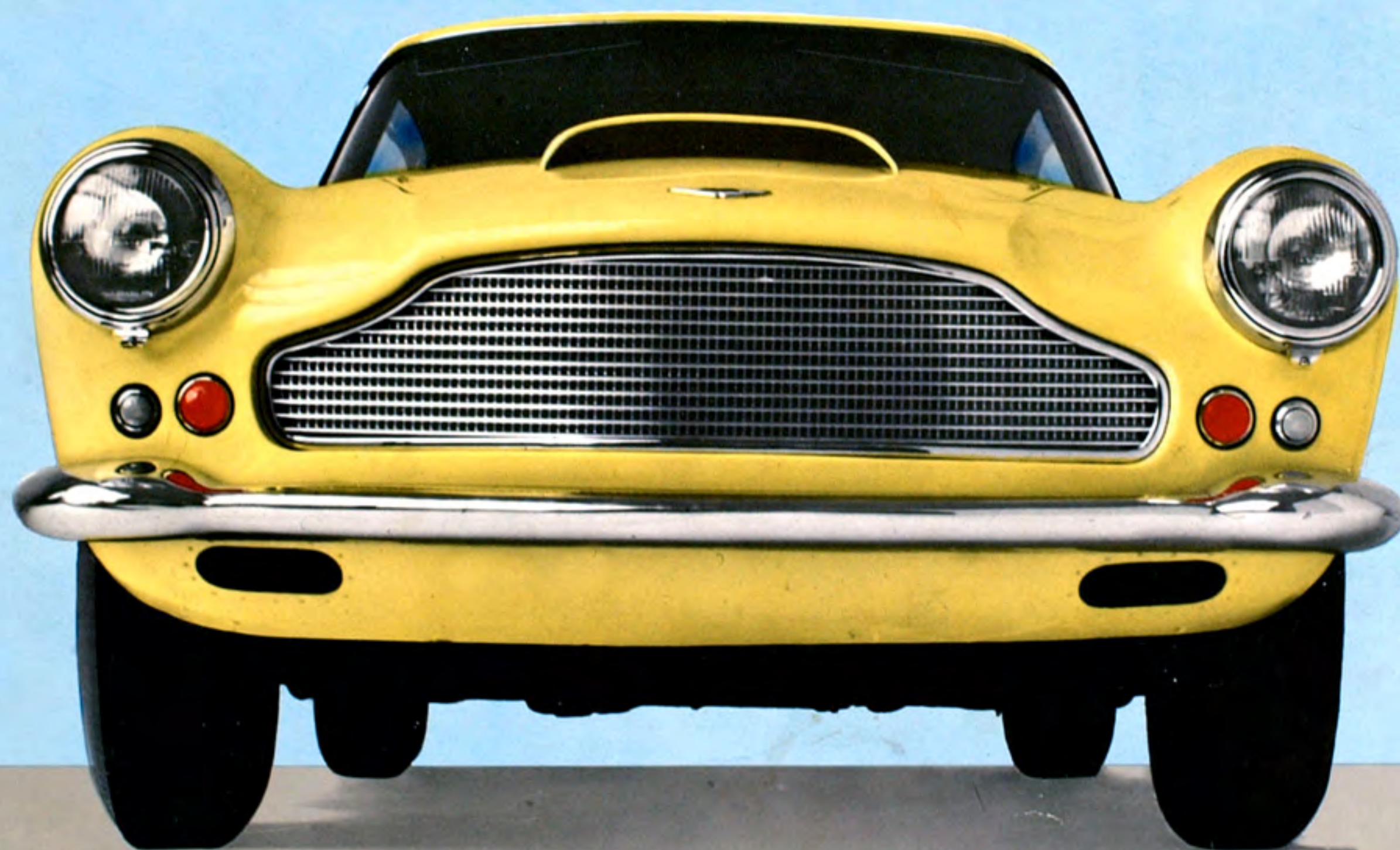
