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Aston Martin DB2 Convertible

£39950

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Chassis Number: LML/50/125. Engine Number: LB6B/50/571.

U.K. Registration Number: OKP 821 . Date of first reg: 24th April 1952.

Exterior colour: Original: Oxford Blue. Interior colour: Original: Grey piped Red.

Current Odometer reading: miles (Not Warranted).

Right Hand Steering, Manual transmission.

Vantage Engine

An outstanding restoration project opportunity



£39950



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Background

The DB2 was in production from May 1950 until April 1953, during that time approximately 411 cars were produced including 97 drop heads. Launched at the New York Motor Show in April 1950, it was originally conceived a year or so earlier as a consequence of the decision to enter works cars in the 1949 24 Hour Le Mans. The purposeful two seater body was designed by Frank Feeley, whilst construction of the chassis frame is essentially the same as the DB1, although the wheel base is some 9" shorter. The twin overhead camshaft 2.6 Litre engine with hemispherical combustion chambers, was designed by Willie Watson for Lagonda in about 1943. It is commonly described and considered to be W.O. Bentley's last brain child, as he was the chief engineer at the time. Watson had been involved with the pre-war Lagonda V12 and designed the post-war V12: he had also been with Invicta. In standard form the power out put was given as 105 b.h.p. at 5,000 r.p.m. From January 1951 a more powerful Vantage engine was available as an option and was said to produce 125 b.h.p. at 5,000 r.p.m.

Vehicle History: A copy of the original build sheet for the car confirms the delivery date and guarantee issue as 24th April 1953, when the car was delivered though the agent, Martin Walter, to the original owner, John Thompson of Tenterden in Kent. The build sheet is important with a project car like this because it gives clear guidance on specification but also confirms that

the current registration number for the car was the same as originally issued. The car was originally finished in Oxford Blue with Grey trim piped Red and, if the new owner wants to restore to exact specification, the indicated rear axle ratio is 3.77:1. The build sheet notes that the car moved up to Belper with its second owner J F Dalton and the A.M.O.C. Register notes that this car took part in the 1955 Buxton Rally. It came second and won a First Class Award and was driven by a Mr John Dalton who it is believed also raced a DB3S. That ties with part of the history that shows a 1956 photo taken in the paddock at Goodwood where OKP 821 is clearly visible in the background. The car was rescued by the current owner's Father, and Aston Martin enthusiast, from a scrap yard in 1974, where the aluminium skin had been removed for its scrap value. Although the engine and gearbox had also been removed, a few years later, he managed to acquire and reunite them with the car, at the same time acquiring another body skin that included bonnet, doors, rear wings and boot lid.

Summary: LML/50/125 has a current UK V5C Registration Document with the original registration number shown but the car is completely dismantled. It is an outstanding and increasingly rare opportunity to acquire a Feltham restoration project - **especially a convertible**. The current owner has offered advice from his own restoration experience and has indicated a willingness to extend that assistance to any buyer undertaking the project. Even in the current economic climate, the burgeoning values of Feltham cars means that the car is offers value for money as well as an exciting opportunity.

**** Note:** The lists of Complete Parts and Parts Missing have been compiled in good faith by the current owner. Buyers should take the lists as a guide only and are advised to seek professional advice on the full inventory of parts required to complete the rebuild of this car.

Inventory of Parts

Complete Parts **	
Part	Comments
Chassis Frame & Body	
Chassis Frame	Poor, unrestored condition - copies of original Aston martin drawings available
Body Frame	Stripped of aluminium skin but in poor condition
Body Skin	An original skin removed from another car which could be restored or used as a pattern
Doors	Poor condition, no skins but with window winders and catch mechanisms. An original door skin is available for patterns
Petrol tank	
Quarter lights	Correct items for convertible but in poor condition
Boot lid	
Bonnet	
Front Suspension	
Alloy cross member	Complete
Trailing arms	
Kingpin carriers	
Stub Axles	
Dampers and Aux links	
Spring Platforms	In poor condition - new available from Tim Stamper
Brake backplates	
Rear Suspension	
Top Arms	
Bottom Arms	New eye ends needed - new available from Tim Stamper
Panhard Road	
Dampers	
Rear Axle	
4 HA replacement type	Choice of ratios (3.77:1 or 3.54:1)
Brake backplates and shoes	
Steering	
Steering box and mounting brackets	
Steering wheel	
Bellcrank and mounting	
Some track rods	
Engine	
LB6B/50/571	Complete Vantage unit, the original complete with manifolds, carbs, clutch, starter and dynamo. Mechanical condition unknown
Gearbox	
DBCW/50/312	Complete with lever but mechanical condition unknown
Dashboard	
Speedometer	
Rev Counter	
4 gauge cluster	Lagonda item can be repainted for Aston Martin
Switch Panel	
Ashtray	

Miscellaneous	
Wiper Motor and mechanism	
Pedal Shaft	
Brake and Clutch Pedal	
Clutch linkage	Some parts
Handbrake Lever	
Bonnet catch	
Wind tone horns	
Parts Missing **	
Propshaft	Available from Four Ashes Garage
Brake Drums	Available from Four Ashes Garage
Hubs	Available from Four Ashes Garage
Wheels	Available from Four Ashes Garage
Axle mounting blocks	Available from Tim Stamper
Grille	Available from Four Ashes Garage
Headlights	Available from Coventry Auto Components
Floors	Patterns available
Seats	Patterns available
Boot hinges	
Rear light surrounds	
Dash panel	
Radiator	Available from Four Ashes Garage

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