**ECURIE BERTELLI**

Pre-War Aston Martin Specialists

1934 Aston Martin

# Mark II Short Chassis

Two/Four-Seater

Chassis G4/457/S · Registration MKK-II 34H (Germany)

*A 1934 Mark II on the sporting short chassis, with a story that runs from a Scottish country house to the Nürburgring Nordschleife by way of Nick Mason's and a single, thorough restoration by Ecurie Bertelli. Since 2007 it has been campaigned in Germany and Austria with real success, and it now returns with a brand-new Ecurie Bertelli engine built around a new cylinder block — test miles only, with the original block accompanying the car. German registered on historic plates and EU taxes paid, it is ready for the next rally, tour or track day.*

## THE CAR

*Some Aston Martins are kept; this one has been used — and is all the better for it. Chassis G4/457/S is a 1934 Mark II on the short chassis, the sporting wheelbase it shares with the Ulster, and its life has taken it from a Scottish country house to Nick Mason's, through one careful restoration in our own hands, and on to twelve seasons of racing and rallying in Germany and Austria. It returns to us now with a brand-new Ecurie Bertelli engine, a light and honest patina, and every reason to keep going.*

## SUPPLIED NEW IN 1934

G4/457/S was bought new in 1934 by William Morrison of The Corrie, Kilmacolm, Renfrewshire. The factory records name W. R. C. Barker of Jura Street, Glasgow — a garage proprietor and close friend of Morrison's, who evidently supplied the car — but the family's recollection is clear that Morrison collected it himself from the works at Feltham, and that the company's accountant came running out as he prepared to leave to offer some last-minute advice on spark plugs. Registered HS 7964, the car was photographed that year at The Corrie, and those family pictures survive in the history file.

*G4/457/S on the road. Photography: Matt Howell*

## THE POST-WAR YEARS

The post-war chapter is less brightly lit. The AMOC register of 1959 lists no owner for G4/457/S and shows the car as apparently in the United States, and it has long been suggested that it crossed the Atlantic with an American serviceman. By 1963, however, the register gives its registration as VL 1, and in this period it belonged to Norman Pickup, a long-standing member of the Aston Martin Owners Club who also owned the Le Mans E3/271/S. Precisely when — or whether — the car went abroad and came home again, the records do not quite settle, and we would rather say so than guess.

## NICK MASON AND SILVIO FELLA

Ecurie Bertelli's own connection with the car goes back to the early 1970s, when the business was Morntane Engineering, owned by Nick Mason. Pickup had decided to sell both of his Astons, and in 1974 Morntane bought the pair — the Le Mans becoming a birthday present for Nick's wife, Lindy. The Mark II passed in turn to Silvio Fella, who re-registered it GB 11 and raced it at Silverstone in AMOC meetings in 1981 and 1982. Remarkably, it had still never been apart: an untouched, original car, which is exactly what made the next chapter possible.

## ONE RESTORATION

In the mid-1980s Fella dismantled the car for the first time, and in the early 1990s Ecurie Bertelli began a full rebuild that ran over several years and cost more than £65,000. It was a nut-and-bolt restoration using the car's original parts, its original body panels and its original upholstery. The engine received a steel crankshaft and connecting rods; the chassis and running gear, steering and brakes were restored; the gearbox and differential were rebuilt with new seals and bearings; and the carburettors were uprated to 1¼-inch SUs. It remains the only restoration the car has ever had. By 2002 it had covered only some 2,000 miles, when Fella sold it to Paul Dezelsky, who owned a second Mark II and used this one sparingly.