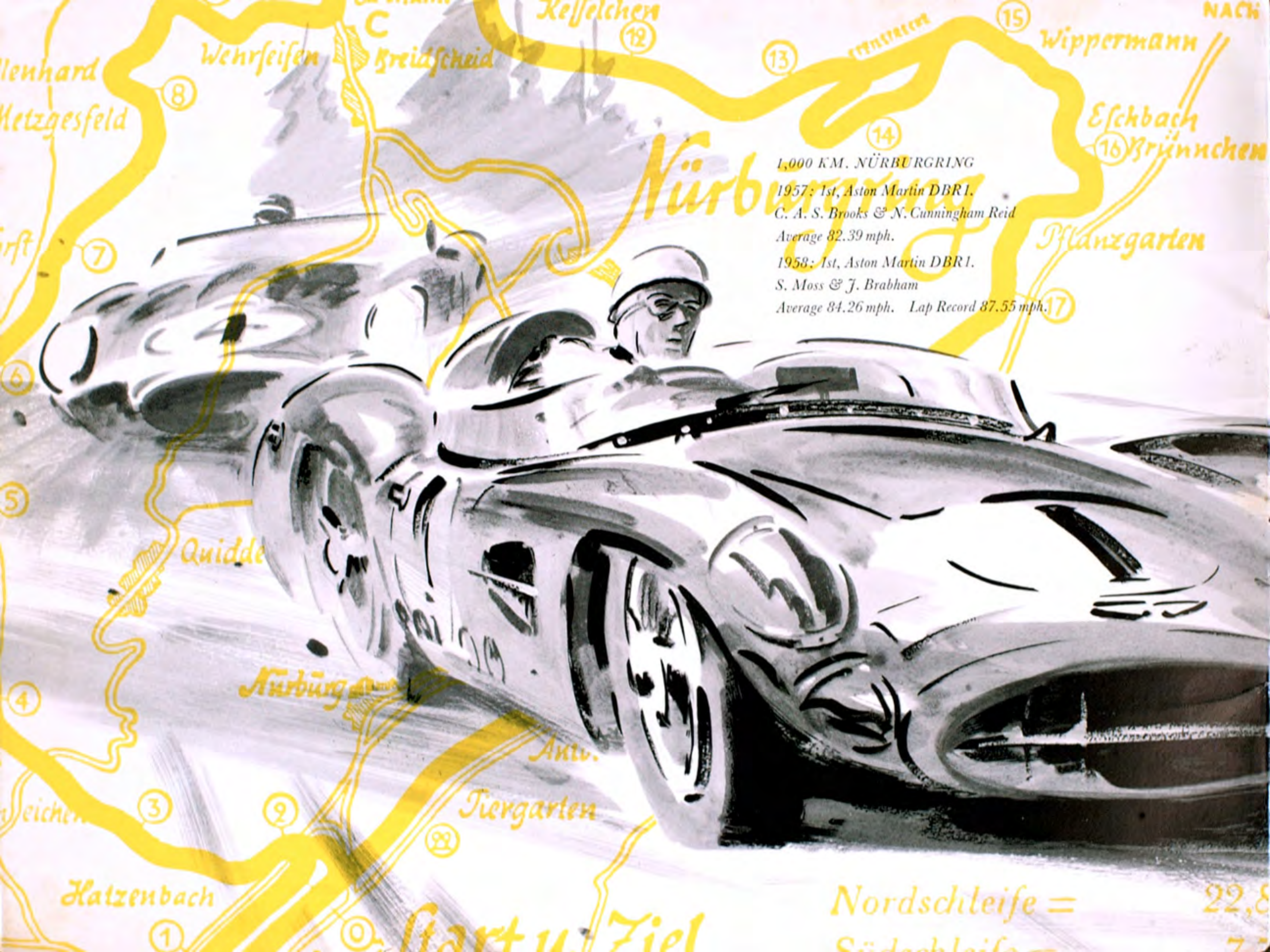




