



[HRH Prince Bertil of Sweden](#)



ASTON MARTIN DB2 DROPHHEAD COUPE



**Earl's Court Motor Show Car 1950
Original Owner Prince Bertil of Sweden
2nd Production DHC, the 1st Fitted with
Vantage-spec Engine**

**Chassis no. LML/50/26
Engine no. LB6V/50/221**

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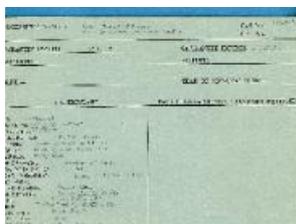


The earliest Postwar/David Brown-era Aston, the Two-litre Sports (later to become known as the DB1), was superseded in 1950 by the DB2. This was the first model to feature the 6 cylinder, 2.6-litre W.O. Bentley-designed engine (developing 105 bhp) acquired by David Brown with the Lagonda company, mated with the Aston chassis. The two-seater DB2 was an exceptional sports car and achieved impressive initial success in motorsport, notably at Le Mans where it won the 3-litre class in its debut year. A drophead coupe soon followed in addition to the sports saloon. From November 1950, Astons offered a version of its competition engine to its customers as a factory option, known as Vantage Specification, featuring the larger HV6 SU carburettors and a significantly higher compression ratio, which developed 125 bhp.

An avid aficionado of the motorsport scene, who was to become a great friend of David Brown, HRH Prince Bertil, the Duke of Halland and the Crown Prince of Sweden, purchased this striking Jubilee Blue DB2 DHC shortly after its appearance on display at the Earl's Court Motor Show. The car was delivered to the Prince on November 10, 1950.

LML/50/26 was the second production DB2 drophead and the first open car to be fitted with the Vantage engine. Interestingly, along with a few other period modifications, this car features the 1-piece grille (fitted to all DB2s after the first 50 cars), but still retains the early-style side vents in the bonnet, a unique combination.

Prince Bertil apparently never took the car back to Sweden, preferring to house it in England where presumably he would have greater access to continental cruising between the various European motor racing events. The Prince was a participant with Astons occasionally for circuit test days (prohibited as he was from actual competition, as the presumed successor to the Crown) and was something of a fixture in the team paddock at Le Mans. Notably he was in attendance with David Brown for the glorious 1-2 finish for



Aston Martin at Le Mans in 1959.

At some point during Prince Bertil's ownership the car was issued the Swedish royal reg. no. of 'A29' ('A1' for the King, etc.). He remained the proud owner of the DB2 for 12 years, 1950-1962.

By the early mid-60s the car had passed into the hands of Alan Bugeleisen of Los Angeles, scion of the Buco motorcycle jacket operation, via a Bahamas-based owner, and was in need of some refurbishment.

Its rescue came in the form of Chester W. Floyd, longtime AMOC member and Club Registrar. In 1965 Mr. Floyd was working part time at a shop in the LA area which specialized in Astons, where Mr. Bugeleisen was a customer. Buco was shuttering its LA operations, so it was learned that the car was for sale. Intrigued by the specification of the car and its unique history, Mr. Floyd acquired the car from Mr. Bugeleisen in 1965 for the 'princely' sum of \$1200, payable over 24 months.

Mr. Floyd thereafter embarked upon an ambitious restoration programme, eventually stripping the car to bare metal, rebuilding the engine, etc. "I took a week's vacation in 1971 and polished the cam covers. I admired Jaguar engines with their polished alloy covers. They were rough cast when I started, and I probably should have left them that way for originality, but... they sure look good, eh? I also polished the spring mounts."

In all, Mr. Floyd owned the car for 22 years, but never finished it. So in 1987 he sold it on to a Florida owner, still in pieces. It was there where things finally came back together for no. 26.

In Florida the car was totally restored and put right with finished bodywork, interior and trim and was repainted back to its original colour.

The Prince Bertil DB2 was finished in time for the 1989 Pebble Beach weekend, where Aston Martin was the honored marque at the Monterrey Historic Races at Laguna Seca. The car was both on display and for sale – for \$495,000.

It was thereafter that it came into possession of its most recent long term owner, Norman Talkofsky of Swampscott, Massachusetts. Mr. Talkofsky reportedly traded two Ferraris and substantial cash for the car, in a deal approximating the half million dollar asking price.

With Mr. Talkofsky the car was mainly in storage and saw very little use through the nineties. In 2000 however, he embarked upon a comprehensive mechanical reconditioning campaign, directed and completed by Competition Motors of Portsmouth, New Hampshire – highly respected specialists in the restorations of Bugattis and other fine machinery.

This programme included a total engine rebuild, featuring new pistons, liners, valves and bearings, while also replacing the crankshaft. Everything was



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magnafluxed, with the carburettors and other engine peripherals rebuilt as well. The finished unit was dyno-tested prior to reinstallation in 2002, and today remains fresh and strong, with only delivery mileage since completion.

Additionally the electrical systems were refurbished, starting with the wiring loom and including the testing and replacement of many switches and gauges.

All-in, the invoices from Competition Motors total \$57,292.60, covering 522 man-hours and are included with the car.

Sadly, Mr. Talkofsky never was able to enjoy the fruits of this last major expenditure on the DB2, as he passed away with the car still in the shop. After nearly 2 years in probate, it has just recently been purchased from Mr. Talkofsky's estate.

LML/50/26 is a milestone Aston Martin from the early postwar period, with unique specification, interesting history and documented ownership records beginning with a royal enthusiast. It has benefited from thorough and correct restoration to the highest standards and runs as it should. Presented today in immaculate condition, with EEC taxes paid, it represents an exceptional opportunity.

HRH Prince Bertil of Sweden



Prince Bertil and his Cars ***THE ROYAL PASSION***

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Prince Bertil of Sweden (left) has an Aston Martin DB Convertible - it was the car exhibited at Earls Court - and the Crown Prince has now been presented with this beautifully finished model by Mr. David Brown, chairman and managing director of the Aston Martin company. Miss Angela Brown (centre) made the presentation.

Autocar - 25 May 1951

[*HOME*](#)