

Dear Sir ,

Many thanks for your facsimile you recently sent and your interest in the car . Let me start with the following overview before answering the questions raised in your facsimile. From the start of this project we wanted to do every thing properly by this car . From the outset I contacted Aston Martin at Newport Pagnel to advise them of the project and obtain any feed back from them before we really got into it . I met with Kingsley Riding - Felce who was enthusiastic about the project and offered to give any help they could along the way . This they have done , down to providing many parts that would have been hard to source elsewhere , down to enough material to cover the seats from the same role of fabric that was produced in the 1950's and has covered all the works DBR's since.

I originally had some front chassis members where TAD 645 was just about visible , we new Gene Smiley had ran a Tojeiro and many parts I had , indicated that , but most being in boxes having been stored for years where none serviceable and would get any expert jigsaw puzzle arranger confused . We where also fairly sure the car ran with a DB4 engine , the number being shown on the chassis plate , which is brass and now on the front dashboard of the car , like most racing cars of this period . I felt possibly the car should have been TAD 58/6 , but TAD 645 is what we have . I would think it was unlikely that the car would have been a factory built car , rather then a chassis provided to Smiley . I can confirm to my knowledge no other car has the serial number of TAD 645 and it is very unlikely that another exists . The car that has been built in my view is in the spirit of what John Tojeiro would have produced in 1958 , the chassis being a space frame , nickel and bronze welded (No MIG welding at all on this car!) together , with a hand made DeDion , half shaft etc being unique to it . That being said compromises have been made from the point of safety and performance plus easy maintenance . the differential is a cosworth unit where the gearing is interchangeable depending on the track you are running and transfers the power to the back wheels very effectively . The gearbox is a tremic five speed unit , I did not like the ZF unit at all finding it cumbersome , so we had a bell housing recasted to fit the DB engine . The front brakes are ventilated at the front only as the car has super car performance and I wanted to be able to stop it , many of the top historic events would not accept this and I was going to obtain a set of solid disc's to change over depending at what venue we where running at . Having said that and having run at the Goodwood revival at 2001 , safety seemed to be their main concern rather then looking at the authenticity of the components . We have added electric fans to cool the engine , being a racing car their is no fan connected to the engine and this was a compromise to keep the mechanical components in good order , I have had the engine totally apart twice since I have been running it , its just been totally refreshed and reinstalled with new chains bearing etc for this season. I have contacted the SCCA archives to see if we could find anything out but have had no luck as yet but I am still investigating . To surmise I consider the car would be acceptable at most historic events , for example I have been in contact with Goodwood and it is on their list for future reference if they ever have a spot for it , the car has been built in my view in the spirit on the Cameron Miller Maserati 250F's and the recent Lancia D50's . The enclosed documents give you a feel of how this project proceeded , I have the Tojeiro hood badge which has been relaminated , I am currently running the David Brown wings on the car , but both are interchangeable . I hope the enclosed helps and if you are interested I would encourage you to come and see the car and try it out , I am sure Mary

From Original Owner Page 2

Tojerio Aston Martin

In 1958 and 1959 the World Sports car Championship was limited to 3.00 liter Sports cars only. This effectively left both Jaguar and Aston Martin to stop developing their 4.00 liter units for racing during those years. Instead, they gave factory support to specialist chassis builders such as John Tojerio and Brian Lister to continue the development of these larger displacement engines in their chassis's in the appropriate races that they qualified in at the time. Brian Lister in particular supplied a fair number of cars and chassis to US racing teams during this period. In 1959, Aston Martin sold the two works DBR2's to two US racing teams, Elisha Walker and Bob Oker.

After years of dominating Eastern racing, the Cunningham team faced some tough competition in 1959. The biggest challenger was George Constantine in Elisha Walker's Aston Martin DBR2, who pressed Walt Hansgen in Cunningham's Lister Jaguar until the final race of the year at Daytona. Walt's second there to Constantine's fourth gave Hansgen the points he needed for the 1959 SCCA C modified Crown. On the West Coast Bob Oker met with considerable success, on June 29th, 1958 Bob won first time out at Riverside in the major event of the weekend. His Aston was on loan to Joe Lubin, who had supported Aston Martin as a private/ semi-factory support to the factory effort of three DB3S models in California. In the car's Western debut, Oker came in second to Reventlow's Scarab in the preliminary event and won the main event on the Sunday. Two weeks before, Oker had used the car to finish second at an SCCA National at Lime Rock, beating all the Easterners except Walt Hansgen in Cunningham's Lister Jaguar.

