DB4 G.T.
ICONIC FAST MOToring.
BRouGHT BACK TO LiFE.

‘EMBDYING THE LESSONS OF TEN YEARS OF ENDEAVOUR ON THE MOST ARDUOUS RACE CIRCUITS OF THE WORLD THIS NEW GRAND TOURING MODEL IS DESIGNED TO PROVIDE FOR THE MOST CRITICAL OF HIGH PERFORMANCE CAR OWNERS A CULMINATING EXPERIENCE OF REALLY FAST MOToring. ITS PERFORMANCE IS UNIQUE; ITS BEHAVIOUR IS IMPECCABLE; IT IS EMINENTLY SAFE WHETHER IN COMPETITION OR NORMAL ROAD USE’.

ASTON MARTIN DB4 GT BROCHURE, 1959
DB4 G.T.
WHERE IT ALL BEGAN.

Oh to be at Newport Pagnell in 1959. In this year of years, not only would Aston Martin take an historic outright victory in the Le Mans 24 Hours with the glorious DBR1, it also launched a car that would go on to become one of the most coveted and celebrated Aston Martin road and race cars of all time. That car was the DB4 G.T.

Evolved from the series production DB4 launched at the Paris Motor Show the previous year, the DB4 G.T. was a true supercar of its day. Shorter, lighter and sleeker, with more potent brakes to cope with the enhanced power of its highly developed 3.7-litre straight-six engine, the DB4 G.T. was conceived to be the ultimate road racer. It didn’t disappoint.

Britain’s fastest passenger sports car, the DB4 G.T. was a hero sooner. Stirling Moss wasted no time in proving the point by steering the first prototype (DP199) to a debut win in front of a home crowd at Silverstone. The rest really is history.

In the four years it was in production a total of just 75 DB4 G.T.s were built, alongside regular DB4s at Aston Martin’s Newport Pagnell factory. Ten were built expressly for racing — eight of those to a special factory lightweight specification — but all were registered for the road. Since 1959 at least half of the 75 have been used for competition purposes and all but one survive today.

Speak to those fortunate to have driven one and they will tell you the DB4 G.T. has few peers. No wonder it ranks as one of the rarest, most revered and most valuable of all Aston Martins.
Built by a marque at the height of its creative and competitive powers, the DB4 G.T. was a force to be reckoned with. Of course it helped that Aston Martin’s latest, greatest road racer attracted the world’s best drivers — men like Jim Clark, Stirling Moss, Phil Hill and Bruce McLaren — but the truth is they knew a great racing car when they saw one. Their talent and the DB4 G.T.’s brilliance would prove to be an inspirational combination.

Aimed at the opposition — the DB4 G.T. was a new breed of competition car. In modern parlance it was a homologation special, highly evolved from the series production DB4 on which it was based. Blessed with intensified performance and enhanced agility, the DB4 G.T. stole a march on both Jaguar and Ferrari, cementing Aston Martin’s position as makers of world-beating GT cars.

Half a century later the DB4 G.T. is a highly prized and hugely valuable classic. A timeless icon from a bygone era.
DB4 G.T. AN ICON.
ASTON MARTIN WORKS.
THE HISTORIC HOME OF ASTON MARTIN.
MANUFACTURING RESUMES.
There is something so pure and so special about the sense of engagement you feel with a DB4 GT. There’s power, beauty and soul in abundance — yet it goes much deeper than that — there is an unspoken bond between man and machine; a level of understanding and control completely in the hands of the driver.

Each DB4 GT will be an individual automotive work of art tailored to create each owner’s personal statement. A truly unique opportunity to build and hone his or her very own classic — without compromise.

Our dedicated, passionate and skilled team at Aston Martin Works will deliver a unique experience that we believe will be a once-in-a-lifetime opportunity to be part of something very special.

**Limited run of 25 CARS**

**Around the world 8 CIRCUITS IN 2 YEARS**

**Peak power**

**345 BHP**

**Engine**

**4.2 LITRE 6 CYLINDER**

*Provisional specification*
For over 60 years Aston Martin Works has devoted unrivalled skill and experience to preserving Aston Martin’s illustrious past. Now we are making history, celebrating one of Aston Martin’s greatest cars — the DB4 GT — with a special series of 25 Continuation cars.

We fully respect the past and firmly believe the first 75 cars and our 25 Continuations will live happily alongside each other.

I hope you share our passion and excitement for this extraordinary project, and I look forward to sharing further details with you over the coming months.

Paul Spires
Commercial Director, Aston Martin Works
The DB4 G.T. Continuation will see production re-start for the first time in 10 years at our state-of-the-art facilities in Newport Pagnell — spiritual home to the DB4 G.T. and Aston Martins since the 1950’s.

Built to the highest possible quality with absolute precision, using a blend of David Brown-era old world craftsmanship, with the sympathetic application of modern engineering advancements and performance enhancements. The result is a truly remarkable machine. One that pays due respect to the original, and offers 25 discerning individuals the unrepeatable opportunity of commissioning an iconic classic built to modern day standards.

