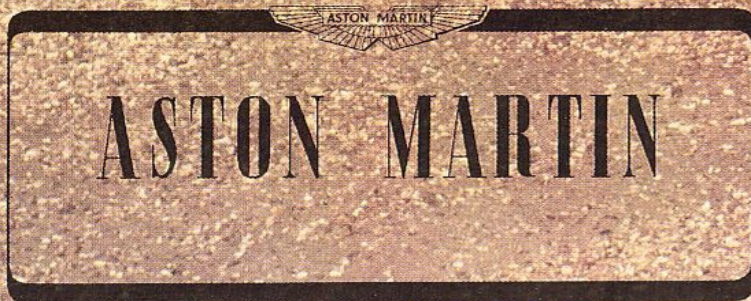


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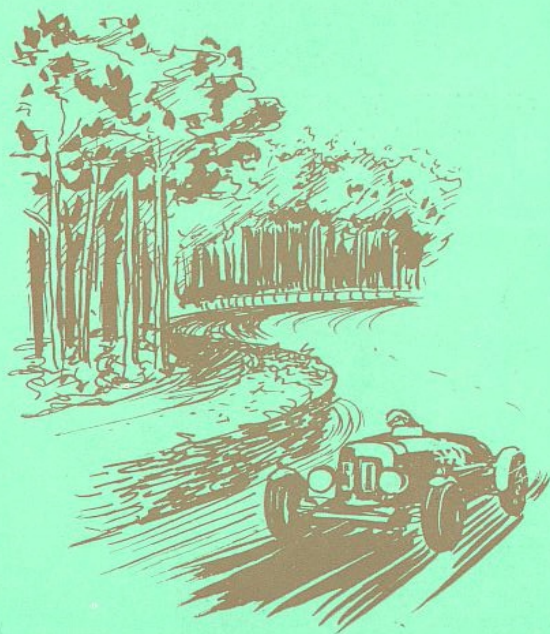
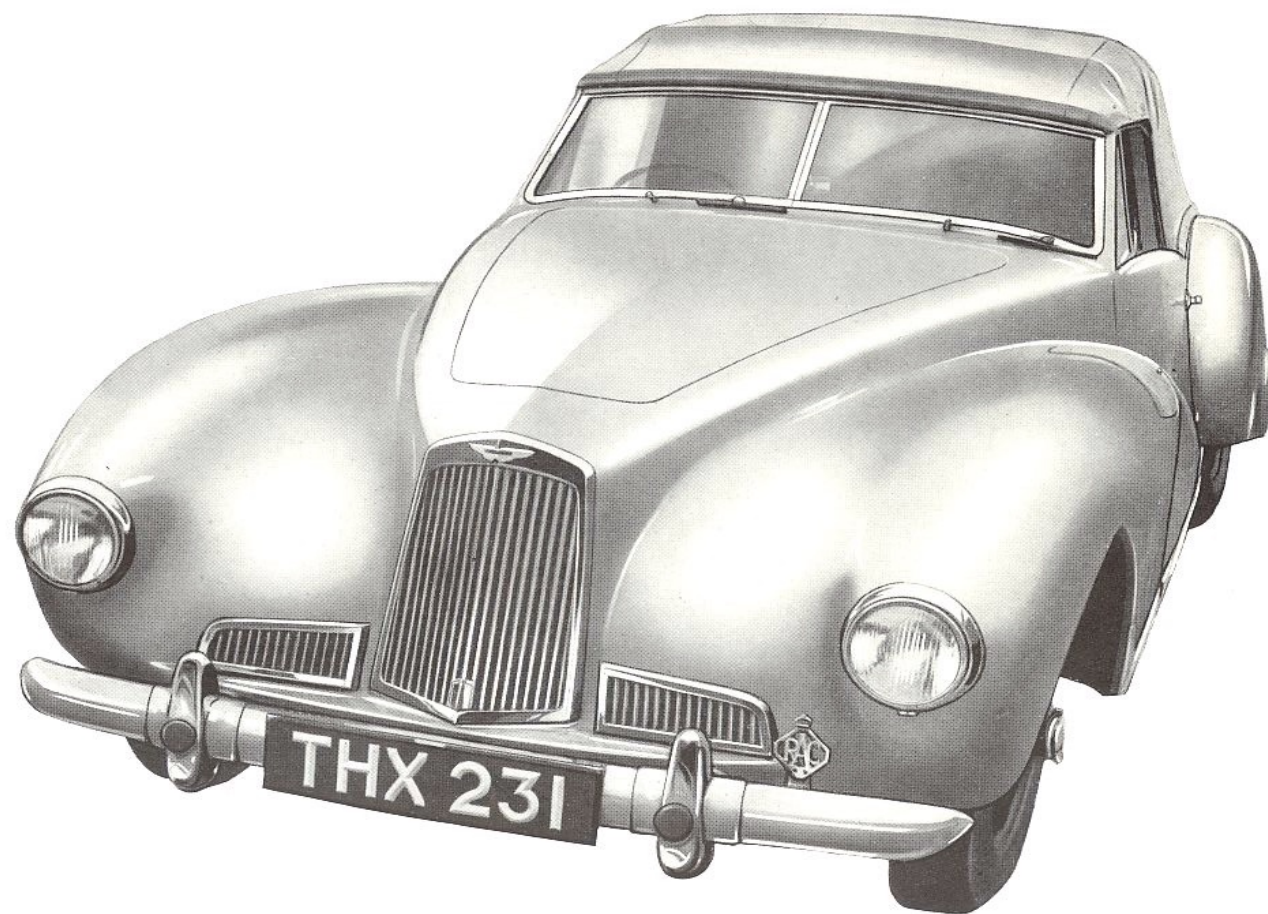
2 LITRE SPORTS CARS

