

ECURIE BERTELLI

Pre-War Aston Martin Specialists

1935 Aston Martin

Mark II Sports Saloon

Long Chassis

Chassis J4/505/L • Registration UN 8110



A rare and matching-numbers Mark II Sports Saloon — one of only twenty-one built, and among a handful thought to survive in original form — offered as a beautifully documented, all-but-completed project. Supplied new in January 1935 to a lady owner, and traceable owner-by-owner from that day to this, it carries an exceptional record: works service cards, its original registration book, period press cuttings and an almost unbroken run of invoices. A new engine has been built around the car's own numbered block by marque specialist David Taylor; with that engine to finish, little else stands between this handsome saloon and the road.

THE CAR

Some cars are bought for what they are; a few are bought for what they can still become. Chassis J4/505/L is one of the latter — a genuine, matching-numbers Mark II Sports Saloon, closed and elegant, whose history can be followed almost without a gap from the day it left Feltham in January 1935. It has spent the greater part of its life in the care of a single family well known in pre-war Aston Martin circles, and comes to us as a restoration very nearly complete, wanting essentially one thing: the finishing of an engine already built, on the car's own original block, by one of the marque's most respected specialists.

DELIVERED NEW IN JANUARY 1935

Chassis J4/505/L was completed at Feltham as a Mark II Sports Saloon on the long chassis, finished when new in black with chromium brightwork and fitted with a sliding sunroof. Supplied through Grosvenor Garage, it was first registered UN 8110 on 19 January 1935 to Miss D. Evans of "Oakfield", Somerset Road, Wimbledon Common — the same lady who, on marrying, became Mrs Cecil Williams of Whitehall, Denbigh, a Welsh connection that accounts for the car's Denbighshire registration. From the outset it was properly kept: the works service card records its first visit on 3 February 1935 at just 547 miles, an accident repair that March, and a steady run of attention thereafter.

A SPORTING FIRST OWNER

The history file offers a charming glimpse of that first ownership. Among its period material is the 24 May 1935 issue of *The Light Car*, reporting the thirtieth-anniversary meeting at the Shelsley Walsh hill-climb, in which a Miss D. Evans is pictured — "the smile of victory" — having just set a new ladies' record. The car's first owner very active in motor sport.



The cabin: largely original, gently patinated dark red leather

AN OWNERSHIP TRACEABLE FROM NEW

Few pre-war Astons can show a chain of ownership as complete as this. From Miss Evans the car passed in 1939 to Captain V. A. Cheney of Gerrards Cross, a Royal Navy officer who kept it until 1954, through the war years and beyond; then to G. H. Wilkinson of Chalfont St Giles, to B. L. Etchell of Manchester, and to J. A. Dymock of Horsham, for whom it was resprayed and refurbished in 1960. Later that year it passed briefly to J. Bradford of Chelsea, then to K. J. Hewett of Bog Farm, near Ashford, Kent, and to the Hon. Robert Erskine of London, under whom it received an extensive body rebuild and respray in 1968; thereafter to B. T. Pook. Every one of these owners is recorded, most with their own invoices — a continuity almost unheard of for a car of this age.

NEARLY FIFTY YEARS IN THE ARMSTRONG FAMILY

In the later 1970s the Aston was acquired, through the specialist dealer Roland Duce, by the family in whose care it has remained ever since — enthusiasts long associated with the ownership, restoration, racing and rebuilding of pre-war Aston Martins. Over close to half a century they carried a careful restoration almost to the finish before other projects drew their attention away, and the car was then stored, complete and close to done, rather than dismantled or dispersed. It is exactly the sort of custody these cars deserve.

THE ENGINE, AND WHAT REMAINS

During the restoration a new engine was built around the car's original cylinder block — numbered J4/505/L, matching the chassis — by the noted marque expert David Taylor. Sadly, while the car was in storage and before the engine could be run in, the original block suffered significant frost damage. It is likely that much of the engine remains usable, and the work already carried out is of the first quality; the buyer should, however, budget to resolve the block before the car returns to the road. Beyond the engine, little of substance remains to be done — this is a car to finish, not to rebuild.

THE OPPORTUNITY

Taken together — the rarity of the model, its matching-numbers originality, an ownership record traceable from new, long and knowledgeable family custody, and the very advanced state of the restoration — J4/505/L represents an unusually attractive way into pre-war Aston Martin ownership for a modest outlay. The car is available to view now at our Olney workshops. In our experience, well-documented cars offered close to completion do not stay available for long.

SPECIFICATION & KEY FACTS

Model	Aston Martin Mark II — Sports Saloon (four-seater), Long Chassis
Chassis number	J4/505/L
Engine number	J4/505/L — matching numbers (original numbered block retained)
Registration	UN 8110 (Denbighshire)
First registered	19 January 1935
Coachwork	Four-light four-seater Sports Saloon with sliding sunroof, Long Chassis
Engine	1½-litre (1,495 cc) four-cylinder, 12 h.p. (RAC rating); new engine built around the original block by David Taylor
Finish	Black with chromium brightwork when new; resprayed in period; now red with black wings and roof; dark red leather
First owner	Miss D. Evans, later Mrs Cecil Williams (the same lady), of Wimbledon and Denbigh
Documentation	Works service cards from 1935; buff registration book; period press cuttings; an almost unbroken run of invoices from the second owner (1939) onwards
Rarity	One of twenty-one Mark II Sports Saloons; believed one of about ten surviving in original form
Status	All-but-completed restoration; engine to be finished (original block frost-damaged in storage)
Guide price	£75,000

Included with the car

A comprehensive history file, including the Aston Martin works service cards from 1935, the original buff registration book, period press cuttings, and an almost unbroken run of invoices from the second owner (1939) onwards, together with the purchase papers for the present family's ownership. Full details available on request. Photography of the complete car and history on our website.

OWNERSHIP & HISTORY

A record drawn from the Aston Martin works service cards, the original buff registration book, the marque registers and the car's history file. Dates shown as "c." are approximate; those shown as "—" await final confirmation. A fuller history is available on request.

1935	Built by Aston Martin at Feltham, Middlesex
1935	Supplied new via Grosvenor Garage; first reg 19 Jan
1935	First owner Miss D. Evans (later Mrs Cecil Williams)
1935	Black & chromium; first works service at 547 miles
1935	Repaired at the works after an accident, March 1935
1939	To Capt. V. A. Cheney, Gerrards Cross (to 1954)
1948	Engine reconditioned by the works; 32,992 miles
1954	To G. H. Wilkinson, Chalfont St Giles
1958	To B. L. Etchell, Withington, Manchester
1960	To J. A. Dymock, Horsham; respray by Bellingham
1960	To J. Bradford, Chelsea (May to December)
c.1961	To K. J. Hewett, Bog Farm, near Ashford, Kent
1968	To the Hon. Robert Erskine, London; body rebuild
c.1970	To B. T. Pook
1977	Acquired by the Armstrong family, via Roland Duce
—	Restoration; new engine on original block by D. Taylor
—	Stored before running-in; original block frost-damaged
2026	Offered for completion through Ecurie Bertelli

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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.