

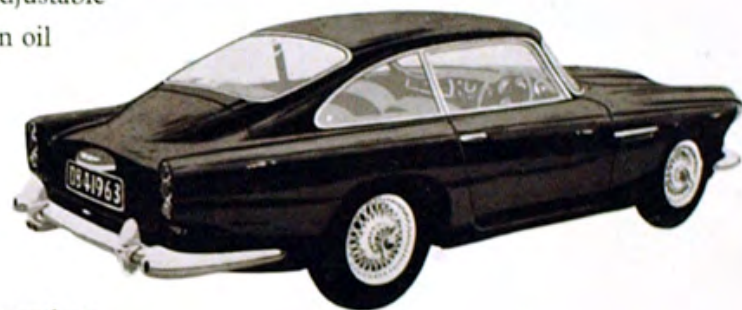


THE DAVID BROWN ASTON MARTIN DB4

1963 ASTON MARTIN DB4 No car is better suited to the individualist than the DB4 ; and this latest Saloon has new qualities that make it even more desirable.

A subtle change in styling gives a longer, sleeker line from end to end, and a much bigger boot. Comfort inside the car is increased by additional head-room at the back and infinitely adjustable front seats. The instrument layout has been re-arranged in detail and an oil thermometer added as standard equipment.

All these improvements add to the comfort and well-being of driver and passengers, and this extends to changes in the mechanical specification. The twin plate clutch combines high torque capacity with light pedal action. The steering ratio has been increased $12\frac{1}{2}\%$ and provides more effortless steering without loss of precision. An independent thermostatically controlled fan reduces noise in the car to a remarkable degree and also saves up to 7 h.p. at maximum speeds – which are in excess of 140 m.p.h.





1963 ASTON MARTIN DB4 CONVERTIBLE It is generally recognised that the convertible body form is the one which presents the greatest difficulty in design and construction if the car is to be extremely elegant and remain completely practical. This rare combination has been achieved by Aston Martin and Touring Superleggera in the DB4 Convertible. The very rigid construction ensures freedom from vibration ; the hood is light, simple to stow and erect, and remains taut, wind and weatherproof and extremely silent at the highest speeds. The Convertible embodies all the latest mechanical innovations. A detachable hardtop, in steel to ensure rigidity and ease of fitting, is also available for this model.





1963 ASTON MARTIN DB4 VANTAGE This car has a nature like an angel.

So responsive you can accelerate from zero to 100 m.p.h. and brake to standstill in little more than 20 seconds.

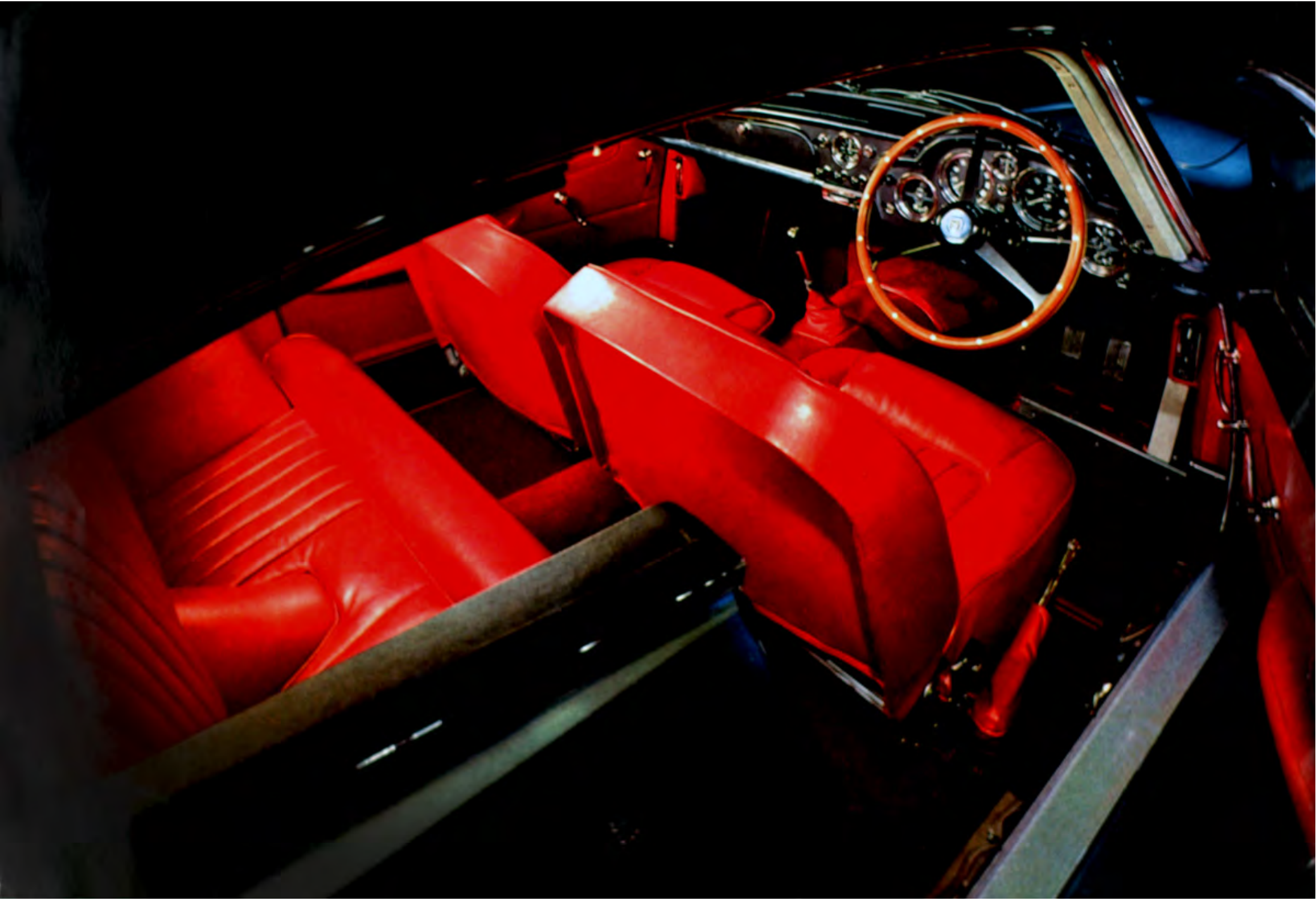
So docile and forgiving, your control and mastery of every situation is supreme.