Aston Martin

FOR THE SPORTSMAN

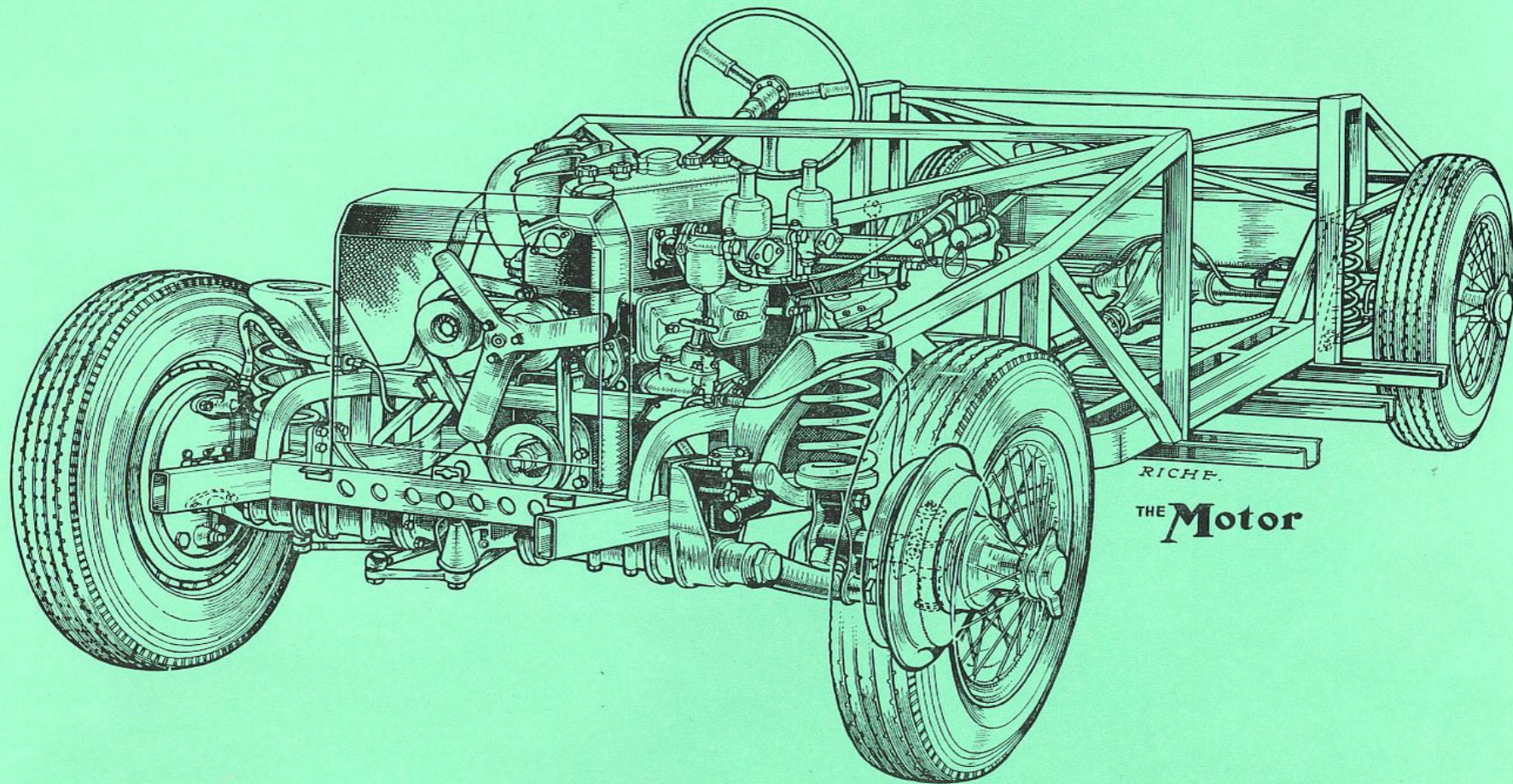
With its long history of racing successes, the new ASTON MARTIN is a true thoroughbred in the very best British tradition.

