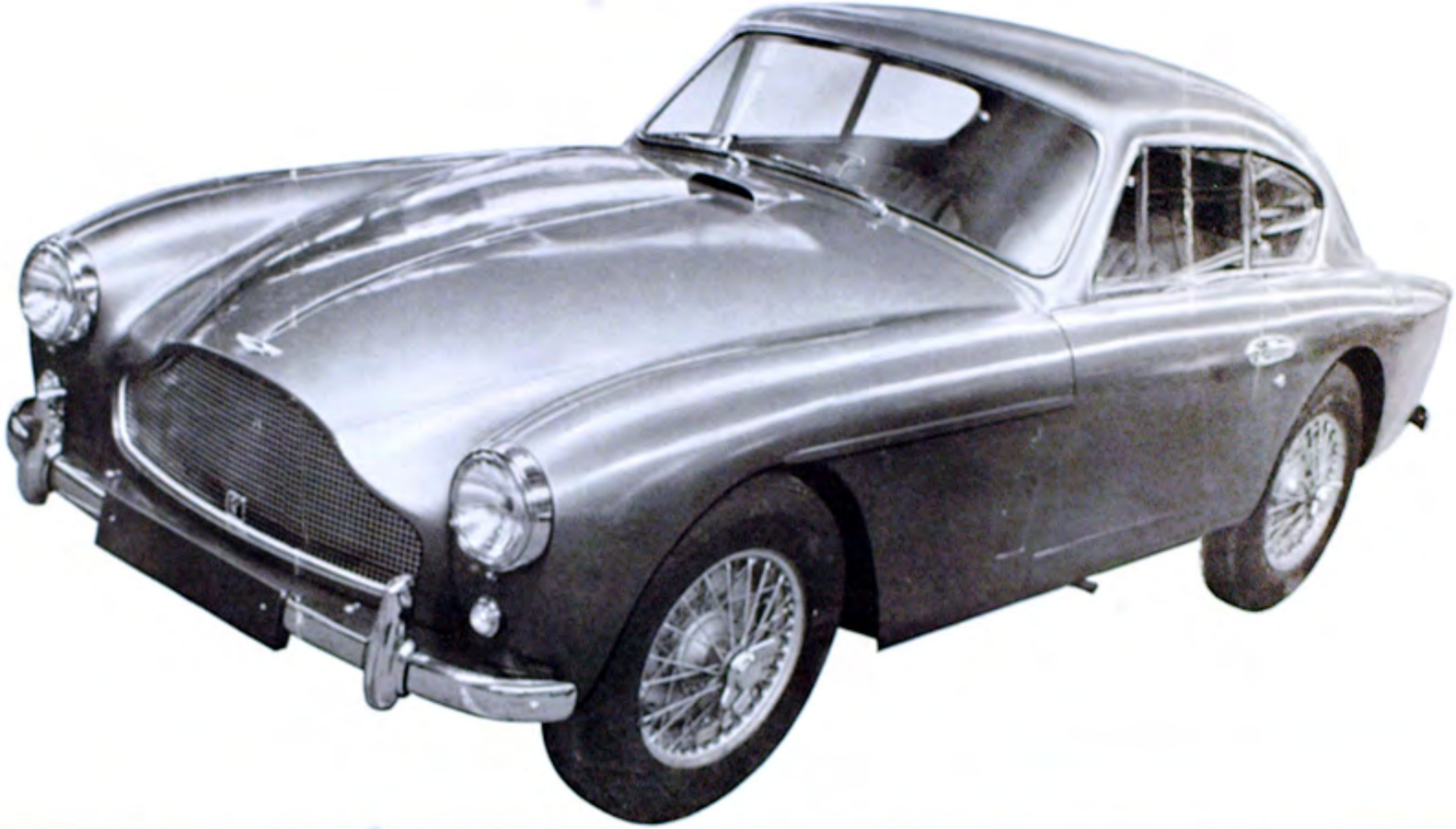


THE ASTON MARTIN DB2-4 MARK III SPORTS SALOON

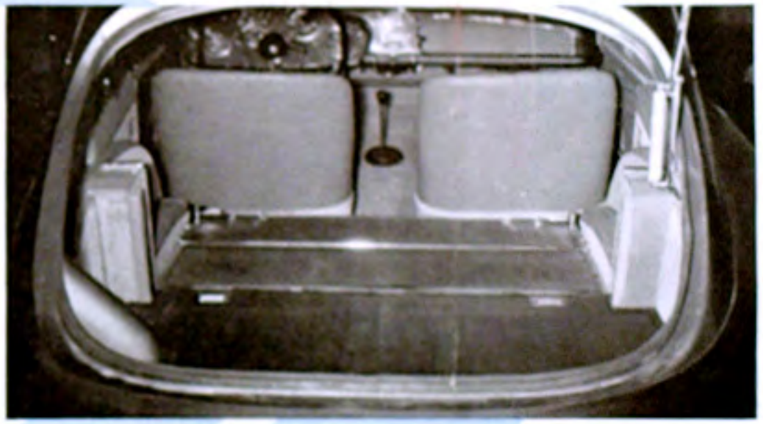
A DAVID BROWN PRODUCT

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 rear quarter lights open for improved ventilation.

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.



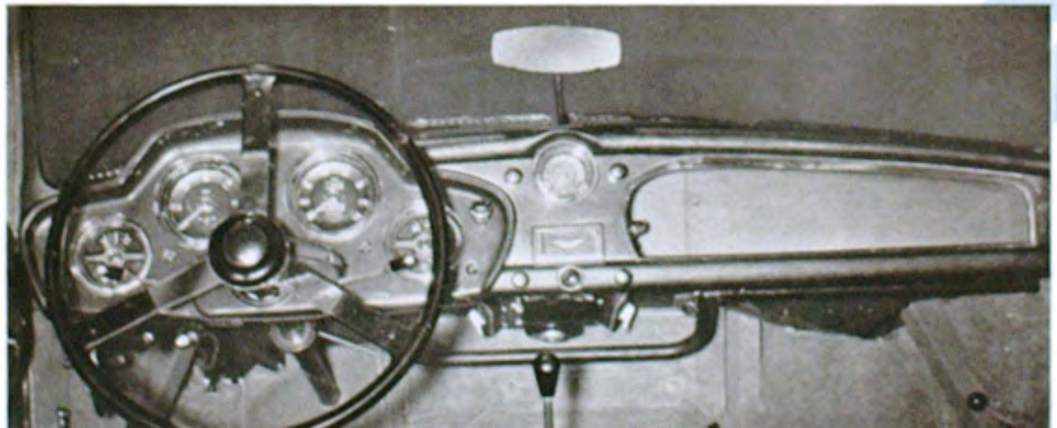
Luggage space—generous at all times—can be increased to a phenominal extent when only the driver and one passenger