



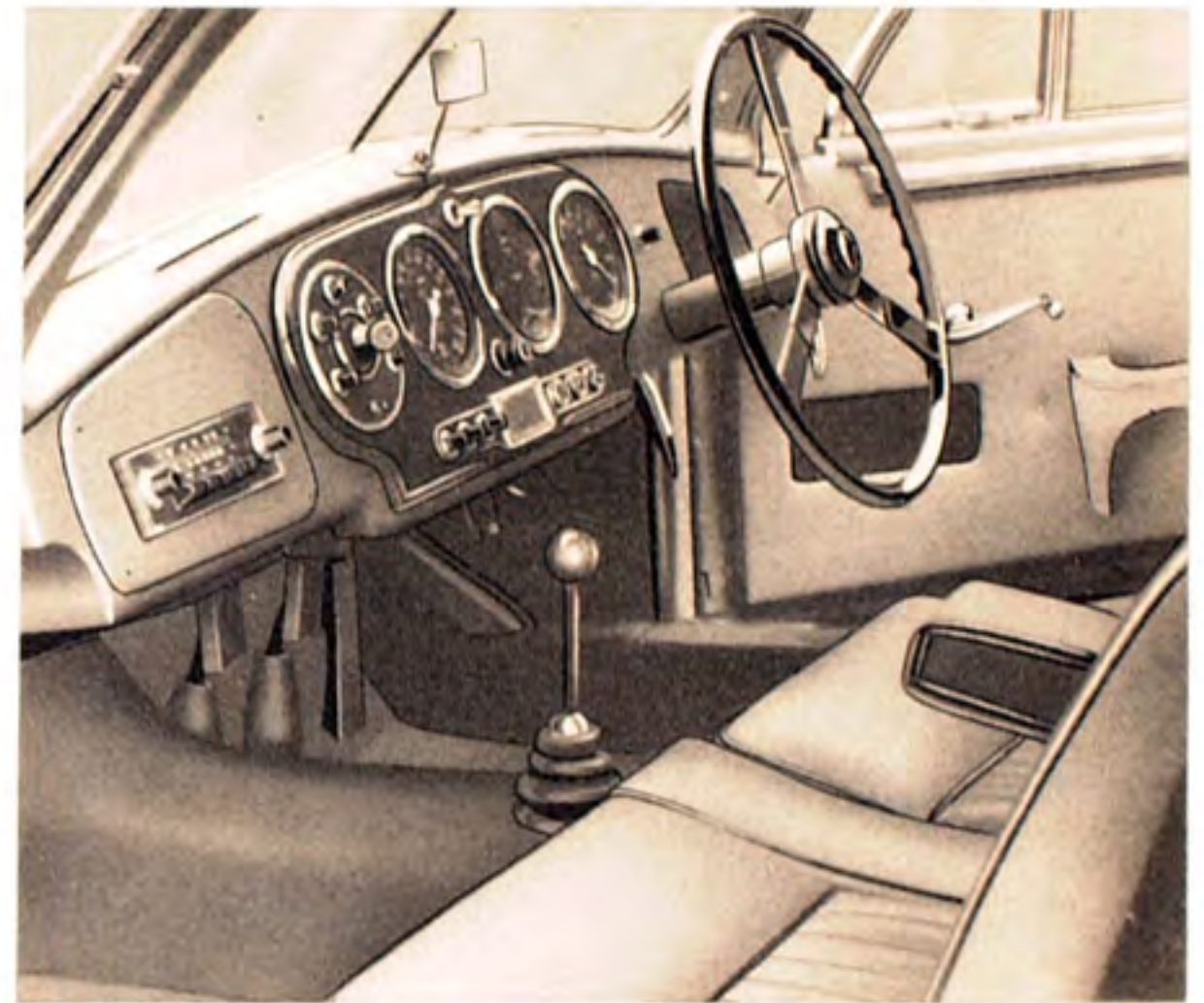