Revue Automobile, 2nd August, 1962, report the DB4 Vantage as the fastest four-seater they have ever tested, and also that it is “wonderfully suitable for everyday life.” Understandably, for it is the amazing flexibility of the car together with its incredible performance which sets the Vantage apart.

You have only to look at the power curves given in the graph further on to appreciate the car’s potential ; available with the Special Series engine or GT engine – which is even more spectacular.

The DB4 Vantage, with its streamlined body and shielded headlights, offers all the luxury and comfort of the DB4 with greatly increased power.





Finest quality English coach hide upholstery and thick pile carpet throughout, sets the tone of the interior of the DB4. The aim is to provide the most complete comfort ; luxury and elegance without ostentation. Increased head-room at the back adds to the comfort of rear seat passengers, and the front seats are now infinitely adjustable at a touch. Always an easy, untiring car to drive, the Aston Martin DB4 brings a thoroughly satisfying sense of well-being to passengers and driver. Careful design and grouping of the instruments ensures that all readings are registered at a glance.

The generous boot carries a remarkable amount of luggage. The walls are clear and the floor is long, flat and unobstructed to provide ease of stowing. Shown here is the DB4 Saloon, and the large capacity for luggage is equally impressive on the DB4 Convertible, rarely a feature of this type of body. Fitted suitcases made from the same finest quality English coach hide, as used for the upholstery, can be specially made for your car if you wish.



DB4
KURZE ANGABEN

Motor: 6 Zylinder, zwei obenliegende Nockenwellen, Motorblock und Zylinderkopf aus Aluminiumlegierung. Bohrung 92 mm., Hub 92 mm, Hubraum 3.670 ccm.

Standard DB4 Tourenwagen und Cabrio S.U. Zwillingsvergaser. Verdichtung 8,25:1. 240 Brake Horse Power (Brems-PS) bei 5.500 U/min.

DB4 Vantage Sonderserie: S.U. Drillingsvergaser. Verdichtung 9:1. 266 Brake Horse Power (Brems-PS) beim 5.750 U/min.

DB4 Vantage G.T.: Weber Drillingsvergaser. Zündkerzen paarweise angeordnet. Verdichtung: 9:1. 302 Brake Horse Power (Brems-PS) bei 6.000 U/min.

Kraftstoffsystem: Zwei elektrische Hochdruckpumpen. Kraftstofftankvolumen: Tourenwagen 19 Gallonen (86,4 Liter); Cabrio 16 Gallonen (72,7 Liter). Bei beiden 3 Gallonen (13,6 Liter) Reserve.