The discriminating motorist will find in this car every virtue he is likely to look for—beauty of styling, superb comfort, speed with safety, and power to spare. You will certainly be proud to own one ; you could even be excused for boasting about it.



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OUTSTANDING DESIGN FEATURES



THE CHASSIS. At even the fastest speeds, the ASTON MARTIN holds the road and responds perfectly to the driver's will. The secret is in the chassis frame, a unique design of square-section fabricated steel tube, with built-up side members giving maximum rigidity but permitting softer springing than is possible with most high-speed cars.

THE SUSPENSION. To achieve maximum comfort at high speeds, the designers of the ASTON MARTIN have used coil springs all round. Front suspension is fully independent, with the wheels mounted on trailing arms, a torsion bar being incorporated to prevent rolling on corners. The rear coil springs are set between the axle casing and the chassis frame, torque being taken by arms extending from the axle to a cross-member.

THE ENGINE. Of advanced design, the new ASTON MARTIN 4-cylinder o.h.v. engine develops 90 b.h.p. at 4,750 r.p.m. A unique feature is the valve gear; the large inlet valves are located directly above the pistons, whilst the exhaust valves are set at an angle, the tappets forming a detachable assembly in one block.

THE GEARBOX. Vital first stage of the transmission system, the 4-speed gearbox, with synchromesh in the three upper ratios gives a clean change every time. It is specially built by David Brown's, sufficient guarantee of years of trouble free gear changing.

SPECIFICATION

ASTON MARTIN 2-LITRE SPORTS

ENGINE DIMENSIONS :

Cylinders	...	...	...	...	...	...	...	...	...	4
Bore	...	...	...	...	...	...	...	...	...	82.55 mm.
Stroke	...	...	...	...	...	...	...	...	...	92.00 mm.
Cubic Capacity	...	...	...	...	...	...	...	...	...	1,970 c.c.
Piston Area	...	...	...	...	...	...	...	...	...	33.2 sq. ins.
Valves	...	...	...	...	...	...	...	...	...	Pushrod o.h.v.
Compression ratio	...	...	...	...	...	...	...	...	...	7.25

ENGINE PERFORMANCE :

Maximum b.h.p. at 4,750 r.p.m.	...	...	...	...	...	...	...	...	...	90
B.h.p. per sq. in. Piston Area	...	...	...	...	...	...	...	...	...	27.1
Peak piston speed ft. per min.	...	...	...	...	...	...	...	...	...	2,860