The car pictured here at Summit point is a Tojerio Aston Martin, recently brought over to the US, to race in historic events after a three-year reconstruction by Bob Egginton a former Team Surtees constructor. I purchased the bulk of the racing estate of Mr. Gene Smiley which included a racing Austin Healey and various Tojerio parts from Mr Smiley's racing inventory. He was a keen 1950's SCCA racer. His cars being prepared by "Dundee Texaco ". Gene Smiley was a well known mid west competitor in the late 1950's and 60's, Smiley with his son Gordon won 50 trophies in SCCA competition and along with their other race car a modified Austin Healey 100/6 managed 3rd place in the mid west divisional championship in 1963. Gordon Smiley went on in to a successful Indianapolis career and unfortunately died competing in this series.

The Tojerio has a nickel and bronze welded spaceframe chassis, fitted with suspension featuring wishbones on the front and a de Dion at the rear, located by radius rods and watts linkage. Coil spring dampers units are used all round. The engine is a Tedek Merck designed Aston Martin four-liter Vantage unit, with a five-speed gearbox.

Letter from Original Owner.

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- 6/5/02 7:29 AM >>>

Dear Mr

Thank you for your continued interest , the car has an identity plate on the chassis , I will endeavor to get an electronic photograph of it this weekend as I will be in Virginia running the car at VIR . The engine number listed on the brass chassis plate is the original DB4 number not the current engine number which is a DB5 unit. I would provide a complete set of alternate gearing plus the housing , which makes it easier to interchange , this is in the UK and may just take a little time to get over . The car I have been told is running very well , I will let you know more on this after I have driven it on Saturday , I have my own support crew full time for historic racing and on the whole they are very thorough .

As far as price , I am not a dealer the only reason I am selling the car is due to family wishes that I down size the number of cars I am running , let me give this some thought and I will come back to , but I would say I am realistic . I don't know what resources you have but if you needed any support to run the car or parts to be provided I would be quite happy to provide this service to you at cost . Hope this helps . Regards

From Original Owner.

January 11, 2000

Kingsley J Riding-Felce
Aston Martin Lagonda Limited
Tickford Street
Newport Pagnell
Buckinghamshire
MK16 9AM

Dear Kingsley

Many thanks for the cold airbox for my Aston Martin DB4, my mechanic in England sent me a photograph of it and it really looks good!

* → Please find enclosed a photograph of the Tojerio DBR2 along with other images I have copied off a colour copier. It gives you a reasonable idea of the progress of the car. The chassis consists of a spaceframe with front wishbones and coil overs. The rear is a Dedion System with radius rods, watts link and coil overs. The final drive is provided through an independent differential. The engine is a DB5 vantage unit with the distributor to the rear of the cam shafts as per the Aston Martin DBR2's. *
We have added an oil cooler and oil catch tank plus a modern oil filter spinner of our own design to make life easier for historic racing.