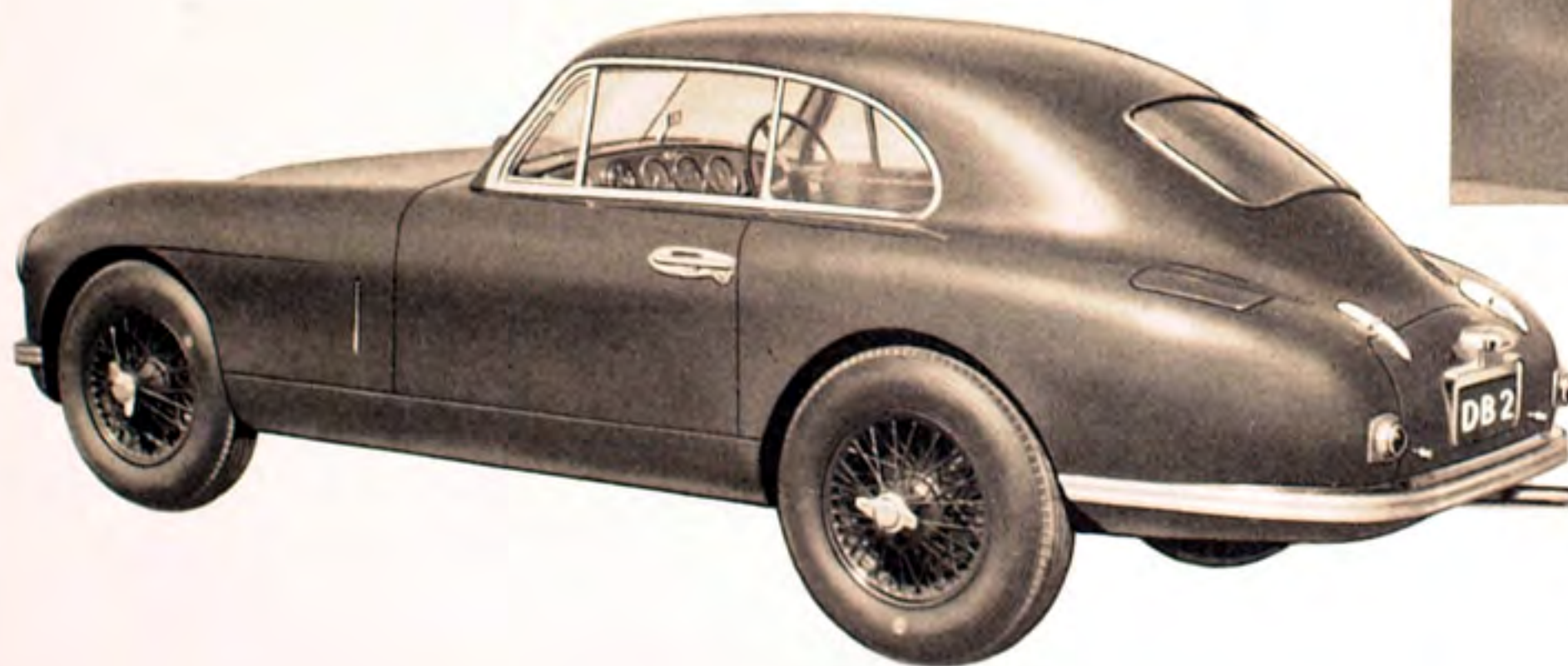
*DB2*

