

**Sale 18211 - Aston Martin and Related Automobilia, 22 May 2010**  
Newport Pagnell

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**Lot No: 335**  
**1950 Aston Martin DB2 3.0-Litre 'First Sanction' Saloon**  
**Registration no. UFF 379**  
**Chassis no. LML/50/12**  
**Engine no. VB6J/228**

*Estimate: £190,000 - 240,000*

Footnote:

The historic Aston Martin offered here, chassis number 'LML50/12', is one of the very rare 'First Sanction' DB2s, these cars being distinguishable by their characteristic three-piece radiator grille, side extractor grilles, all-round plated bumper strips, twin fuel fillers and flush-fitting front and rear screens with plated surrounds. As the first ten chassis numbers were allocated either to work team cars, motor show/press cars or development 'hacks', 'LML/50/12' is regarded as the second actual series-production example of this world-beating British sports car. The body is numbered one before '50/11' and it is believed that '50/12' is the first production DB2 sold by Aston Martin.

'50/12' was the first post-war Aston Martin saloon to be exported to the USA following sale, and is pictured, leaving the Feltham works en route for the docks, in Andrew Whyte's book on the marque. The car was consigned to the Hoffman Motor Car Company, New York, the Aston Martin agents at this time, to the order of one Aristodeme J Cosmetto, of 336 Purchase Street, Rye, New York. It was subsequently sold to Samuel L Schen, MD, a fashionable Park Avenue physician, and then to one C R Bradshaw, of Delphi, Indiana, whose ownership is recorded in the 1959 Register.

Following the fourth transfer of ownership, believed to have occurred in the early 1970s, to J P Gillham, of Fort Knox, Kentucky, the car disappeared, eventually re-surfacing in 1989 in Baltimore, Maryland, in a semi-derelict state, having been stored outdoors for some years. It was then shipped back to the UK and acquired by Douglas Blain, publisher of The Automobile, who recounted its remarkable restoration in the June 1999 issue of the magazine (copies included). The feature recounts in detail the painstaking lengths Douglas Blain went to in his efforts to retain the car's original features and to source missing components, many of which are unique to these very early DB2s. Blain also addressed the matter of the car's identification. 'The car had lost its chassis plate, and no number could be found stamped in the usual place (it turned out to be much further forward, as on other very early cars, but was at that stage smothered in later paint). From the body number scratched on the back of many surviving trim fragments and plated fittings, 68003, Captain Ivan Forshaw of Aston Service Dorset had been able to authenticate the car as the twelfth DB2 to leave the Feltham factory, and the second production example.'

Body and chassis restoration was entrusted to Randall Stuart; exterior and interior colour schemes being carefully colour-matched to surviving traces of the original paint and leather, and retaining all original details that make these very early cars so sought after. Its restoration completed, 'LML/50/12' was acquired in late 1997 by Jersey-based Aston Martin enthusiast, John Acon. The engine - 'VB6B/50/1044', sourced by Douglas Blain in Scotland from a low-mileage, crashed DB2 'LML/50/153', the original having been removed in the USA - had not been rebuilt, a task its new owner entrusted to Four Ashes Garage, the engine used in the rebuild being 'LB6B/50/117'. In this form the car was offered for sale at Bonhams & Brooks' auction at the Goodwood Festival of Speed in June 2001 (Lot 776) where it was purchased by the current vendor.

Prior to 'LML/50/12', the vendor had owned two other DB2s plus a DB2/4. Feeling that in standard trim the DB2 was a less than inspiring performer, and aware that a number had been upgraded with DB2/4 (3.0-litre) engines, he commissioned the well respected marque specialist, Rex Woodgate to build the currently installed 3.0-litre unit, 'VB6J/228', utilising as many components as possible from the existing engine. 'VB6J/228' retains its original block, which has been crack tested and modified to provide improved lubrication, and is fitted with a Doug Kiddy crankshaft (manufactured December 2000). Other noteworthy features include Cosworth pistons, Carrillo con-rods, Chesman



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unleaded-compatible valve seats, Kent camshafts, Lumention electronic ignition and 2" SU carburettors (from a DB4) on matching inlet manifold. In addition, the rest of the mechanicals were completely restored and upgraded, including installing Alfin brake drums.

To this date (some 9-10 years on) other than normal maintenance, no repairs have been found necessary. The vendor has taken it on the California Mille and the California Mille Autumnno rallies and reports that the DB2 has always performed superbly well, boasting a maximum power output approaching 200bhp and weighing slightly less than stock courtesy of the Alfin brakes. Finished in its original Alpine Blue livery and said to be cosmetically near perfect, the DB2 was invited to be shown at the Pebble Beach Concours d'Elegance in 2007 when Aston Martin was one of the featured marques.

Offered with a most substantial file of history, 'LML/50/12' has FIA papers - Type GTS 2, Class E for competition Grand Touring cars - and comes with (copy) UK Swansea V5 registration document and State of California Title. The balance of the old engine - including the timing chain cover, which is where the engine number is stamped - will accompany the car. Immaculately restored and presented in stunning condition, 'LML/50/12' represents a possibly one-in-a-lifetime opportunity to acquire a genuine 'First Sanction' DB2.

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