



ECURIE BERTELLI

PRE-WAR ASTON-MARTINS

Price £1,000,000

1928 Aston Martin Team Car LM2



Aston Martin LM2 made its racing debut in the 1928 Le Mans 24 Hours race. This marked the beginning of Aston Martin's participation in one of the most renowned motorsport events globally. Currently in excellent condition after a full Ecurie Bertelli overhaul and new engine, with FIA HTP papers and FIVA card LM2 is completely ready for 2024.

Remarkably considering that Aston-Martin had only just reformed, in 1928, 'Bert' Bertelli persuaded his fellow Aston-Martin directors to enter two cars in motorsport. Even more remarkably, rather than a local event, the illustrious Le Mans 24 Hours race was chosen. By then in its 5th year, Le Mans had evolved into a premier, high-profile event. Bertelli's fervent belief in motorsport as a means to both refine car engineering and bolster sales was instrumental. Selecting two Sports Model chassis, designated LM1 and LM2, marked the inception of what would become the most iconic series of Aston-Martin cars ever built.

During the journey to Le Mans, LM2 encountered a setback when its rear axle failed on a particularly rugged stretch of French road. The rear axle underwent a rebuild and reinforcement at the Morris-Leon Bollée factory in Le Mans. Both LM1 and LM2 began the race well. LM2's impressive performance earned it a special accolade for being the fastest 1 ½ litre car over the initial 20 laps, a distance comparable to pre-war cars in today's Classic Le Mans. LM1 was forced to retire after another rear axle failure on lap 31, while LM2 valiantly





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completed 81 laps before succumbing to gearbox failure, managing just over half the race distance achieved by the victorious Bentley.

In 1929, LM2 took to the track again, this time competing in the prestigious Brooklands Double Twelve. Later, it transitioned into a role as a works demonstrator before the fitting of a 2/4 seat body prior to sale to a J. Beard of Tooting. Mr Beard then sold LM2 on to a J Harris of East Finchley. Ecurie Bertelli were recently contacted by the daughter of the third owner, a Mr Sandy Mackay who does not appear on the Works record card but who was undoubtedly an owner with photos of the car.

In 1937, the remarkable journey of LM2 continued when it caught the eye of Bill Elwell-Smith, who was on the hunt for a competitive racing car. Acquiring LM2, Bill would go on to become one of the most influential figures in the pre-war Aston-Martin community, establishing a business dedicated to caring for pre-war Aston-Martins, a passion he pursued until his passing. Throughout Bill's ownership, LM2 remained a stalwart competitor, participating in a multitude of events with resounding success. In 1992, following Bill's demise, LM2 changed hands once again, this time to a Mr. Davies. Finally, in 2006, it found its way to the current owner, who continues to cherish and preserve this iconic piece of automotive history.

Under the care of its current custodian, LM2 underwent an extensive cosmetic restoration to the very highest standards. Subsequently, it received expert attention at Ecurie Bertelli, where a new engine was built and comprehensive mechanical overhaul performed, providing excellent performance and reliability.

Since the completion of the works, LM2 has embarked on numerous European adventures, including participating in the prestigious GP Nuvolari rally not once, but twice, and conquering the challenging Bernina Hillclimb. In a testament to its quality, In 2020 LM2 secured victory at the Horsfall race just days after covering 3,000 miles through Europe including completing the GP Nuvolari rally!

Maintained with utmost care and presented in exquisite condition, LM2 epitomises speed, reliability, and beauty, making it the quintessential choice for both racing and rallying enthusiasts.