Antrieb: Kupplung: Zwei 22,86 Scheiben, hydraulische betätigt. Automatische Nachstellung des Pedalspiels. Getriebe: In allen Gängen vollsynchronisiertes David Brown-Getriebe. Hinterachse: Hypoidverzahnung. Auf Wunsch wahlweise Übersetzungen und Overdrive.

Federung: Vorne Einzelradaufhängung durch Traversal-Querlenker, Schraubenfedern und Teleskop-Stoßdämpfer mit großem Durchmesser. Hinten Federung durch Schubstrebe, Schraubenfedern und große Kolben-Stoßdämpfer. Hinterachse an Watt-Befestigung aufgehängt.

Lenkung: Aston-Martin Zahnstange-und-Ritzel Lenkung, 40,64 cm. Lenkrad mit Holzrand (16 Zoll.)

Bremsen: Dunlop-Scheibenbremsen an allen vier Rädern. Hydraulik-Bremsbehälter.

Karosserie: Mit Leichtmetall verkleidete Stahlrohrkonstruktion, fest mit dem Rahmenbodenelement verbunden.

Allgemeine Abmessungen:

	Cabrio Tourenwagen	
Radstand	2,49 m.	2,49 m.
Spurweite: Vorne	1,37 m.	1,37 m.
Hinten	1,36 m.	1,36 m.
Gesamtlänge	4,57 m.	4,57 m.
Gesamtbreite	1,68 m.	1,68 m.
Gesamthöhe	1,34 m.	1,32 m.
Bodenfreiheit	15,9 cm.	15,9 cm.
Wendekreis	10,4 m.	10,4 m.
Leertgewicht	1354 kg.	1354 kg.

DB4
COMPENDIO DEI DATI GENERALI

Motore: Sei cilindri, due alberi di distribuzione in testa, testa e blocco cilindri in lega d'aluminio. Diametro cilindri mm. 92. Corsa stantuffo mm. 92. Cilindrata: 3670 c.c.

Berlina e decapotabile standard Tipo DB4: Due carburatori S.U. Rapporto di compressione 8,25:1. Potenza al freno (in Cv. inglesi) 240 a 5500 giri/min.

Vantage DB4 Serie Speciale: Tre carburatori S.U. Rapporto di compressione 9:1. Potenza al freno (in Cv. inglesi) 266 a 5750 giri/min.

Vantage DB4 G.T.: Tre carburatori Weber. Testa con candele in coppia. Rapporto di compressione 9:1. Potenza al freno (in Cv. inglesi) 302 a 6000 giri/min.

Alimentazione: Due pompe ad alta pressione comandate elettricamente. Capacità serbatoio carburante: Berlina, 19 galloni imperiali (86,4 litri); Decapot., 16 galloni imperiali (72,7 litri). Ambedue comprendono una riserva di tre galloni (13,6 litri).

Trasmissione: Frizione: doppio disco cm. 22,86 comandata idraulicamente con corsa a vuoto autoregistrante. Scatola cambio: David Brown a quattro marce sincronizzate. Differenziale: Ingranaggi conici ipoidali. Rapporti a scelta e moltiplicatore facoltativo.

Sospensione: Anteriore indipendente, bracci oscillanti trasversali, molle a spirale ed ammortizzatori telescopici di largo diametro. Sospensione posteriore con articolazioni portanti, a molla a spirale ed ammortizzatori a pistone di largo diametro. Ancoraggio ponte tramite articolazione di Watt.

Sterzo: Tipo Aston Martin a pignone e cremagliera. Ruota del volante con bordo di legno, diametro 40,64 cm. (16 poll.)

Freni: Tipo "Dunlop" a disco sia anteriori che posteriori, con servocomando a depressione azionato idraulicamente.

Carrozzeria: Telaio in acciaio a scocca con intelaiatura in acciaio e pannelli in lega leggera.

Dimensioni:

	Decapot.	Berlina
Interasse ruote	2,49 m.	2,49 m.
Carreggiata: Anteriore	1,37 m.	1,37 m.
Posteriore	1,36 m.	1,36 m.
Lunghezza totale	4,57 m.	4,57 m.
Larghezza totale	1,68 m.	1,68 m.
Altezza totale	1,34 m.	1,32 m.
Distanza del suolo	15,9 cm.	15,9 cm.
Diametro di sterzata	10,4 m.	10,4 m.
Peso con rifornimenti	1354 kg.	1354 kg.



By Appointment to
His Majesty King the Duke of Edinburgh
Motor Car Manufacturers
Aston Martin Lagonda Limited

THE DAVID BROWN

Aston Martin

1963 DB4

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