**RACE-BRED LUXURY**



# DB2 The Race-bred Luxury Sports Car

*Streaking to the 100 mark with ample power to spare, the Aston Martin DB2 gives a dramatic conception of high speed motoring; speed is built into its every line; exhilaration is there for the most enthusiastic sports driver but, beyond this, the DB2 is a car of distinction, immaculately finished, luxuriously appointed, impeccable. The culmination of thirty years of Aston Martin Racing success (Spa, Ulster, Le Mans), the DB2 has worthily maintained the formidable achievement of this traditional name. One of the world's finest fast cars.*



**THE ATTRACTIVE INTERIOR OF THE DB2.** The luxurious front seats give full three-seater accommodation, and have folding centre arm-rest. Excellent luggage accommodation is provided behind the seats. Full range of instruments includes speedometer, mileage and trip recorders, rev. counter, clock, petrol and oil capacity gauges, oil pressure gauge, coolant thermometer and ammeter. Air conditioning and demisting equipment and windscreen washers are standard. (Radio extra.)

**This rear view** shows to particular advantage the lines of the DB2 Saloon. The bodywork is of special lightweight construction. Aluminium alloy panels on a lightweight steel tube frame give high power-weight ratio and exceptional body strength.

# SPECIFICATION

**Engine.** Six-cylinder in line. Bore 78 mm. (3.07"). Stroke 90 mm. (3.54"). Capacity 2,580 c.c. (157.5 cu. ins.). Over 107 brake horse-power at 5,000 r.p.m. Cast iron cylinder block with highest grade centrifugally cast iron detachable liners, provides maximum cooling with substantial weight saving. "Through bore" for main bearings gives extreme crankshaft rigidity.

**Optional Extra.** For additional performance, "THE VANTAGE" 125 b.h.p. at 5,000 r.p.m. 2.6 litre engine. Compression ratio 8.16:1.

**Crankshaft.** Carried on four massive main bearings, with steel-backed liners. Short, stiff and light, the shaft has an appreciable overlap of the pins and journals on the webs, and is statically and dynamically balanced. The four crankshaft bearings supported in special aluminium alloy housings to dissipate heat.

**Cylinder Head.** Quickly detachable, with fully-machined hemispherical combustion dome. Valves inclined at 30° in cylinder head, of generous size and efficiently cooled, guides being in direct contact with the coolant. Sparking plugs 10 mm. centrally situated.

**Valve Operation.** Twin overhead camshafts with direct-attack valve actuation, eliminating tappet adjustment. Cams contact large-area thimble tappets directly over end of valve stems, ensuring minimum wear. Camshafts driven by duplex chain with hydraulic tensioners to prolong chain life.

**Lubrication System.** Full pressure system to all crankshaft, connecting rod and camshaft bearings. Large capacity, positive filtration system incorporated.

**Connecting Rods.** Steel beam section, with integral bolts, ensuring maximum stiffness with minimum reciprocating weight.

**Pistons.** Die-cast aluminium alloy. Two compression rings (chrome top ring), two scraper rings. Large diameter gudgeon pins, located by circlips.

**Cooling System.** Thermostatic control. Closed circuit layout incorporates centrifugal water pump and large capacity tubular radiator with ample integral header tank.

**Ignition.** High efficiency coil and distributor, with in-built automatic advance and retard. Distributor has "octane" selector, dash-controlled.

**Carburation.** Large twin variable jet S.U. carburetters. Twin air cleaners.

**Fuel System.** Tank capacity 19 Imperial gallons (86.37 litres). Twin electric fuel pumps. In-built reserve, electrically operated.

**Clutch.** Large friction area single plate design, fully balanced.

**Gearbox.** Of David Brown manufacture, unit construction with engine. Light alloy casing incorporates four forward speeds and reverse. Baulk ring synchromesh on 2nd, 3rd and top.

**Gear Ratios.** Standard ratios: 3.77:1, 5.01:1, 7.46:1, 11:1. Reverse, 11:1. Conversion sets for 4:1, and 3.5 axle ratios available at extra charge.

**Transmission.** Specially balanced open propeller shaft with hypoid bevel final drive.

**Steering.** 17" diameter spring spoked steering wheel. Three-piece linkage gives accurate control in all conditions of bump rebound and lock. Worm and roller type steering box. Left-hand drive optional.