By Appointment to
His Royal Highness the Duke of Edinburgh
Motor Car Manufacturers
Aston Martin Lagonda Limited

THE DAVID BROWN ASTON MARTIN DB4





Nürburgring

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.

Menhard
Metzgesfeld
Wehrseifen
Kreidscheid
Kesselfchen
Wippermann
Eschbach
Brünnchen
Pflanzgarten
Quidde
Nürburg
Antw.
Tiergarten
Hatzelbach
Start u. Ziel
Nordschleife = 22,8
Südschleife = 7,7

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19



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 fascia; 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 Reutter 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:

Wind: Nil
 Temperature: 60°F
 Barometer: 29.90 in. Hg.
 Load: Driver and observer.

RESULTS	Seconds	
	Test No.	0-100-0 m.p.h.
	1	27.4
	2	26.2
	3	27.8
	4	27.2
	5	27.4
	6	27.4
	Mean	27.2

Date: 2nd October, 1958.

signed A. FOGG - 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.

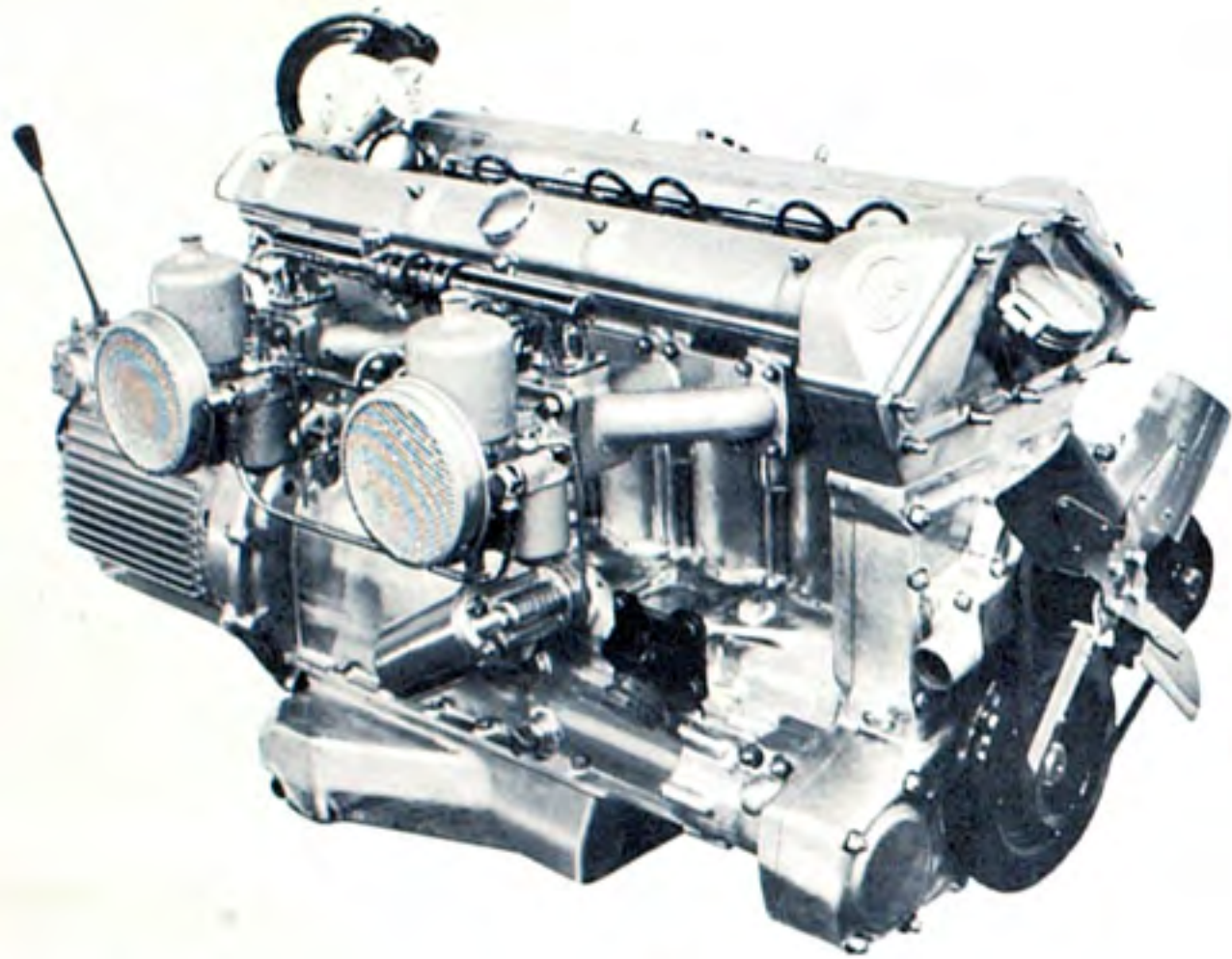
The seats, upholstered in first quality Connolly leather, adequately accommodate four adults. There is ease of access to all seats and the rear seats are generously proportioned.

