

1952 LANCIA AURELIA B20 BERLINETTA SECOND SERIES

In same private collection since 7th June 1974

Chassis Number: B20 1833

Engine Number: B20 1925

Registration Number: MI 400781/150 GXG

Total recorded mileage: 95,405 kilometres

Date of build: 28th July 1952

All major mechanical components are the originals as are the glass, panelwork and floor coverings. It is one of 731 second series Aurelia B20 berlinettas produced and has continuous history from new.

This car was first registered in Milan on 30 July 1952. The original manufacturer's guarantee is with the car as it is the original Italian registration document giving its history through to 1963 (see document). It was then laid up for around 11 years in Italy until it was acquired by Peter Agg of Trojan Cars. It was imported into the UK early in 1974. It was MOT'd on 4th June 1974 and registered WYM 493M on 5th June 1974. It went to auction at Alexandra Palace on 7th June 1974 (see sale catalogue) when it was purchased by the present owners following a previous detailed examination of the car. At the time the vendor claimed the mileage of 89,510 kilometres to be the genuine total. The car's generally sound condition supported this.

After a little gentle use a mechanical overhaul was started in April 1975 by a qualified engineer and longstanding Aurelia owner. This included a detailed engine rebuild. New Old Stock of entirely correct original specification was used throughout sourced mainly from Harry Manning, the Aurelia Consortium of the Lancia Motor Club and the Lancia Parts Consortium of America. This was completed with a successful MOT test on 28th August 1975. The car then covered 5,000 trouble free kilometres. In 1986 Ashton Keynes Vintage Restorations embarked on a similarly detailed overhaul of the running gear, ancillaries and underbody concentrating also on the cosmetic appearance of the finished work (see AKVR invoices).

In 1988 the car returned to Ashton Keynes for a complete rewire in original cloth covered cable followed by a glass out, bare metal repaint in cellulose. This included the interior and engine compartment (see photographs and AKVR invoices).

The repaint was necessitated by ageing and microblistering of the cellulose. The car has never rusted. No significant metalwork has ever been done nor any replacement panels fitted.

Subsequently, the car was completely re-trimmed because of severe moth damage sustained when still in Italy. Original cloths were supplied by Francesco Gandolfi of the Registro Aurelia Italiano. The work was carried out by the father of an Ashton Keynes Vintage Restorations employee, a retired professional coachtrimmer.

The car sports several rare, highly sought after original period accessories including a Nardi woodrim steering wheel, Condor radio, Nardi floor gearchange, and Borrani Turbo alloy rim wheels all in as new condition. Jack, wheelbrace, starting handle, toolkit, driver's handbook and parts book are all with the car.

In 2000, 11 years after completion of the work by Ashton Keynes Vintage Restorations, it was judged best Aurelia at the Lancia Motor Club, Aurelia 50th Anniversary Concours.

On August 2nd 2004 the car was re-registered as 150 GXG replacing its previous M-suffixed plate.

By July 2006 the car had covered a further 64 kilometres. It has always been kept in a heated, dehumidified garage and been thoroughly maintained and of course MOT tested.

In May 2006 the car was photographed by Simon Clay along with our other Aurelia (B12) for its inclusion in the "Aurelia In Detail" published by Charles Herridge (incorrect captions notwithstanding!).

Beginning in September 2008 a second glass-out, trim-off, bare metal repaint was carried out by Ashton Keynes Vintage Restorations to correct minor defects in their 20 year old cellulose. This was done at cost, amounting to some £18,000. The aluminium brightwork was re-polished. Reassembly of the car was completed ready for an MOT test on 5th October 2009.

The car has received regular maintenance and servicing. Recent work for example includes overhaul of dynamo, water pump and mechanical petrol pump. A new stainless steel exhaust system has been fitted. The appearance has been further enhanced by new bumper bars front and rear. There are 26 MOT certificates since it returned to the road in November 1989.