**Brakes.** Girling Hydraulic—large area—12" diameter drums. Cooling by carefully styled vents adjacent to radiator grille. Separate hand-brake, with pistol grip lever under scuttle. *Optional extra:* Special light bi-metal brake drums.

**Frame.** Steel tubular construction with cruciform bracing, ensuring maximum torsional and beam stiffness.

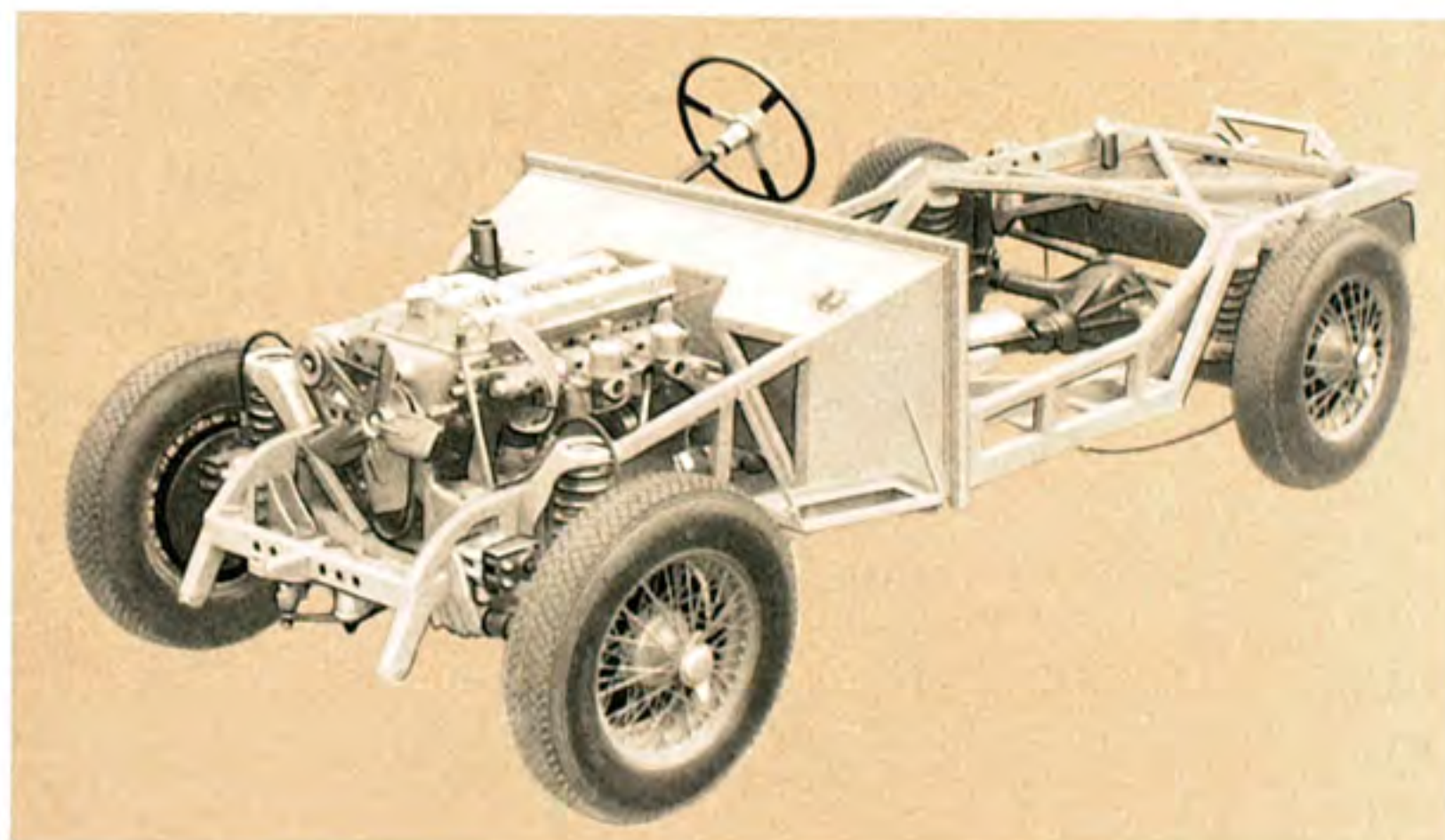
**Suspension.** *Front:* Independent. Lower trailing link arms actuating anti-roll torsion bar, are carried on large needle roller bearings in oil baths. Vertical coil springs with large double-acting piston type hydraulic shock absorbers, ensure an "armchair" ride. *Rear:* Vertical coil springs and large double-acting piston type shock absorbers. Parallel radius arm linkage and panhard type anti-sway bar accurately locate rear axle.