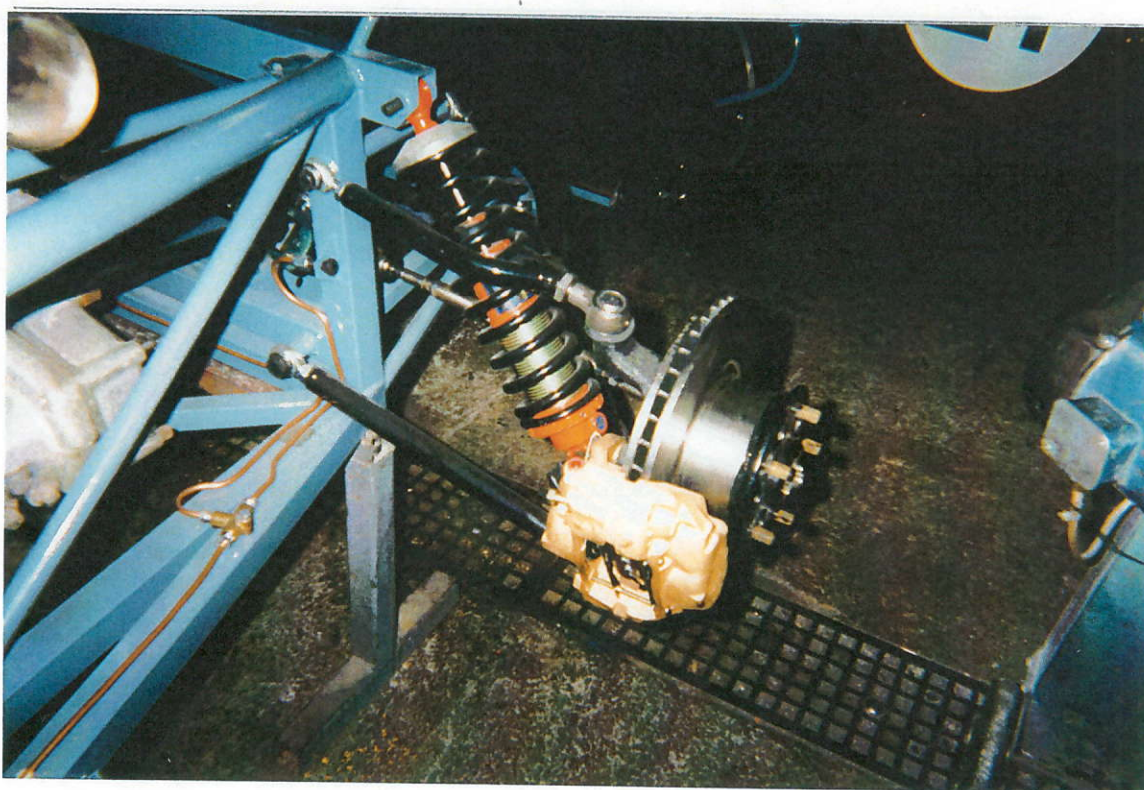
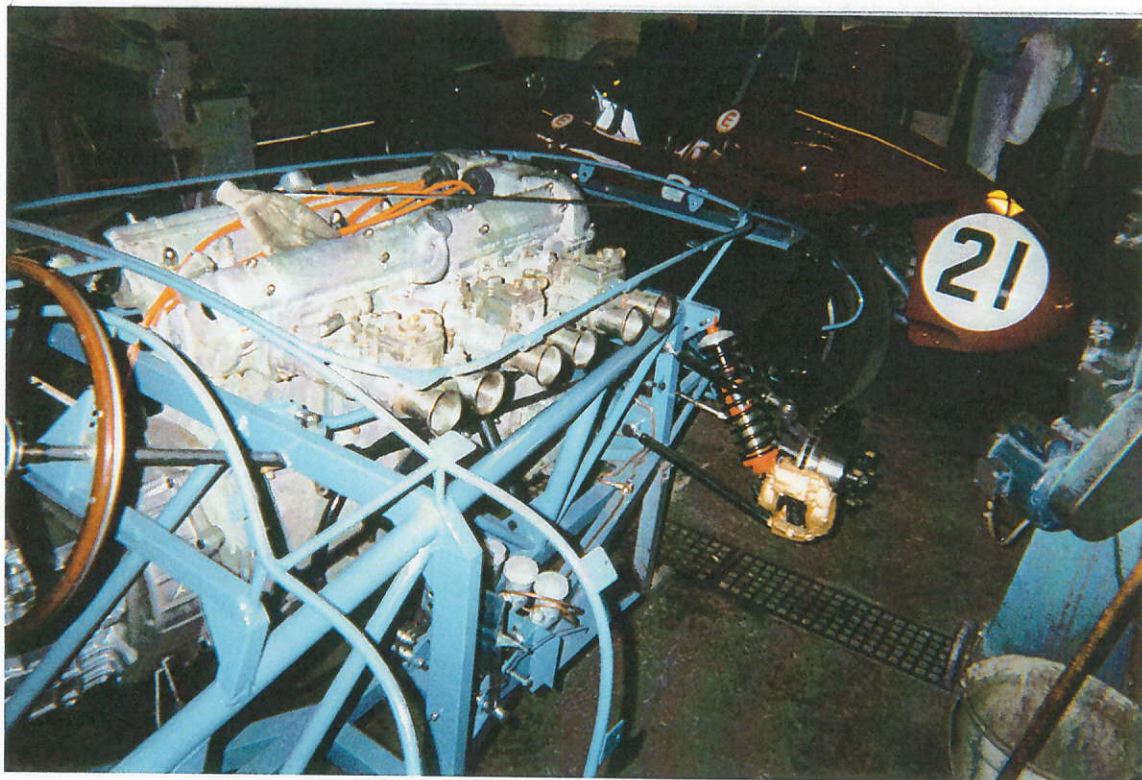
The car should be completed within the next eight weeks, it will then be shipped to the United States for a season of vintage racing, including the Zippo Grand Prix at Watkins Glenn and the Pain Webber Endurance Series.