*The cockpit: original upholstery, gently worn, and a Halda Tripmaster ready for the next rally*

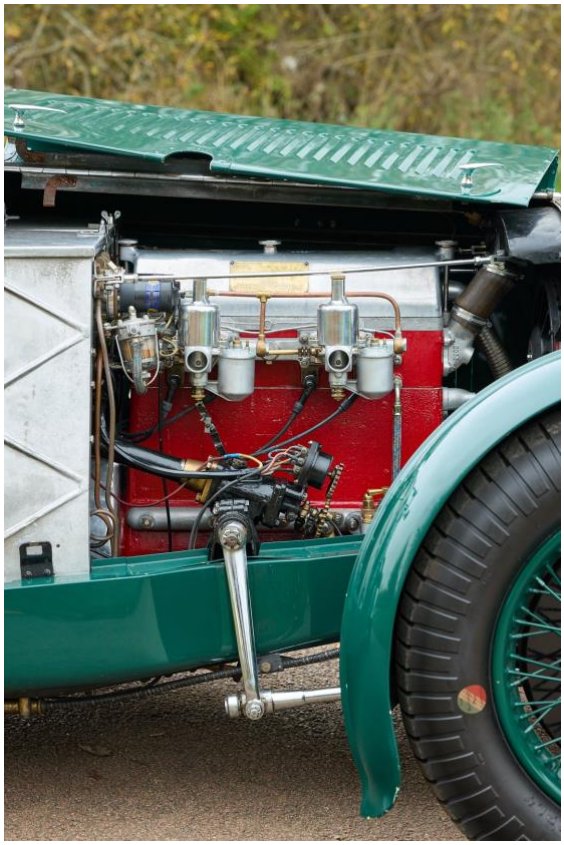
## GERMANY, 2007–2019

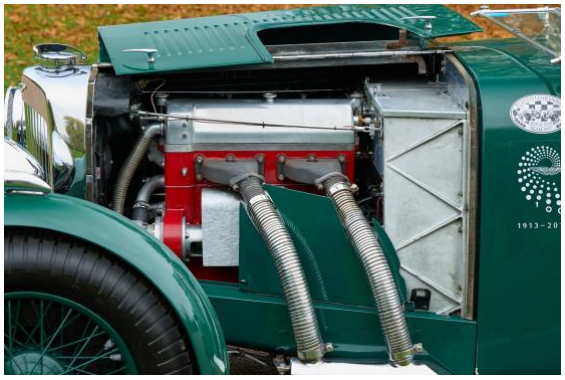
In 2007 the car was bought through Ecurie Bertelli by its present owner and taken to Germany, where it was registered on historic plates as MKK-II 34H — and then driven as a Mark II should be. It became a regular at the Nürburgring: at the Eifelrennen on the Nordschleife, the Südschleife and the Grand Prix circuit, in the Elefantenrennen, and at the AvD Oldtimer Grand Prix, where in 2014 it finished second in regularity from a field of forty. On the road it contested the Ennstal Classic in Austria three times, the Rallye Bad Homburg Historic, the Bosch Boxberg Klassik, the Internationale Deutsche Schnauferl-Rallye, the Nibelungenfahrt and the Grand Prix Rudolf Caracciola, and took second in class on the Classic Rallye Schotten in 2010. In 2015 it ran at the Vintage Revival Montlhéry, and in 2014–15 it was displayed in an Aston Martin exhibition at the Central Garage museum in Bad Homburg.

Throughout its German years the car was maintained by Dipl.-Ing. Hans-Robert Schramm, the respected pre-war specialist and technical officer of the Allgemeiner Schnauferl-Club, Germany's oldest motoring club.

## A NEW ECURIE BERTELLI ENGINE

During the 2019 Oldtimer Grand Prix the engine failed on the Nordschleife, and the car came home to Olney. With a new cylinder block available, the decision was taken to build a completely new engine around it rather than repair the original — and the original block comes with the car. The work was carried out in our own engine shop: the cylinder head overhauled and pressure-tested, the valve gear re-machined for correct alignment, the reciprocating assembly balanced, and the finished engine run and set up on our dynamometer before it was refitted and road-tested in 2023. It now runs on coil ignition and has covered test miles only. Beyond the engine, the car remains essentially as restored in the 1990s.





*The new Ecurie Bertelli engine with twin 1¼-inch SUs; the German identification plate*

## GERMAN REGISTERED, EU TAXES PAID

For a buyer in Germany, or anywhere in the European Union, G4/457/S is unusually straightforward. It has been registered in Germany since 2007, currently as MKK-II 34H on historic ('H') plates, and all EU taxes have been paid. Its German identification plate records the car as a Mark II of 1934, 1,495 cc.