**Electrical Equipment.** 12-volt positive earth system. 51 amp. hour battery, with automatic voltage control. Heavy duty high output dynamo, with "through" air cooling. Wiring plastic-covered for long life. Large in-built headlamps, and separate parking lamps. All lamps flush-fitting. Map reading and twin stop tail lights included.

**Wheels and Tyres.** Dunlop Centre-lock quick change wire wheels ensure maximum rigidity with light weight. Tyres, 6.00" x 16".

## General Dimensions (Saloon and Drophead Coupe)

Wheelbase	...	...	...	...	...	...	...	...	8' 3"	(252.46 cms.)
Track	...	...	...	...	...	...	...	...	4' 6"	(137.16 cms.)
										front and rear.
Overall length	...	...	...	...	...	...	...	...	13' 6½"	(412.75 cms.)
Overall width	...	...	...	...	...	...	...	...	5' 5"	(165.1 cms.)
Overall height	...	...	...	...	...	...	...	...	4' 5¼"	(135.89 cms.)
Turning circle	...	...	...	...	...	...	...	...	35' 0"	(1066.8 cms.)
Ground clearance	...	...	...	...	...	...	...	...	8½"	(21.59 cms.)





*DB2*

**DROPHEAD COUPE**



# SUCCESS FOLLOWS SUCCESS

## Recent Aston Martin Successes

### 1948 SPA

*Outright Winner.*

### 1950 LE MANS

*1st and 2nd, 3-litre class.  
1st (tied) on Index of Performance,  
3-litre lap and total distance records.*

### 1950 ULSTER TT

*1st, 2nd and 3rd, 3-litre class.*

### 1951 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

*1st, 3-litre class.*

### 1951 MILLE MIGLIA

*1st, over 2-litre Vetture Veloci class.*

### 1951 LE MANS

*1st, 2nd and 3rd, 3-litre class.  
3-litre total distance record.  
5 cars entered, 5 cars finished.*

### 1951 INTERNATIONAL ALPINE TRIAL

*1st, 3-litre class.*

### 1952 SILVERSTONE INTERNATIONAL PRODUCTION CAR RACE

*1st, 2nd and 3rd, 3-litre class.  
Manufacturers' Team Prize*

### 1952 MILLE MIGLIA

*1st and 2nd, over 2-litre Grand Touring class.*

### 1952 BOREHAM INTERNATIONAL SPORTS CAR RACE

*1st, class D (2,000-3000 c.c. class).*

### 1952 INTERNATIONAL NINE-HOUR SPORTS CAR RACE, GOODWOOD

*Outright Winner.*



# Press Comments

## "The Autocar"

"... it is difficult to give too much praise to the handling and performance of the DB2 sports saloon. Though presented in saloon (and now additionally in drophead coupe) form, this is every bit as much a sports car in the fullest meaning of that term, as built up through the years, as anything yet produced.

"... This engine is unquestionably one of the finest units in existence to-day, judged on its obvious ruggedness as revealed by racing and by a great deal of hard driving in the present test, and for the tremendous surge of acceleration it makes available at just the right stages in the speed scale."

