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Aston Martin DB2/4 Saloon

Chassis Number: LML/748. Engine Number: VB6J/185.

U.K. Registration Number: FWG 1. Date of first reg: .

Exterior colour: Blue. Interior colour: Blue.

Current Odometer reading: miles (Not Warranted).

Right Hand Steering, Manual transmission.

Background:

Launched at the London Motor Show in October 1953, the Aston Martin DB2/4 gained its name from the addition of two occasional rear seats. Removal of cross bracing over the rear axle had allowed the space to fit the seats while a raised roofline gave rear passenger headroom. A further departure from the DB2 saw a large rear screen and the introduction of a something car buyers are all too familiar with in the present day, a hatchback. For more luggage space, the fuel tank had been reduced from 19 to 17 gallons with the tank set lower and the spare wheel accommodated in a hinged carrier below the fuel tank. The dashboard was simplified with the speedometer and rev counter in the centre of the display while the pedals were moved forward two inches (50mm) to provide more interior space. So effective was this new design that one contemporary commentator termed the Aston Martin DB2/4, as the fastest shooting brake in the world. The car was launched in both saloon and drophead form and whilst the drophead missed out on the hatchback, it shared other design changes with the saloon. A new one-piece windscreen changed the view from the inside and outside of the car while new bumpers with over riders protected the bodywork. Safety was also the rationale behind the newly raised headlamps. At launch, power came from the 2.6 litre twin overhead camshaft engine of the DB2 "Vantage" tune delivering 125 bhp an additional 50 kilos in the weight negating any potential performance advantage over the DB2 it replaced. In mid 1954, this engine was updated to a 2.9 litre (2922cc) format offering a power output of 140 bhp and a top speed of 120 mph. With Robert Eberan-Eberhorst designing the DB3, the Race Team was not interested in the DB2/4 for circuit racing but the Works Racing Department were commissioned to prepare 3 privately owned examples for the 1955 Monte Carlo Rally. Fitment of the newly developed DB 3 cylinder heads delivered an updated 170 bhp and the honour of the marque was upheld when 3rd, 4th and 7th place finishes delivered the Team Prize to Aston Martin. In 1954, Stanley Harold "Wacky" Arnolt, an American industrialist commissioned Italian coachbuilder Bertone to produce a Spyder on a DB2/4 chassis. A total of 8 rolling chassis were delivered to Bertone who produced dropheads, fixed head coupes and Spyders. Some of these wonderful developments of the Aston Martin DB2/4 survive today, others, like chassis 810 a specially commissioned Disco Volante, based on the Alfa Romeo of the same name, have been "lost", something that will always enliven a market place with debates over the provenance of "finds".

Vehicle History: This car is a find – not an exotically designed body, just an original car found in 1999 on the Isle of Man. When Byron came across the car in 2003, it was partially restored and the accompanying photos demonstrate that it was a comprehensive exercise. At the time, the owner detailed the work to that point as follows:

- Body restored, includes front end, all wings around wheel arches, front valance and hinges are new. The rest was cosmetic as body was in quite good condition, cost £2,200.
- Items removed for refurbishment include:
 - Dynamo to allow access for the rear loom to be removed and still off. There is a complete new loom with car in a bag.
 - Petrol tank removed and still out to enable good access to rear wings for body refurbishment.
 - Spark plugs removed to allow oil in the cylinders.
 - Exhaust refurbished at bottom joint where pipes come into one was split, repaired and refitted.
 - Rear floor removed and still out, due to woodworm and access to petrol tank.
 - Rear seat removed and still out, for repair to torn leather.
 - Carpets removed to be used as patterns.
 - Front seats removed to allow carpets to be removed now seats just placed in car.
 - To allow the bonnet to be restored the grill and chrome wing embellishers were removed and have not yet been refitted. Similarly, the headlamps, which were incorrect. New headlamps (P700 owner thinks) have been purchased together with spot lamps but not yet fitted. Bonnet badge restored but not fitted.
 - Mounting bracket and lamp for rear registration plate removed for body restoration and needs refitting.
 - Front bumper removed and needs re-chroming and refitting. All chrome would benefit from re-chroming.
 - Original glass washer bottle with owner, for safe storage.

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