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.

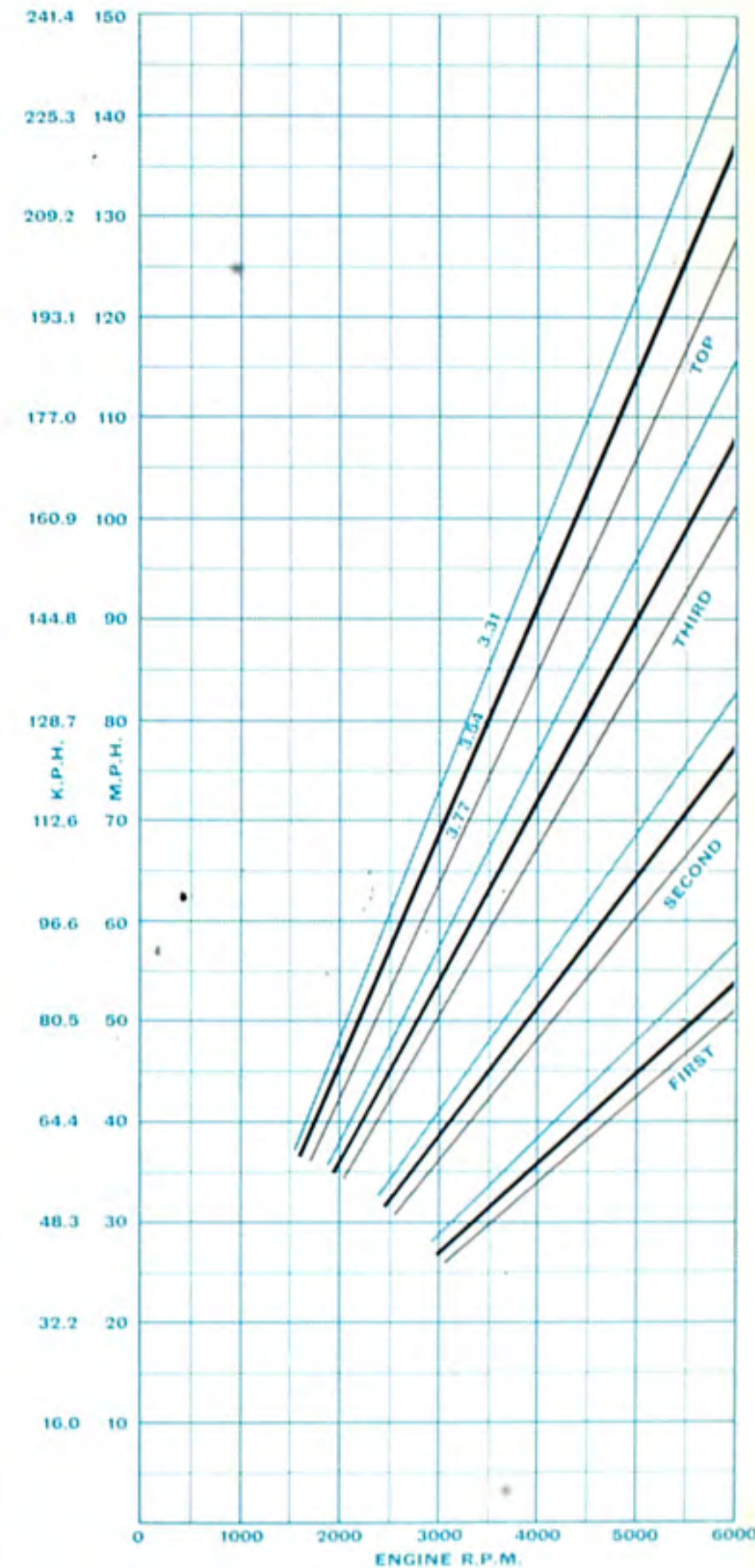