## John Bolster, "Autosport"

"I would go so far as to say that, in the matter of high-speed cornering and general controllability, I know of no production car which can approach this Aston Martin. Even at its maximum speed, it runs entirely straight and true, and the driver can sit in a relaxed attitude without in any way having to 'hold' the car.

"... I can say at once that it responds magnificently to the four-wheel drift technique, and that even the most extreme methods fail to show up any tricks or vices. I remember one particular curve, which was wet and glistening with rain, through which I slid under full control at just over the century. I also attained 110 m.p.h. on the road after dark, which should satisfy prospective Le Mans competitors as to the efficacy of the headlamps.

"A car as fast as this makes altogether exceptional demands on its brakes, and to drive at the speeds I have mentioned calls for frequent powerful applications. I found them entirely adequate at all times and was quite unable to make them fade. They were always smooth and constant in action, and could be applied hard at maximum speed without any risk of deviation. No fierceness or grabbing was ever apparent.

*Performance:* Speeds in gears\* 3rd 92 m.p.h.; 2nd 62 m.p.h.; 1st 40 m.p.h. Acceleration 0-50 m.p.h. 8½ secs.; 0-60 m.p.h. 10½ secs.; 0-100 m.p.h. 35½ secs.

*Fuel Consumption:* 20-24 m.p.g. (19 gallon tank with reserve)."

\*With normal 107 B.H.P. engine.

## John Cobb, "The Field"

"On reaching the open road I became really enthusiastic over the car's performance. The suspension is about the best I have ever experienced, as not only is it soft but there is also an entire absence of roll, even when one is cruising at racing speeds.

"Speed is deceptive unless one watches the speedometer, but I have not driven a car which feels safer at maximum speeds."

## John Eason Gibson, "Country Life"

"If one uses the gearbox normally, changing into top gear at relatively low speed, the car gives smooth and silent, but still very fast, travel. If, however, the full power is unleashed throughout the lower gears the performance becomes sparkling in the extreme.

"... From the lowest speeds on top gear to well above the theoretical maximum speed, on any gear, the engine is smoothly silent, which in itself is an indication that it is almost impossible to overdrive it."

## Phil Hill, "Motor Trend"

"As far as competition qualities are concerned, I'm convinced the Aston has plenty. In the few top-speed corners I've tried, one thing is apparent. There is no particular method that has to be used. You can drive into the corners hard, making a definite non-sliding turn out of it with the front end

sort of tending to drift while you are accelerating away from the corner, or you can put it into a nice four-wheel drift and go around the corners that way. At will, you can shake the back end or the front end loose."

## "The Motor"

"In sum, this latest Aston Martin is a car of superlatively high performance, great docility, comfortable suspension, and unusual road-holding powers which must lend lustre not only to the name of Aston Martin and David Brown, but also to the British automobile industry as a whole."

## "Road and Track"

"Le Mans, 1951: Of the five Aston Martin DB2's entered, five finished the race in third, fifth, seventh, tenth and thirteenth positions. For a 2,580 c.c. car to put up such a performance against the larger-engined cars is indeed a triumph. The leading Aston Martin is reported to have used a total of only ten minutes for all pit stops during the whole 24-hour race, including one complete tyre change. These cars performed in a manner superior to their showing in 1950, and gained the greatest laurels for speed and endurance considering the size of the engine."

## Thomas H. Wisdom

"The British car (the Aston Martin DB2) I was driving in Europe's No. 1 road race, the Mille Miglia, won the Grand Touring class here to-night.

"In this gruelling thousand-mile test I can honestly say that my car gave me a very pleasant drive.

"... In spite of the shocking weather my car reached 135 m.p.h. on the long, straight stretches and held the road like a leech in the twisting mountains."

**ASTON MARTIN LIMITED · HANWORTH PARK WORKS · FELTHAM · MIDDLESEX · ENGLAND**

*Directors:* DAVID BROWN (Chairman and Managing), F. B. MARSH, J. STIRLING, J. WHITEHEAD.

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