ENGINE DETAILS :

Carburettors	...	...	...	...	...	...	...	...	...	2 horizontal S.U.
Ignition	...	...	...	...	...	...	...	...	...	Coil
Plugs	...	...	...	...	...	...	...	...	...	Lodge, 14 mm.
Fuel Pumps	...	...	...	...	...	...	...	...	...	2 Electric, S.U.
Fuel capacity	...	...	...	...	...	...	...	...	...	14½ gallons
Oil filter	...	...	...	...	...	...	...	...	...	Autoklean, full-flow
Oil capacity	...	...	...	...	...	...	...	...	...	1½ gallons
Water capacity	...	...	...	...	...	...	...	...	...	approximately 3½ gallons
Cooling system	...	...	...	...	...	...	...	...	...	Pump and Fan
Electric system	...	...	...	...	...	...	...	...	...	Lucas 12 volt
Battery capacity	...	...	...	...	...	...	...	...	...	63 a.h. at 10 hour rate

PERFORMANCE DATA :

Top gear m.p.h. per 1,000 r.p.m.	...	...	...	...	...	...	...	...	...	19.2
Top gear, m.p.h. at 2,500 ft./min. piston speed	...	...	...	...	...	...	...	...	...	79.5
Fuel consumption	...	...	...	...	...	...	...	...	...	24 m.p.g.

TRANSMISSION :

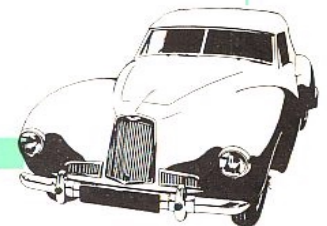
Clutch	...	...	...	...	...	...	...	...	...	Borg & Beck s.d.p.
Gear ratios	...	...	...	...	...	...	...	...	...	Top — 4.1
	...	...	...	...	...	...	...	...	...	3rd — 5.17
	...	...	...	...	...	...	...	...	...	2nd — 7.7
	...	...	...	...	...	...	...	...	...	1st — 12.0
	...	...	...	...	...	...	...	...	...	Reverse — 12.0
										(Alternative gear ratios available at extra cost)
Prop. shafts	...	...	...	...	...	...	...	...	...	Hardy Spicer, divided
Final drive	...	...	...	...	...	...	...	...	...	Hypoid bevel

CHASSIS DETAILS :

Brakes	...	...	...	...	...	...	...	...	...	Girling hydraulic
Brake drum diameter	...	...	...	...	...	...	...	...	...	12 ins.
Suspension, front	...	...	...	...	...	...	...	...	...	Independent by coil springs and trailing arms
“ rear	...	...	...	...	...	...	...	...	...	Coil springs and rigid axle
Shock-absorbers	...	...	...	...	...	...	...	...	...	Armstrong, hydraulic
Wheel type	...	...	...	...	...	...	...	...	...	Dunlop centre-lock wire
Tyre size	...	...	...	...	...	...	...	...	...	5.75 × 16
Steering wheel	...	...	...	...	...	...	...	...	...	17 ins. diameter

DIMENSIONS :

