in the Mark III.
THE NEW ASTON MARTIN DB 2-4 MARK III ENGINE

Mechanically, the most important single change of the Aston Martin DB2-4 Mark III is the new 3 litre engine incorporating a new cylinder head with valves, ports and cam profiles all developed from the race-winning DB3S. This change lifts the power output to 178 b.h.p. (180.5 DIN) or 202 h.p. S.A.E. rate. This power in a car weighing only 2900 lb. (1270 kg.) and having all the advantage of aerodynamic shape, gives performance of an entirely new order.

The remaining engine components have been stiffened to meet this increased output. The crankcase is of heavier section, retaining wet cylinder liners but with top seating to increase resistance to distortion. The crankshaft is of 1 per cent chrome molybdenum steel, is dynamically balanced, and has generous fillet radii.

Having regard to the fact that the safe speed of this engine is 6,000 r.p.m., it has been important not to increase the size of the flywheel and clutch. In conjunction with Borg & Beck, a special 9 in. diameter clutch has therefore been developed to cater for the increased power and torque. Hydraulic operation eliminates the need for adjustment.

The renowned David Brown synchromesh gearbox is, of course, retained, with close ratios developed directly from racing, but as a result of development and attention to detail, the gear change is even lighter than before.
SPECIFICATION

Engine: Six-cylinder twin overhead camshaft, Bore 83 mm. (3.267 in.), Stroke 90 mm. (3.543 in.). Capacity 2,902 cc (178.31 cu. ins.). Compression ratio 8.2 : 1. Power output—Single exhaust system 162 b.h.p. (164 G.V.) at 5,500 r.p.m., Twin exhaust system 178 b.h.p. (180 G.V.) at 5,500 r.p.m. 202 Gross S.A.E. b.h.p. at 5,500 r.p.m.

Cylinder Block: Cast in high-grade iron incorporating barrel type crankcase with centrifugally cast chrome Vanadium iron top sealing wet liners.

Crankshaft: Forged in chrome molybdenum steel to produce maximum structural and dynamically balanced. The shaft is carried in four 2" diameter (63.49 mm.) steel backed lead bronze bearings mounted in circular aluminium housings, and has appreciable overlap of crank pins and main bearing journals and generous fillet radii.

Cylinder Head: Cast in high-grade iron incorporating fully machined hemispherical combustion chambers. Flow tested ports. Large diameter valves inclined at 60° included angle with exhaust valve guides in direct contact with water. 14 mm. diameter sparking plugs.

Valve Operation: Twin overhead camshafts, operate the valves direct through the medium of the y-axis hardened nickel molybdenum steel tappets, eliminating tappet adjustment. Camshafts driven by two-stage Duplex roller chain with manually adjusted tensioners.


Connecting Rods: Forged in nickel chrome molybdenum steel with integral bolts.

Lubrication System: By centrally mounted worm-driven Holube-Ration oil pump and Porolube full filter flow.

Cooling System: Cooling by pump and fan with by-pass thermostat control.

Carburation: Twin 1½" (44.5 mm.) diameter S.U. carburettors fitted with air cleaners.

Ignition: High efficiency coil and distributor incorporating automatic advance with vernier adjustment.

Engine Optional Extras:

Twin exhaust system.
High compression pistons (8.6 : 1).
Special radiator incorporating oil cooler.
3 Weber twin-choke carburettors.

Clutch: Borg & Beck 5½ single plate hydraulically operated with self-adjusting free pedal travel.

Gearbox: David Brown four-speed with spring loaded reverse lever stop. Bushed ring synchromesh on 2nd, 3rd and top gears. Gear ratios: Top 1 : 1; third 1.33 : 1; second 1.98 : 1; first and reverse 2.92 : 1.

Propeller Shaft: Hardy Spicer needle roller bearing shaft dynamically balanced.


Suspension: Front: Independent, trailing link system. Lower trailing links carried on large diameter needle roller bearings in oil bath, actuate anti-roll torsion bar. Vertical coil springs and large Armstrong double-acting piston type hydraulic shock absorbers.

Rear: Live axle located by parallel trailing links and Panhard rod. Vertical coil springs and large Armstrong double-acting piston type hydraulic shock absorbers.

Steering: Marles worm and roller steering box operating three-piece linkage ensuring correct geometry under all conditions of bump, rebound and lock. 17" (43.17 cm.) diameter spring-pressed adjustable steering wheel.

Brakes: Girling hydraulic. Front: 12" (304.79 mm.) diameter, 2½ (66.51 mm.) wide. Rear: 12" (304.79 mm.) diameter, 1½ (38.1 mm.) wide. Alfie bi-metal brake drums. Total lining area 608.4 sq. ins. (1086 sq. cm.). Front brakes cooled by air ducted from radiator grille.

Frame: Rectangular steel tubular construction incorporating cruciform bracing providing high torsional and beam stiffness.


Wheels and Tyres: Dunlop centre-lock wire wheels with 1½" wide rims, fitted with 6½" x 16" Avon speed tyres.

Electrical Equipment: (1) 12-volt 35 amp/hour battery. Heavy duty ventilated dynamo with automatic voltage control.
(2) Lucas starter motor, distributor and wind rise habits.
(3) Two-speed windscreen wipers and electric windscreen wiper operated by single control knob.
(4) Large bulbous headlamps and separate flash reversing side lamps. Twin stop/tail and traffic indicator lamps.
(5) Map reading and interior courtesy lights.
(6) Under-bonnet lights.

Instruments: Speedometer, revolution counter, oil pressure gauge, water temperature gauge, fuel gauge with warning light, ammeter, electric clock.

Body: Aluminium panels on tubular steel frame. Bucket front seats, fully adjustable, upholstered in high quality leather, occasional rear seats. Opening rear quarter lights. Exceptional Luggage capacity with easy access through the rear boot lid. Petrol filler lid operated from interior. Complete heating, ventilating and demisting equipment.

Chassis Optional Extras:

Girling disc brakes on front wheels.
Special Borg & Beck clutch for competition purposes.
Close ratio needle roller bearing gearbox, ratios 1 : 1, 1.36 : 1, 1.87 : 1, 2.92 : 1.
Final drive ratios 3.27 : 1, 3.55 : 1, and 4.1 : 1.
Front and rear shock absorbers with competition settings.

28 gallon (127.2 litres, 33.6 U.S. gallons) fuel tank with larger filler.

General Dimensions:
Wheelbase: 8' 3" (252.46 cms.)
Track (front and rear): 4' 6" (137.16 cms.)
Overall length: 14' 3½" (435.53 cms.)
Overall width: 5' 5" (165.1 cm.)
Overall height: 4' 6½" (136.08 cms.)
Turning circle: 35' 0" (1066.8 cm.)
Weight (dry): 2800 lbs. (1270 kgs.)

These goods are sold subject to and with the benefit of the conditions of sale printed in the Catalogues and/or Price Lists of the Company.