These beautifully engineered cars will be created to be enjoyed in a dedicated international track driving programme that is as bespoke and exclusive as the cars themselves.
BEAUTIFULLY HAND CRAFTED.
MODERN ART.
Like its forebear, the DB4 G.T. Continuation is a thoroughbred born to be pushed to its limits on track. Remaining faithful to the original recipe, but using knowledge gained over the last half century, the improvements made in engine performance, handling, braking and safety sympathetically build upon the original exceptional qualities without losing its essential character and unique qualities.

Hand-crafted in Newport Pagnell to the highest possible standards from the finest materials, the DB4 G.T. Continuation also uses race-proven components and safety equipment to stringent FIA standards. Built with Aston Martin Works’ customary attention to detail, each DB4 G.T. Continuation will be made to the customer’s precise specification.
The DB4 GT Continuation programme will run for two years and take you to eight of the world’s best race tracks, including the spectacular Yas Marina Circuit in Abu Dhabi. Run by Aston Martin Works as an arrive-and-drive series, we will handle all the logistics and preparation of your car prior to your arrival, then ensure it is running perfectly throughout the weekend’s track sessions.

To assist you in mastering your DB4 GT Continuation, you can take advantage of Aston Martin’s excellent driver training team. Comprised of expert instructors, including Aston Martin Racing’s multiple Le Mans class winner and Goodwood Revival regular Darren Turner, they will help you learn each circuit and develop your skills so that you can get the best from yourself and your car.

And as you’d expect from Aston Martin, time spent out of your car is as special as that spent behind the wheel. With the finest trackside hospitality for you and your guests to enjoy, you can be sure of a relaxing social aspect to your otherwise action-packed weekend of high-octane enjoyment.
The DB4 G.T. Continuation is a car that’s about more than raw speed. It’s about the sensation of becoming one with a machine and the addictive challenge of getting the best from it. Finding the perfect balance between the power of the engine and the grip from the tyres. Sweetly meshing the gears, reveling in the straight-six engine’s fabulous snarl and feeling the steering wheel wriggle and tingle in your hands.

Driving the DB4 G.T. Continuation will take you back to a golden age of motor racing. A time before slick tyres, aerodynamic downforce and complex electronics, when racing was an art, not a science. A driver’s car in the purest sense, once you’ve experienced a DB4 G.T. Continuation driving will never be quite the same again.
HERITAGE COLOURS

- Black
- British Racing Green
- California Sage
- Moonbeam Grey
- Pacific Blue
- Peony Red
- Deep Cartage Green
- Elusive Blue
- Fiesta Red
- Sea Green
- Snow Shadow Grey
- Wedgewood Blue
**ENGINE**

Six cylinders. Bore 98.5 mm (3.880 ins). Stroke 92 mm. Cubic capacity 4211 c.c. (257 cu. ins).

Aluminium alloy cylinder head and crankcase. Seven bearing chrome molybdenum steel, nitrided crankshaft.

Twin overhead camshafts, with valves inclined at 80° included angle. Two-stage Duplex chain drive. Hemi-spherical combustion chambers. Three 45DC0E9 Weber

Hemisperical combustion chambers.

Three twin-choke Weber 45DC0E9 carburetters. Dual ignition. Two plugs per cylinder. Two distributors.

**LUBRICATION**

Chain driven Hobourn-Eaton oil pump and Purolator full flow filter. Oil cooler.

**COOLING**

Centrifugal water pump. Cross flow radiator.

**COMPRESSION RATIO**

9.1

**POWER OUTPUT**

340 b.h.p. at 6,000 r.p.m. 331 h.p. S.A.E rating at 6,000 r.p.m.

**CLUTCH**

7¼ in. (18.4 cm.) twin plate clutch.

**GEARBOX**

David Brown four-speed with dog box on 1st, 2nd, 3rd and top gears. Ratios: 1:1, 1.25, 1.74, 2.49. Reverse 2.43.

**REAR AXLE**


**Suspension**

Front: Independent Co-axial coil springs and telescopic shock absorbers. Type, 4611. Rear: Salisbury “Powr-Lok” axle. Parallel trailing links and Watt linkage. Coil springs. Peter type shock absorbers. Type, D403X.

**Steering**

Rack and pinion. Wood rimmed steering wheel. Adjustable column.

**Brakes**

Girling disc front and rear.

**FUEL TANK**

30 Imperial galls (136.4 litres) (36 U.S. galls). Light alloy tank fitted with quick action filler caps.

**Wheels and Tyres**

Borrani 5Kx16 centre lock wire wheels with light alloy rim. 6.00 x 16 type.

**Dimensions**

Wheelbase 93" (236.2 cm.)

Overall length 171¾" (436.8 cm.)

Front track 54" (137.2 cm.)

Rear track 53½" (135.9 cm.)

Overall height 52" (132.1 cm.)

Overall width 66" (167.6 cm.)

Weight 2706 lb (1230 k.g.)
IMPORTANT NOTICE

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Many of the images featured in this brochure have been digitally rendered and should be seen as artist impressions.

These images should be used only as a guide at this stage, as the final specification will likely vary during development, and are not indicative of the final product. More accurate images will be made available during the course of development.

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