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Aston Martin DB2 Saloon

Chassis Number: LML/50/X2. **Engine Number:** LB6B/635.

U.K. Registration Number: NGO 651. **Date of first reg:** .

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

Current Odometer reading: miles (Not Warranted).

Right Hand Steering, Manual transmission.

Background: Aston Martin released details of their new model, the DB2 to the media on 12th April 1950, showing the cars themselves at the New York Motor Show on 15/23 April. Nine inches shorter on the wheelbase, the 2.6 litre engine delivered 105bhp and a tested top speed of 110 miles per hour. The car's design was a departure from previous Aston Martin as well as general car design. It had a simplicity of line with the whole of the front bodywork hinging forward. Carried forward in design from the DB 1, at least for the first 49 examples, was the three part grille but this was replaced by simple horizontal bars in later models. A divided windscreen and small aperture rear window belied the generous interior space. At the DB2's UK launch at Earls Court, the cars were described as 2/3 seaters and this is reflected in the lack of lateral support offered by the seating. Sat on what was effectively a split bench seat, the driver and passenger did not have the support needed for a car whose acceleration – recorded as 0 – 60 in 12.4 seconds – and matching cornering capacity deserved. The reception for the car was amazing on both sides of the Atlantic with demand extraordinarily strong. Performance had been the foundation of its development and, whilst rationed fuel quality at the time meant a low compression ratio of 6.5:1 on the standard car, a Vantage engine option was quickly introduced with a compression ratio of 8.2:1 and delivering 125 bhp. This focus on performance was mirrored in racing development with the appointment of John Wyer as team manager, heralding another three car entry to Le Mans. In spite of public demand for the DB2, three cars were taken off the production line and prepared for the 24 hour challenge. One of the entries was unfortunately involved in a traffic accident en route to Le Sarthe but its absence was made up for by VMF 64 and VMF 63 achieving 5th and 6th overall and 1st and 2nd in class respectively. The team competed successfully at Silverstone, Dundrod, in the Mille Miglia and the Alpine Rally. However, whilst the team's success continued with VMF 64 getting third overall in the 1951 Le Mans race, David Brown recognised that outright victory would require something more than just taking cars from the production line. He recruited Robert Eberan-Eberhorst, a former Auto Union designer to focus on a pure racer – a project that realised the DB 3. Road car development on the DB2 continued with the announcement, in late 1950, of a Drophead. The first example inevitably went to David Brown and at least a further 101 were built with five sold as just chassis that were bodied elsewhere – three of those Dropheads by Graber. A contemporary road test would enthuse current owners or potential investors alike – John Bolster wrote for Autosport: "This should still be a young car when its contemporaries are senile and decrepit." He continued "This is an expensive car, and one would not expect it to be otherwise. Nevertheless, having regard to current prices, I consider that for sheer intrinsic value, this is one of the cheapest cars on the market."

Vehicle History:

A car of considerable historical importance. No one is quite sure why there were 5 cars produced with the "X" prefix were numbered in that way – they were produced between chassis 240 – 278 and completed by November 1952, but that is the limit of current knowledge. X2 has an excellent competition record with the following results confirmed:

1956 RAC Rally (Sims/Ambrose) - 1st overall

1956 Tulip Rally (Sims/Ambrose) - 10th overall, 1st in class

1957 Brands Hatch (Sims) - 2nd

1958 RAC Rally (Sims/Walton) - 22nd overall, 2nd in class

Reviewed with its owner by Byron International in 2001, the photographs show the car in need of sympathetic restoration , however, Byron have no record of the car after that date.

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