## THE CAR TODAY

Today G4/457/S is a tidy, honest car with an attractive light patina earned over three decades of use since its restoration: green, with green leather worn just enough to show it has been sat in and enjoyed. It drives very well, its fresh engine has only test miles, and it is already equipped for the regularity events it knows so well, with a Halda Tripmaster in the dashboard. In the interests of candour, the radiator works as it should but would benefit from a re-core, which we would be happy to quote for.

Close kin to the Ulster, the short-chassis Mark II is a quick, capable and thoroughly sporting car, as at home on a Continental rally or a fast tour as on the circuit. Some cars have done it all already; this one is simply ready to do it again.

## SPECIFICATION & KEY FACTS

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|---|---|
| **Model** | Aston Martin Mark II — Short Chassis, 2/4-seater |
| **Year** | 1934 |
| **Chassis number** | G4/457/S |
| **Registration** | MKK-II 34H, Germany — historic ('H') plates |
| **Previous registrations** | HS 7964 (original), VL 1, GB 11 |
| **Tax status** | German registered; EU taxes paid |
| **Engine** | 1½-litre (1,495 cc) four-cylinder, overhead camshaft; new Ecurie Bertelli engine on a new block, 2023 — test miles only |
| **Original block** | Included with the car |
| **Carburettors** | Twin SU, uprated to 1¼ in |
| **Ignition** | Coil |
| **Finish** | Green with green leather |
| **Restoration** | Ecurie Bertelli, 1990s — the car's only restoration |
| **Competition** | Nürburgring, Ennstal Classic, Montlhéry; 2nd of 40 in regularity, Oldtimer Grand Prix 2014 |
| **Rally equipment** | Halda Tripmaster |
| **Known items** | Radiator functions well; re-core recommended |
| **Guide price** | On application |

## OWNERSHIP & HISTORY

*A selected record drawn from the AMOC register, the Morrison family's notes, Ecurie Bertelli's records and the car's history file. A fuller history is available on request.*

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|---|---|
| **1934** | Bought new by William Morrison, Kilmacolm |
| **1934** | Collected from the works at Feltham |
| **1934** | First registered HS 7964 (Renfrewshire) |
| **1959** | AMOC register: no owner, car apparently in USA |
| **1963** | AMOC register records registration as VL 1 |
| **1974** | Bought from Norman Pickup by Morntane Engineering |
| **1974** | Owned by Nick Mason's firm, forerunner of EB |
| **1981** | Owned by Silvio Fella; re-registered GB 11 |
| **1981** | Silverstone, AMOC race meeting (Fella) |
| **1982** | Silverstone, AMOC race meeting (Fella) |
| **1985** | Dismantled for the first time by Silvio Fella |
| **1990** | Full restoration by Ecurie Bertelli begins |
| **2002** | Sold to Paul Dezelsky after c.2,000 miles |
| **2007** | Acquired by present owner via Ecurie Bertelli |
| **2007** | Registered in Germany as MKK-II 34H |
| **2008** | Ennstal Classic, Austria (first of three) |
| **2009** | Eifelrennen, Nürburgring (first of many) |
| **2010** | 2nd in class, Classic Rallye Schotten |
| **2014** | 2nd of 40, regularity, AvD Oldtimer Grand Prix |
| **2014** | Aston Martin exhibition, Bad Homburg |
| **2015** | Vintage Revival Montlhéry, France |
| **2019** | Engine failure, Nordschleife; returned to EB |
| **2023** | New EB engine on new block; fitted and tested |
| **2025** | Prepared for sale by Ecurie Bertelli |

## ENQUIRIES

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*Ecurie Bertelli has looked after more than three-quarters of all surviving pre-war Aston Martins. With decades of knowledge and experience, we are uniquely placed to assist both buyers and sellers, and to support you long after you leave the showroom — from event entry and preparation to tailored maintenance and expert advice.*

Photography: Matt Howell. Specification and history are given in good faith from the records available; please ask for supporting documents.