

## 1959 Aston Martin DB2

- Lot sold  
USD 85 613 - 110 074  
GBP 70 000 - 90 000 (listed)  
**Year of manufacture** 1959
- **Chassis number** AM300/3/1766
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 253
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- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** DBA/1146
- 

### Description

1959 Aston Martin DB Mark III Sports Saloon Project  
Coachwork by Tickford  
Registration no. 200 HPH  
Chassis no. AM300/3/1766  
Engine no. DBA/1146

Its accompanying copy order form reveals that chassis number '1766' was delivered new via Aston Martin agents HW Motors and first owned by the Aston Chain & Hook Co Ltd of Birmingham. The colour scheme is recorded as Shadow Grey with red Connolly leather interior, and the car came equipped with disc front brakes, Alfin rear drums, Hydro Booster and an overdrive unit. A change of engine is noted, a reconditioned unit, 'DBA/1146', being fitted in December 1961.

The immediately preceding owner acquired the Aston in August 1983 and used it sparingly until the end of the 1980s, the last of the seven expired MoTs on file being issued in February 1988. Some time later he decided to have the car restored. The engine, gearbox and interior were removed, and the body entrusted to a local coachworks. However, little work was done and the Aston remained standing for around eight years before being retrieved. The owner then continued the restoration as far as his circumstances allowed.

Works completed include restoration of the body and chassis (carried out by Phoenix Car Restorations of Carshalton in 2009/2010, bill on file). The body has since been prepared and primed to a high standard and is ready for repainting in the purchaser's colour of choice. The seats and door cards have been re-trimmed by an ex-Aston Martin trimmer and are ready to be refitted together with a new headlining. We are advised

that the engine was in running order and registering good oil pressure when removed, though it should be noted that there is an oil leak from the cylinder head gasket, while the gearbox, overdrive and rear axle are described as 'all good'. The wiring loom has been checked and no defects found.

Apparently substantially complete, the car is offered with the aforementioned copy order form and expired MoTs; an old-style continuation logbook (issued 1972); sundry service and restoration invoices; and a V5C registration document. Sold strictly as viewed, it represents an exciting opportunity for the dedicated Aston Martin enthusiast.

Bonhams 1793

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