are carried, and the rear seat squab is folded forward (as illustrated).

Girling disc brakes, pioneered by Aston Martin on the racing circuits of the world, are available as optional equipment for the front wheels.

produced.

The classic body lines of the original DB.2 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 pro 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.



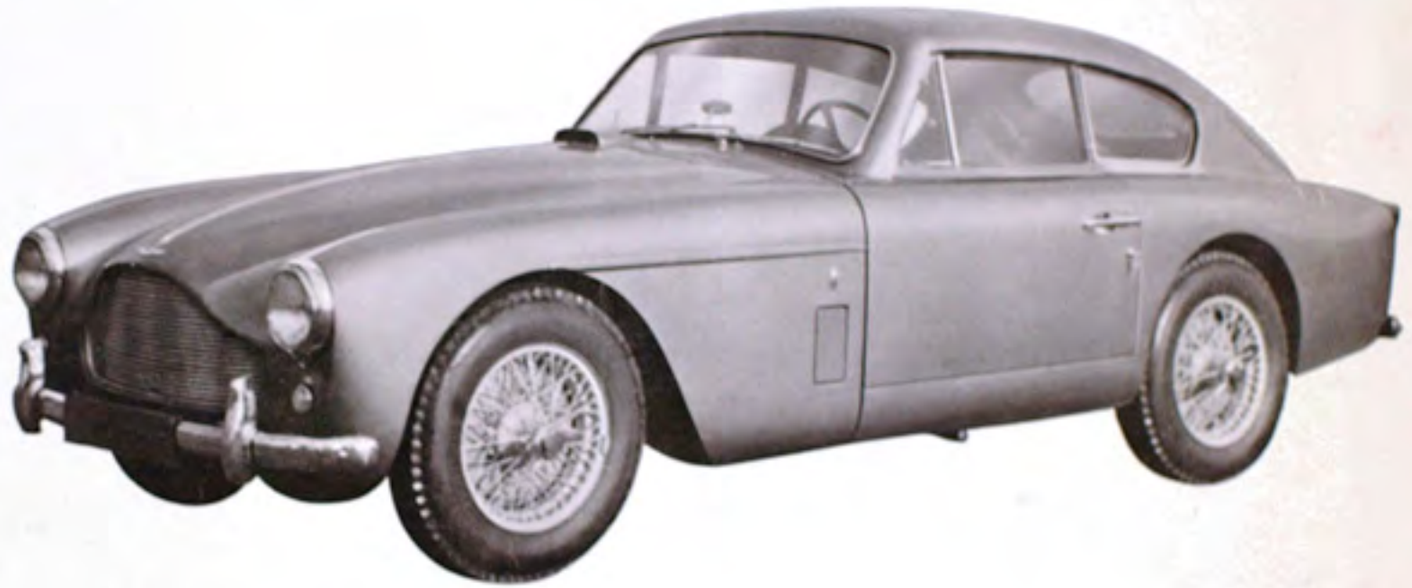
THIS FINE CAR–EXCITING, ELEGANT, EXHILARATING

