



ECURIE BERTELLI

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Pre-War Aston Martin Specialists

1935 Aston Martin

Mark II Long Chassis

Four-Seater Tourer

Chassis B5/547/L · Registration KSU 893



A highly original Mark II Long Chassis four-seater with a continuous, exceptionally well-documented history from new — a well-travelled car that has lived in Britain, the United States and Germany, and took a class win at the 1977 Pebble Beach Concours d'Elegance. A matching-numbers example, cared for by Ecurie Bertelli since 2001 and running on its original, EB-rebuilt engine; superbly usable, beautifully patinated, and ready for the longest of tours.



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THE CAR

Some cars shout; this one simply gets on with it. A Mark II Long Chassis four-seater built in 1935, chassis B5/547/L has a full and well-travelled history, up there with any surviving pre-war Aston Martin — a well documented ownership record from new that has taken it from Britain to California and Germany and home again, by way of a class win at the Pebble Beach Concours d'Elegance. Cared for by Ecurie Bertelli since 2001 and running on its original but strengthened, EB-rebuilt engine, it is a genuine matching-numbers car of lovely patina and complete usability: a pre-war Aston to be driven anywhere, with confidence.

BUILT NEW IN 1935

Chassis B5/547/L was built in 1935 as a Mark II Long Chassis four-seater and first registered DGJ 83 on 1 August 1936, finished when new in black with red leather upholstery. It was supplied through Winter Garden Garages of London to its first owner, L. F. Pulham of Kendra Ltd, Hayes. The car's original works service records survive from as early as February 1937 and paint a vivid picture of a cherished car in regular use — routine overhauls, the odd squeaking brake, and mileages carefully noted at every visit.

THE BRITISH YEARS

Through the following decades the Aston passed through a succession of British owners, among them E. W. Frend and, from 1950, Lieutenant P. H. Scarf of the Royal Navy, based at the Royal Marine Barracks, Chatham. It received a complete overhaul by Monaco Motors in 1946, and the works records document further careful attention through the early 1950s. By 1952 the car was in the hands of a Mrs Mildreth — and not long afterwards it left these shores for the United States.

AMERICA — AND PEBBLE BEACH

In California the Aston came into the ownership of Michael de Soto of Oakland, a devoted and knowledgeable enthusiast who restored the car with, in his own words, some excellent and knowledgeable help. Under his care it was shown in concours over several years and, by his account, never failed to take a first in class — including at the 1977 Pebble Beach Concours d'Elegance, among the most prestigious events in the world and a rare honour indeed for a pre-war Aston Martin. The car featured in the motoring press of the period, appearing in Motor magazine in March 1978.

RETURN TO EUROPE

By the mid-1980s the Aston had recrossed the Atlantic to Europe, passing to the German collector Andreas Rossbach — who competed it at the Liebenstein Castle event in 1987 — and, over the years that followed, through several further owners, including a sale at the Brooks Olympia auction in 1991. It carries FIVA identification papers issued in 2000.

ECURIE BERTELLI SINCE 2001



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In 2001 the car was acquired by its present owner through Ecurie Bertelli and returned once more to Britain, and it has been in our care ever since. In 2012 we rebuilt its engine, retaining and strengthening the original cylinder block so that the car remains, correctly, a matching-numbers example; it has covered only modest mileage in the years since. Every aspect of its more than two decades in our workshops is documented in the accompanying history file.

THE CAR TODAY

The result is one of the most genuinely usable pre-war Aston Martins we know. As a Long Chassis car it offers more room and a more relaxed gait than the short-chassis version — and, by long tradition, better value — yet gives away nothing in useability; if anything, it is the more accommodating car for real journeys. It wears a pleasing, gentle patina — today presented in brown with dark red leather — and everything on it works, right down to the fuel gauge. We would not hesitate to point it at a Continental rally or a long tour and set off without a second thought about reliability or useability. Presented with a history file that documents the current ownership in meticulous detail — and holds much of interest from before 2001 — B5/547/L is a rare thing: a pre-war Aston with nothing to prove, and everywhere still to go.





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SPECIFICATION & KEY FACTS

Model	Aston Martin Mark II — Long Chassis, four-seater
Chassis number	B5/547/L
Engine number	B5/547/L — matching numbers
Registration	KSU 893 (originally DGJ 83)
First registered	1 August 1936
Coachwork	Four-seater tourer, Long Chassis
Finish	Brown with dark red leather (black with red leather when new)
Engine	1½-litre (1,495 cc) four-cylinder; rebuilt by Ecurie Bertelli, 2012
Papers	Previous FIVA identity cards
Notable history	1st in class, Pebble Beach Concours d'Elegance, 1977
Provenance	Documented history from new (UK, USA, Germany)
Care	With Ecurie Bertelli since 2001
Condition	Matching numbers; gentle patina; fully usable — everything works
Ideally suited to	Long-distance touring and historic rallies
Guide price	On application

Included with the car

A comprehensive history file documenting the current ownership in meticulous detail, together with earlier records including original works service cards, FIVA papers, and correspondence and paperwork from the car's years in the USA and Germany, car cover, other items such as charger and a handful of spares. Full details available on request.



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OWNERSHIP & HISTORY

A selected record drawn from the original works service cards, the Ecurie Bertelli register, the AMOC register and the car's history file. A fuller history is available on request.

1935	Built by Aston Martin at Feltham, Middlesex
1936	First registered DGJ 83; black, red leather when new
1936	Supplied new via Winter Garden Garages, London
1936	First owner L. F. Pulham (Kendra Ltd, Hayes)
1937	First works service, at 2,189 miles
1946	Complete overhaul by Monaco
1950	Owned by Lt. P. H. Scarf RN, Chatham
1952	Owned by Mrs Mildreth; later exported to the USA
1977	Pebble Beach Concours (de Soto), 1st in class
1978	Featured in Motor magazine, March 1978
1986	Sold to A. Roszbach; exported to Germany
1987	Liebenstein Castle (Roszbach), 2nd in slalom
1991	Offered at the Brooks Olympia auction (Taylor)
2000	FIVA identity card issued (DEUVET)
2001	Acquired by present owner via Ecurie Bertelli
2001	Returned to the UK; cared for by EB since
2012	Engine rebuilt by EB; original block retained

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.