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Sale 15345 - 'Summer Vintage' at the Beaulieu Autojumble - Collectors' Motor Cars, Motorcycles and Automobilia, 8 Sep 2007

National Motor Museum, Hampshire

Lot No: 738

1952 Aston Martin DB2 Saloon

Registration no. 6791 TU

Chassis no. LML/50/121

Engine no. VB6E/50/1398

Sold for **£34,500** inclusive of Buyer's Premium

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Footnote:

'The DB2 is a very fast sportscar of immense stamina, as a long list of racing successes has proved. (The) model is remarkable for its comfort and luxury, and is also about the easiest thing there is to drive, outside of the

"automatic transmission" carriages. Whether one would go shopping, to the theatre, on a long-distance tour, or even race at Le Mans, one could have no more perfect companion than the Aston Martin.' - John Bolster, Autosport.

Aston Martin owner David Brown's 1947 acquisition of Lagonda made the latter's W O Bentley-designed, twin-overhead-camshaft, 2.6-litre six available for a new sports car. Introduced in May 1950, the DB2 owed much to the Claude Hill-designed DB1, using a shortened and modified version of the latter's chassis and identical suspension. Italian-inspired, the timelessly elegant GT bodywork was the creation of Frank Feeley, and with more power (105bhp at 5,000rpm) and less weight, the sleek DB2 comfortably out-performed its predecessor.

This Aston Martin DB2 was a very poor condition when purchased by the vendor over 35 years ago. First registered on 11th March 1952, its original registration number was 'LRU 861', which subsequently was changed to 'B 90' and then to '6791 TU'. The original engine was a standard 2.6-litre unit, which was later updated to Vantage specification by the Aston Martin Service Department.

Shortly after acquisition the car was completely dismantled for restoration and a considerable amount of work carried out in the early 1970s, including refurbishment of the chassis, coachwork, interior trim, etc. Fitted because the original was beyond repair due to frost damage, the current 2.6-litre Vantage engine is a replacement AML factory unit and has never been run, while all the other components - even the switches and instruments - were supplied new by the Works. Sadly, the restoration was never completed due to the vendor relocating to the Isle of Man, and unfortunately, after many years in store, there has been some deterioration. This however, can be easily remedied and when finished, this DB2 should be one of the best around. Offered with old-style logbook, the car is sold strictly as viewed.

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