



## ASTON MARTIN DB2 - EX JO BONNIER

**Now £235,000** was ~~£275,000~~

### OVERVIEW

Registration	Registered	Fuel Type	Tax Band	Colour	Engine Size
DMU522	1953	Petrol	N/A	Green	3l
Interior	Fuel				
Trim	Consumption				
Red	N/A				

### DESCRIPTION

1953 ASTON MARTIN DB2 – Ex Jo Bonnier

Finished in Aston Martin Racing Green with Burgundy hide interior. Built and delivered in January 1953 and first delivered to Johan Bonnier, Swedish Media Industrialist before passing on, shortly after, to his relative, former Swedish Formula 1 racing driver (from 1956 to 1971), 13-time entrant to the Le Mans 24 Hours, Nurburgring 1000 k's and Targa Florio winner, Chairman of the Grand Prix Drivers Association and winner of the 1959 Dutch Grand Prix with BRM, Joakim (Jo) Bonnier.

This exceptional and well developed DB2 is one of 8 cars originally imported to Sweden in period. Owners of DB2's in the territory included HRH Prince Bertil of Sweden, who at one time owned a DB2 DHC. Secured by the last long-term owner in 1986, when aged just 18, this true survivor has been totally restored, over an 8-year period during the 2000's, by renowned Aston Martin racing

specialists Rex J Woodgate at their Silverstone based workshops.

The total restoration was completed in 2009 and included the body being removed from the chassis, chassis restoration, full mechanical and electrical rebuilds, complete body restoration by Bodylines Ltd and re-painting to manufacturer standards by Spray-tec Restorations. A total interior re-trim in highest quality hides, along with the fitment of semi-competition touring seats and for safety, a hide trimmed half roll-over cage and competition type seat belts.

The rebuilt engine, now to DB3S 3.0 litre specifications, is fitted with an aluminium cylinder head, strengthened internal components, including Carillo con rods, forged pistons and equipped with a triple set of Italian made 45 DCOE Weber carburettors. Dynamometer tested and producing a very healthy 220 BHP, almost double the output of the original production engines. Chassis upgrades include the fitment of disc brakes to the front axle and a later specification strengthened rear axle and revised final drive ratio. Lowered and uprated road springs, improved dampers and revised geometry settings have also been applied, to help optimise both ride quality and steering feel. Finishing touches include fitment of optional Italian manufactured Borrani alloy rimmed spoke wheels, a recessed quick release fuel filler and dashboard mounted rally timing clocks.

This exceptional example of the light weight DB2, fitted with a highly effective range of upgrades, substantially adding to the standard DB2's performance and comfort, is best described as being to 'Fast Road' specifications.

Well chronicled, the restoration file contains full descriptions and invoices of the works completed by the highly skilled and experienced, restoration and race preparation experts at Rex J Woodgate's workshops. Also, within the history file is a copy of the manufacturers build data sheet and a large quantity of correspondence, conducted during the restoration project.

Highly eligible for nearly all current international historic road & rally events, such as the popular Hero-ERA Rally Events and Mille Miglia, this beautifully finished and extremely competent DB2 is available for the first time in almost 40 years, has been expertly developed with well-established upgrades and restored to perform, with the highest standards of power, braking and road holding, comfort, body fit and finish, obtainable from the groundbreaking DB2. A model which in period, elevated the Aston Martin brand from relative obscurity to international recognition in motor racing.

Introduced in 1950, The new Aston Martin DB2 was the first production Aston Martin to be equipped with the new 6 cylinder twin overhead cam engine, originally designed and engineered by W.O. Bentley, which powered the three famous VMF 63, 64 and 65 registration numbered DB2's. In mildly modified form the team cars were raced in 1950 and 1951, obtaining class wins in the famed Le Mans 24 hr endurance races. With a quoted kerb weight of just 1,111 Kg's, the DB2 is as renowned now as it was in period, for its light weight, controlled road holding and agile handling, all factors which no doubt contributed to the model's period success in motor sport.

Remaining on Swedish title and sparingly used in more recent years, by its marque enthusiast owner, maintenance has been carried out by Scandanvia's leading specialists. The car remains in superb

condition throughout and will be supplied freshly serviced, fully prepared and ‘on the button’ ready to be enjoyed by its next custodian.

On show and available for viewing now, at our Hertfordshire showrooms.

## Nicholas Mee

## Located atNicholas Mee & Co

Nicholas Mee & Co Ltd, Essendonbury Farm, Hatfield, United Kingdom, AL9 6AF

### OPENING HOURS

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Wednesday	09:00 - 18:00	Thursday	09:00 - 18:00
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**Call: 0208 7418822**

Every effort has been made to ensure the accuracy of the information above, however, errors may occur. Do not rely entirely on this information but check with your centre about items which may affect your decision to purchase.