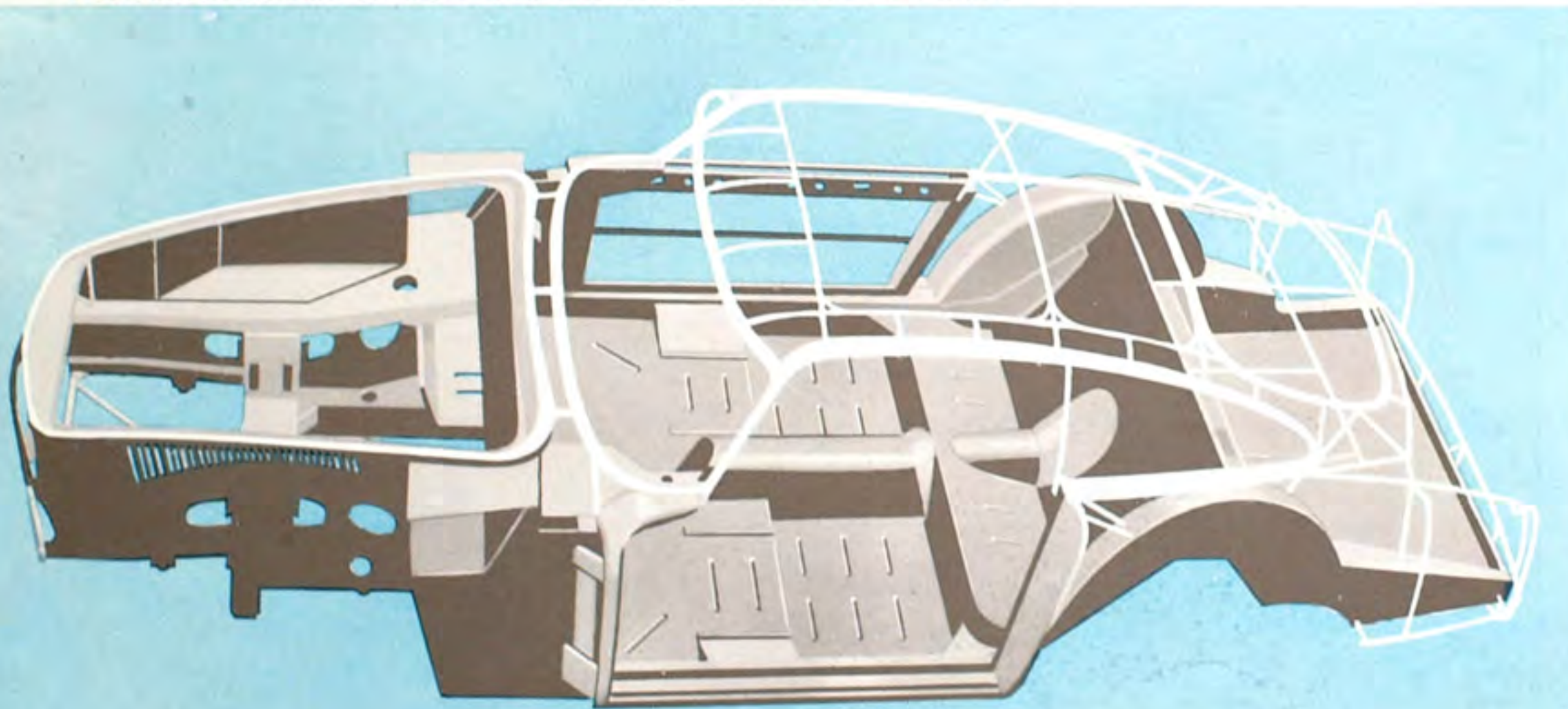


THE POWER UNIT

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).

