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Aston Martin DB 2/4

Chassis Number: LML.917. **Engine Number:** VB6J.410.

U.K. Registration Number: RRU 20. **Date of first reg:** 27th May 1955.

Exterior colour: Green. **Interior colour:** Dark Red.

Current Odometer reading: 81503 miles (Not Warranted).

Right Hand Steering, Manual transmission.

The DB 2/4 was introduced at the London Motor Show in 1953. A development of the well received DB2, the 2/4 was to overcome the restrictions of a two seater with the addition of two occasional rear seats. Luggage capacity also increased with access via a third door or tailgate featuring an enlarged rear window. The luggage space can be further enhanced by folding down the rear seats. At the time, when three door cars were a rarity, this almost justified the comment, attributed to the Bentley Drivers Club, that the car was then the fastest shooting brake in the world. The DB 2.6 engine is the production version of W.O. Bentley's last brain child, conceived during the latter part of the second World War. With a capacity of 2,580 c.c. the Vantage engine was fitted as standard equipment until the 3.0 litre engine was introduced in April 1954. In 1955 three cars were prepared as works entries for the Monte Carlo Rally and won the team prize. Later that year two of the cars went on to compete in the Mille Miglia. The Mark II was introduced at the London Motor Show in October 1955. It has the same chassis and mechanical specification as the DB2/4. Fitted as standard, was the 2922 c.c. VB6J engine, which developed 140 b.h.p. at 5,000 r.p.m. However, as David Brown had bought Tickford at Newport Pagnell two years earlier, the bodywork for the Mark II was the first to be made there. There was little change in the general appearance, but there are many minor trim differences and modifications. The roof line was increased by 3/4 inch to give extra head room and this model is longer by 2 inches. Inside, the seats have a better shape and the hand brake was replaced by a proper fly-off lever now situated on the floor. In all 199 Mk II's were built. A special series engine, denoted by an 'L' or 'L1' suffix, said to develop 165 b.h.p., was offered as an option. The L cylinder head has larger valves and high lift camshafts. High compression pistons, giving 8.6:1, were also offered as an optional extra for competition, along with a larger fuel tank, close-ratio gearbox, racing clutch and 40 DCO Weber's. A Mark II with standard cylinder head (chassis number AM300/1145) was road tested by Autosport (May 31st 1957), for which 0-60 and 0-100 m.p.h. acceleration times of 10 and 28 sec., a standing 1/4 mile in 17 sec. and a maximum speed of 118.4 m.p.h. were recorded. Roy Salvadori described the same car in Autocourse, (May 1957). According to a copy of the original record card from Aston Martin Lagonda Ltd., this particular car was supplied new to Mr Eric Curry of Parkstone, Dorset. A very fragile original brown folding log book records further local ownership, one of which was Tower motorcycles also in Devon, when in the late 1979, LML 917 was purchased by the present owner. We understand that the car, prior to purchase had

not been used for some time and had been in dry storage. On preparing the car for road use, the cylinder head was found to be cracked. Subsequently, known specialists and franchised parts suppliers, Aston Services Dorset where appointed to rebuild the top end of the engine including the supply of a replacement cylinder head. Along with detailed invoices confirming the former, subsequent invoices list parts supplied to bring this car to serviceable order and MOT standard supported by MOT certificate dated Nov 15th 1979. Described by our client as is fair all round condition, LML 971 was used for some two years and treated as a running project enjoying various improvements such as the preparation and painting of the under bonnet area and sections of the chassis and floor. Returned to dry storage, the engine was then removed and run periodically in a DB2 over the course of the next 5 years prior to this car being consigned for restoration. Forming part of a collection of 3 Aston Martins, this example is being offered today and to the best of the owners knowledge, being complete and for full restoration .The accompanying photographs were taken very recently and at the time of bringing this DB2/4 to market.

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