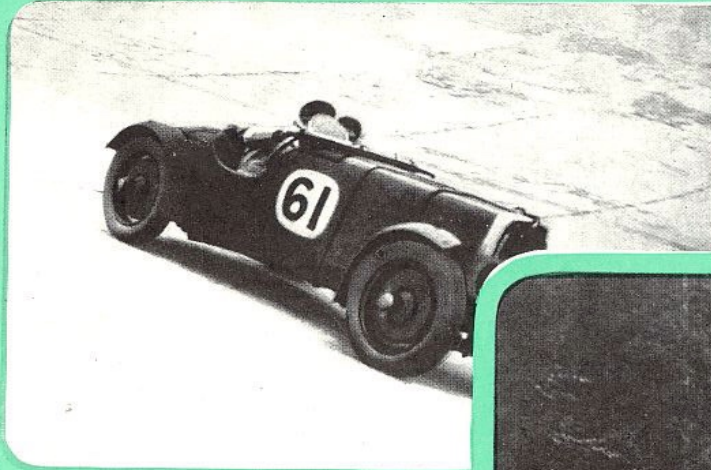
Wheelbase	...	...	...	...	...	...	...	...	...	9 ft 0 ins.
Track, front and rear	...	...	...	...	...	...	...	...	...	4 ft. 6 ins.
Overall height	...	...	...	...	...	...	...	...	...	4 ft. 7½ ins.
“ length	...	...	...	...	...	...	...	...	...	14 ft. 8 ins.
“ width	...	...	...	...	...	...	...	...	...	5 ft. 7½ ins.
Ground clearance	...	...	...	...	...	...	...	...	...	6⅝ ins.
Turning circle	35 ft.
Dry weight	22½ cwt.



MAKING A GREAT NAME

Some Aston Martin Successes

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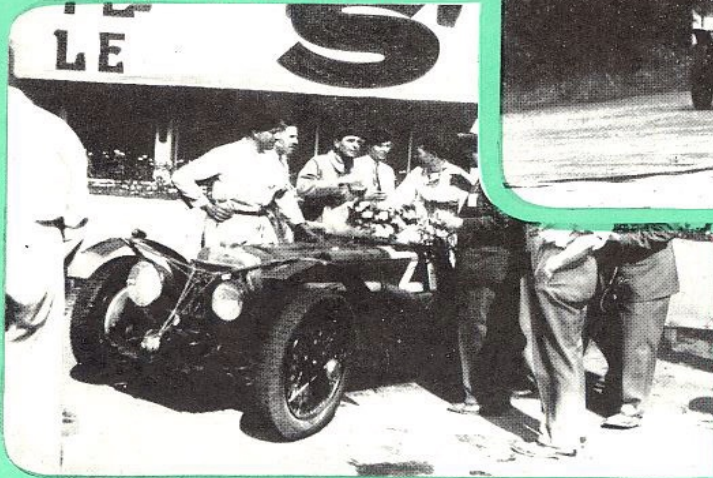
Double Twelve," 1930
Rudge-Whitworth Cup, 1932

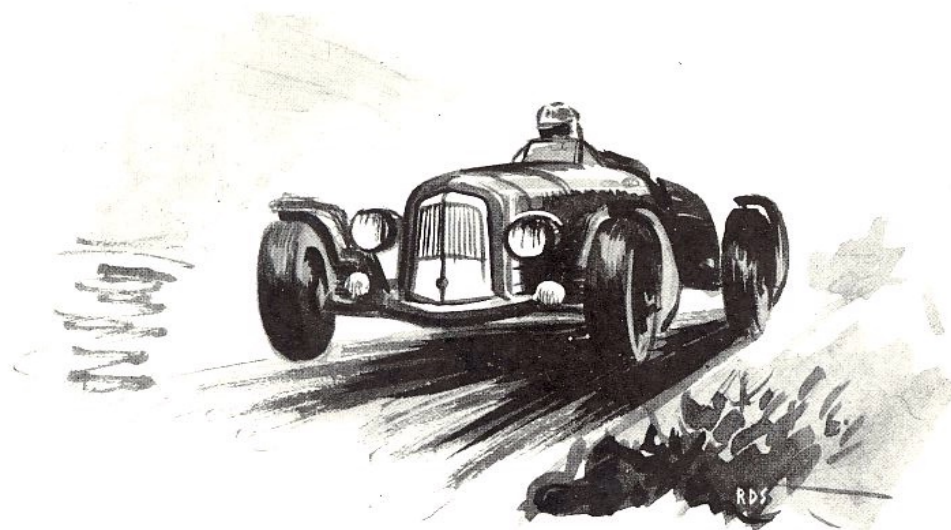


Le Mans, 1937
Donington T.T., 1938



Spa 24-hours, 1948.
Finished first,
against all comers !





H.
I. B.
25 NOV 1948
ENGINEER'S DEPT.

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