THE PLATFORM CHASSIS AND SUPERSTRUCTURE. STRONG-RIGID-LIGHT



ROAD SPEEDS — 3.77, 3.54 & 3.31 AXLE RATIOS.

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:—

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

The Company shall use its best endeavours to deliver in accordance with a customer's requirements, 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.

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 prescribed from time to time by 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.

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.

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 place thereof. This Warranty is limited to the delivery to the purchaser free at the Company's works of the part or 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.

For the purpose of this Warranty the term "Products" means and includes new cars or chassis or parts thereof including replacement parts manufactured by or for the Company to the Company's design and drawings. It does not include tyres, speedometers or electrical equipment or other proprietary articles (including coachwork) not of the Company's own manufacture although supplied by the Company. Proprietary articles are covered by the Warranty (if any) given by the separate manufacturers. On second-hand products no warranty is given by the Company or is to be implied.

The Company's responsibility is limited to the terms of this Warranty. The Company shall not be answerable for personal injuries or consequential or resulting liability, damage or loss arising from any defects.

This Warranty shall not apply to defects caused by motor racing, wear and tear, misuse or neglect or to the defects in any Products which have been altered outside the Company's works or which have been let out on hire or the identification marks on which have been altered or removed.

The Company's liability under this Warranty is dependent upon the strict observance by the Purchaser of the following provisions:—

- (a) 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.
- (b) Parts claimed to be defective must be properly packed for transit and clearly marked for identification with the name 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.
- (c) The Purchaser shall post to the Company at its works on or before despatch of such part or parts alleged to be defective a full and complete description of the claim and the reasons thereof.
- (d) 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 scrapped or 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 carburettors

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

DB4

ABRIDGED SPECIFICATION

Engine. Six cylinder. Bore 92 mm. (3.622 ins.). Stroke 92 mm. Cubic capacity 3670 c.c. (224 cu. ins.).

Aluminium alloy cylinder block and head.

Seven bearing crankshaft.

Twin overhead camshafts. Two-stage Duplex chain drive.

Hemispherical combustion chambers.

Twin S.U. diaphragm type carburettors with electrically operated starting carburetter.

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 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.

Rear Axle. Salisbury hypoid. Ratios 3.31, 3.54 and 3.77 : 1.

Suspension. *Front:* Independent. Co-axial coil springs and Armstrong telescopic shock absorbers.

Rear: Live axle. Parallel trailing links and Watts linkage. Coil springs. Armstrong piston type shock absorbers.

Steering. Rack and pinion.

Brakes. Dunlop disc front and rear. Vacuum servo.

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

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

Dimensions.

Wheelbase	98 ins.	(248.9 cm.)
Front track	54 ins.	(137.2 cm.)
Rear track	53½ ins.	(135.9 cm.)
Overall length	176½ ins.	(448.0 cm.)
Overall height	52 ins.	(132.1 cm.)
Overall width	66 ins.	(167.6 cm.)
Kerb weight	2,884 lb.	(1308 kg.)

DB4

DONNEES TECHNIQUES SOMMAIRES

Moteur. Six cylindres. Alésage 92 mm. Course 92 mm. Cylindrée 3670 c.c.

Culasse et bloc-cylindres en alliage léger.

Vilebrequin travaillant sur 7 paliers.

Deux arbres à cames en tête. Entraînement par chaînes Duplex deux étages.

Chambres de combustion hémisphériques.

Deux carburateurs S.U. à membrane avec carburateur de démarrage à commande électrique.

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

Refroidissement. Pompe à eau à turbine et ventilateur. Radiateur à circulation transversale.

Rapport volumétrique. 8,25 : 1.

Puissance effective. 240 HP à 5.500 t.mn.
263 HP (formule S.A.E.) à 5.700 t.mn.

Embrayage. Borg et Beck, monodisque, diamètre 25,4 cm.

Boîte de vitesses. David Brown, 4 rapports, avec 1ère, 2ème, 3ème et 4ème synchromesh.

Pont arrière. Hypoïde Salisbury. Rapports 3,31, 3,54 et 3,77 : 1.

