

DB2



DB2

In production: May 1950-April 1953.

Chassis numbers: LMA/49/1—LML/50/406 and LML/50/X1—/X5.*

*To satisfy your undoubted curiosity, all that is special about the last five is that they were "additional to the Production Sanction" (perhaps a euphemism for having more parts left than was expected?).

Following the decision to enter Works cars for the 24-hour race at Le Mans in 1949, three new cars were built. The chassis and running gear are essentially the same as on the DB1, except that the wheelbase was shortened; they have a purposeful two-seater body designed by Frank Feeley. Two of these Team Cars (LMA/49/1 and LMA/49/2) were fitted with the two-litre push-rod engine, but the third (LML/49/3) had installed a 2.6-litre, six-cylinder twin overhead camshaft engine designed by Willie Watson for Lagonda in about 1943. It is commonly described as "the Bentley engine" as W.O. Bentley was Chief Engineer at the time. Watson had been involved with the pre-war Lagonda V12 and designed the post-war V12; he had also been with Invicta. These three cars are transitional between the DB1 and the DB2. As the bodywork and wheelbase closely resemble the DB2, rather than the DB1, and initially one (later another) was fitted with the 2.6 engine which was standard on the DB2, all three may be regarded as DB2 prototypes. There is some evidence that they were so regarded by the factory: for example, the chassis numbers are in the DB2 series. Another prototype, LML/49/4, was completed in 1949 and used as a development car: it was raced twice as a works-supported entry.

At about this time Gordon Sutherland and St. John Horsfall, followed by Claude Hill, left the Company, the former to devote his time to Abbots of Farnham, the coachbuilders, in which he had a controlling interest.

Further development led to the first cars with the body that was to be used on production cars, LML/50/5, used for development work on the 2.6-litre engine, and final minor changes to the body design because early photos of this can show it without the characteristic bonnet heater scoop. LML/50/6 the New York Show car, had all the features of the first "normal" production car. These were followed by the three famous Team cars, VMF 63, VMF 64 and VMF 65 (LML/50/7, /8 and /9). To cover the delay in the appearance of the DB3, two very special lightweight DB2s (DP47, LML/50/50 and LML/50/55) were prepared for the 1951 racing season. The chassis frame, body panels and other parts were lightened, and the engine was modified to give 138 b.h.p. at 5,500 r.p.m.: an aluminium head (made from the pattern for the standard cast iron head) was tried at Silverstone and three 35 DCO Webers, first used on LML/49/4, were fitted for Le Mans. These cars also had Alfin brake drums and Borrani wheels.

The *Motor* recorded the times for acceleration from 0-60 and 0-100 m.p.h. at 11.2 and 34.5 sec., a standing 1/4-mile in 18.5 sec. and a maximum speed of 117.3 m.p.h.

Representative prices are:	1950	1952
DB2 Saloon	1,489 (1,915)	1,750 (2,724)
DB2 Drophead coupé	1,598 (2,043)	1,850 (2,879)
DB2 chassis	850 (1,086)	
Optional extras:		
Vantage engine	100 (128)	
Price in brackets include U.K. purchase tax.		

The histories of each Team Car can be found in the "Team Car" section, page 294 onwards. The chassis numbers are in '**bold**' characters.

Chassis	Engine	Reg. No.	Type	Owner
LMA/49/1	SPA/49/1	UMC 64	Saloon	(Written off?)
LMA/49/2	SPA/49/9	UMC 65	Saloon	C. Angell
LML 49/3	LB6/49/20R	UMC 66	Saloon	D. Durst (U.S.A.)
LML/49/4	LB6/49/29	UMC 272	Saloon	Known
	Was LB6/49/27R, LB6/49/29 fitted in 1950. Works development car.			
	Raced with Factory support in 1950 when owned by Lance Macklin.			
1950	Inter-Europa Cup, Monza (Macklin), 2nd.			
	Targa Florio, Sicily (Macklin), crashed.			
	Described in <i>Motor</i> , February 1.			
1954	Notts S.C.C. Ossington (Dalton), 1st overall.			
1977 - 1987	Rebuilt by Peter Lee.			
1991	Further restoration by AML Service Dept.			
1993	Featured in <i>Automobile</i> for October.			
LML/50/5	LB6A/50/211	VMG 606	Saloon	
	Development vehicle for 2.6-litre engine.			
1952	B.D.C. Firle Hill Climb (Emmet), 1st.			
	Lloyds M.C. Sprint Rally (Emmet), 1st.			
	Alpine Rally, (Godsall), crashed.			
LML/50/6	LB6/50/50			C.M. Salyer (U.S.A.)
	New York Show Car.			
1991	Found in a Missouri barn after decades of 'sitting'.			
LML/50/7	LB6B/50/143	VMF 63	Saloon	Richard Forshaw
LML/50/8	LB6B/50/142	VMF 64	Saloon	H.U. Lascelles
LML/50/9	LB6B/50/612	VMF 65	Saloon	E. D. Thompson
LML/50/10	VB6/50/1116	VMF 37	DHC	
1950	Described in <i>Autocar</i> October 13th.			
1951	Road tested by <i>Motor Sport</i> , February. Described in <i>Country Life</i> , January 5th.			
1952	Was Sir David Brown's personal car: raced by David Brown Jr., Snetterton			
1996	Sold at Sotheby's Auction after 26 years ownership by the vendor.			
LML/50/11	LB6/49/40		Saloon	Miss S. & T. Barnard
	First production model.			
1952	Sebring (Hirsch), retired lap 29, shock absorbers.			
	Florida International G.P. (Hirsch), 2nd			
	M.G. Car Club Convair (Hirsch), 2nd			
LML/50/12	LB6B/49/54	UFF 379	Saloon	D.B. Blain
LML/50/13	LB6B/50/116	9586V	Saloon	
	First DB2 into Canada.			
1950	"Sam Collier" Memorial G.P. Sebring (J. C. Collier), 4th class D.			
	Winner Adele Chinetti Cup "Most Sporting Effort".			
1952	Edervale 1500-3000 cc race (Wheaton), 1st			
	Sebring. (Wheaton and R. Dillnutt).			
LML/50/14	LB6B/50/132		Saloon	
	1st Owner Briggs Cunningham.			
LML/50/16	XPG 833		Saloon	G.J. Moulden (Australia)
LML/50/17	LB6B/50/135		Saloon	D. Delcros (France)
	1st owner Cameron Peck, President SCCA 1950-51.			