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 DB.2 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 DB 2-4, 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 DB 2-4 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.

The classic body lines of the original DB.2 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 pro 100 Km.) at a substantial speed of 80 m.p.h. (128,75 kph.).



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THE NEW ASTON MARTIN DB2-4 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 2800 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"). Stroke 90 mm. (3.543"). Capacity 2,922 *cc.* (178.31 *cu. ins.*). Compression ratio 8.2 : 1. Power output:—Single exhaust system 162 b.h.p. (164 C.V.) at 5,500 r.p.m. Twin exhaust system 178 b.h.p. (180.5 C.V.) at 5,500 r.p.m. 202 Gross S.A.E. 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 seating wet liners.

Crankshaft Forged in chrome molybdenum steel tocco hardened statically and dynamically balanced. The shaft is carried in four 2½" 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 cyanide hardened nickel molybdenum steel tappets, eliminating tappet adjustment. Camshafts driven by two-stage Duplex roller chain with manually adjusted tensioners.

Pistons Die-cast aluminium alloy. Two compression rings, top chromium plated and internally stepped. Second—internally stepped. Two oil control rings. First—twin segment. Second—slotted. Large diameter gudgeon pin located by circlips.

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

Lubrication System By centrally mounted worm-driven Hobourn-Eaton oil pump and Purolator full flow filter.

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

Carburation Twin 1¾" (44.45 mm.) diameter S.U. carburetters 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 carburetters.

Clutch Borg & Beck 9" single plate hydraulically-operated with self-adjusting free pedal travel.

Gearbox David Brown four-speed with spring loaded reverse stop. Baulk 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.

Final Drive Salisbury hypoid rear axle. Ratio 3.77 : 1.

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-spoked adjustable steering wheel.

Brakes Girling hydraulic. Front: 12" (304.79 mm.) diameter, 2¼" (57.15 mm.) wide. Rear: 12" (304.79 mm.) diameter, 1¾" (44.45 mm.) wide. Alfin bi-metal brake drums. Total lining area 168.4 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.

Fuel System Tank capacity 17 galls. (77.23 litres, 20.4 U.S. galls.). Twin S.U. electric fuel pump. Electrically-operated reserve 3 galls. (13.63 litres, 3.6 U.S. galls.).

Wheels and Tyres Dunlop centre-lock wire wheels with 4½" wide rims, fitted with 6.00" x 16" Avon speed tyres.

Electrical Equipment (1) 12-volt 51 amp/hour battery. Heavy duty ventilated dynamo with automatic voltage control.
(2) Lucas starter motor, distributor and wind tone horns.
(3) Two-speed windscreen wipers and electric windscreen washer operated by single control knob.
(4) Large built-in headlamps and separate flush fitting side lamps. Twin stop/tail and traffic indicator lamps.
(5) Map reading and interior courtesy lights.
(6) Under-bonnet light.

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

Body Aluminium panels on tubular steel framework. 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, 1.26 : 1, 1.87 : 1, 2.92 : 1.
Final drive ratios 3.27 : 1, 3.5 : 1, and 4.1 : 1.
Front and rear shock absorbers with competition settings.
28 gallon (127.2 litres, 33.6 U.S. galls.) 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" (435.5 cms.)
Overall width	5' 5" (165.1 cms.)
Overall height	4' 6½" (136.08 cms.)
Turning circle	35' 0" (1066.8 cms.)
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.

DAVID BROWN
ASTON MARTIN

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A subsidiary of THE DAVID BROWN CORPORATION LIMITED
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