Suspension. *Avant:* indépendante; ressorts hélicoïdaux coaxiaux et amortisseurs télescopiques Armstrong.

Arrière: pont rigide; bielles arrière parallèles et tringlerie Watts; ressorts hélicoïdaux. Amortisseurs Armstrong à piston.

Direction. par crémaillère.

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.

Cotes.

Empattement	248,9 cm.
Voie avant	137,2 cm.
Voie arrière	135,9 cm.
Longueur hors tout	448,0 cm.
Hauteur hors tout	132,1 cm.
Largeur hors tout	167,6 cm.
Poids en ordre de marche	1308 kg.

DB4

TECHNISCHE KURZBESCHREIBUNG

Motor. Sechszylinder. Bohrung 92 mm. Hub 92 mm. Hubvolumen 3670 ccm.

Zylinderblock und -kopf aus Aluminiumlegierung.

Kurbelwelle mit 7 Hauptlagern.

Obenliegende Doppelnockenwelle. Zweistufiger Duplex-Kettentrieb.

Halbkugelförmige Verbrennungskammern.

Doppelter S.U.-Membranvergaser mit elektrischer Startvorrichtung.

Schmierung. kettenbetriebene Ölpumpe Hobourn-Eaton mit 'Purolator'-Vollstromfilter.

Kühlung. Schleuderpumpe und -gebläse. Querstromkühler.

Verdichtungsverhältnis. 8,25 : 1.

Bremsleistung. 240 PS bei 5.500 U/min.
263 PS (nach S.A.E.) bei 5.700 U/min.

Kuplung. Borg & Beck, 25,4 cm Ein-scheibenkupplung.

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.

Aufhängung. *Vorn:* Einzelradaufhängung. Koaxiale Spiralfedern und Armstrong-Teleskopstossdämpfer.

Hinten: Treibachse. Parallele Hinterlenker und Watts-Lenker. Spiralfedern. Armstrong-Hülsenstossdämpfer.

Lenkung. Zahnstangenlenkung.

Bremsen. Dunlop-Scheibenbremsen vorn und hinten. Unterdruck-Servobremsen.

Kraftstoffbehälter. 86,3 : 1.

Räder und Reifen. Bauart Dunlop, 12,7 cm. Felgen 6,00 x 16. Avon-Turbospeed-Reifen.

Abmessungen.

Achsstand	248,9 cm.
Radspur vorn	137,2 cm.
Radspur hinten	135,9 cm.
Gesamtlänge	448,0 cm.
Gesamthöhe	132,1 cm.
Gesamtbreite	167,6 cm.
Gewicht, unbeladen	1308 kg.

DB4

DATI PRINCIPALI

Motore. Sei cilindri. Alesaggio 92 mm. Corsa 92mm. Cilindrata 3670 c.c.

Testa dei cilindri e monoblocco in lega di alluminio.

Albero a gomito su sette supporti.

Due Alberi a Camme in testa. Doppia trasmissione a catena Duplex.

Camere di combustione emisferiche.

Due carburatori S.U. del tipo a diaframma con dispositivo di avviamento a comando elettrico.

Lubrificazione. Pompa olio 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. Formula S.A.E. a 5.700 giri al minuto.

Frizione. Monodisco Borg and Beck 25,4 cm.

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

Asse posteriore. Salisbury ipoide. Rapporti 3,31, 3,54, e 3,77 : 1.

Sospensione. *Anteriore:* Indipendente. Molle elicoidali coassiali e ammortizzatori telescopici Armstrong.

Posteriore: Ponte posteriore rigido. Biellaggio parallelo articolato e articolazione Watts. Molle elicoidali. Ammortizzatori Armstrong del tipo a pistone.

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 fissaggio centrale 12,7 cm. Cerchi 6,00 x 16. Pneumatici Avon Turbospeed.

Dimensioni.

Passo	248,9 cm.
Carreggiata anteriore	137,2 cm.
Carreggiata posteriore	135,9 cm.
Lunghezza totale	448,0 cm.
Altezza totale	132,1 cm.
Larghezza totale	167,6 cm.
Peso in strada	1308 Kg.