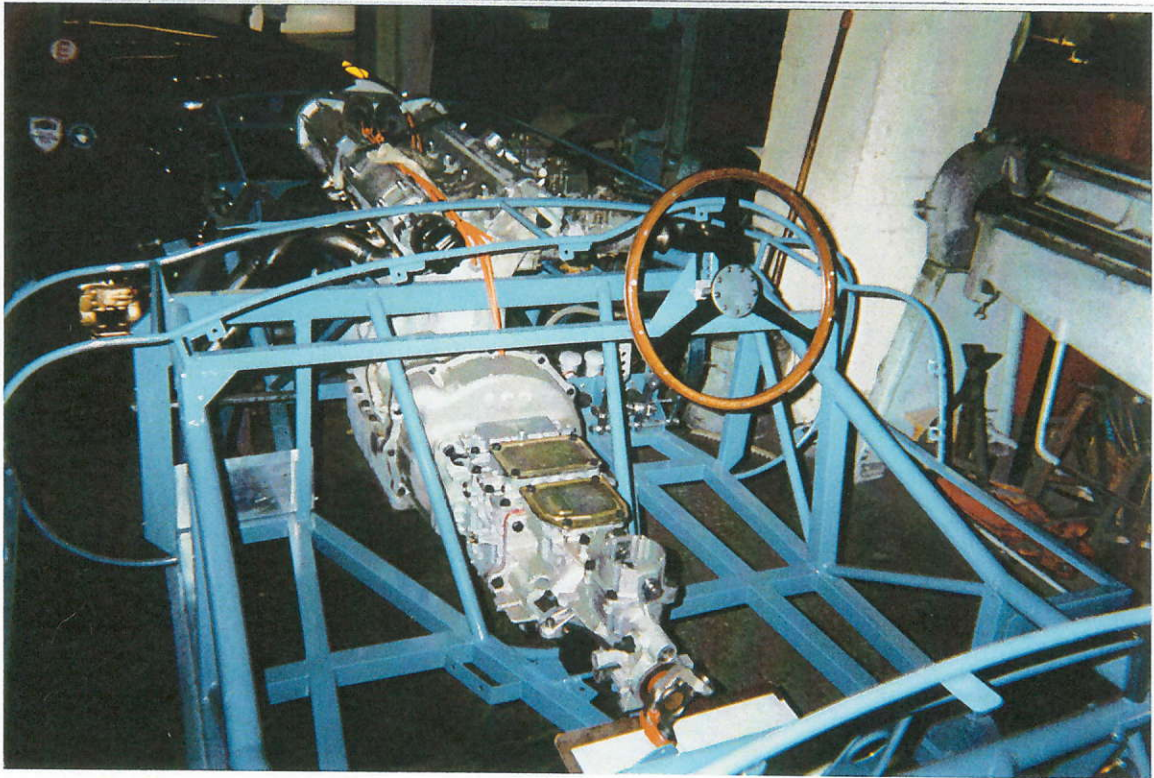
Before the car departs would you like me to bring the car by trailer to Newport Pagnell and have some lunch before its transatlantic voyage?

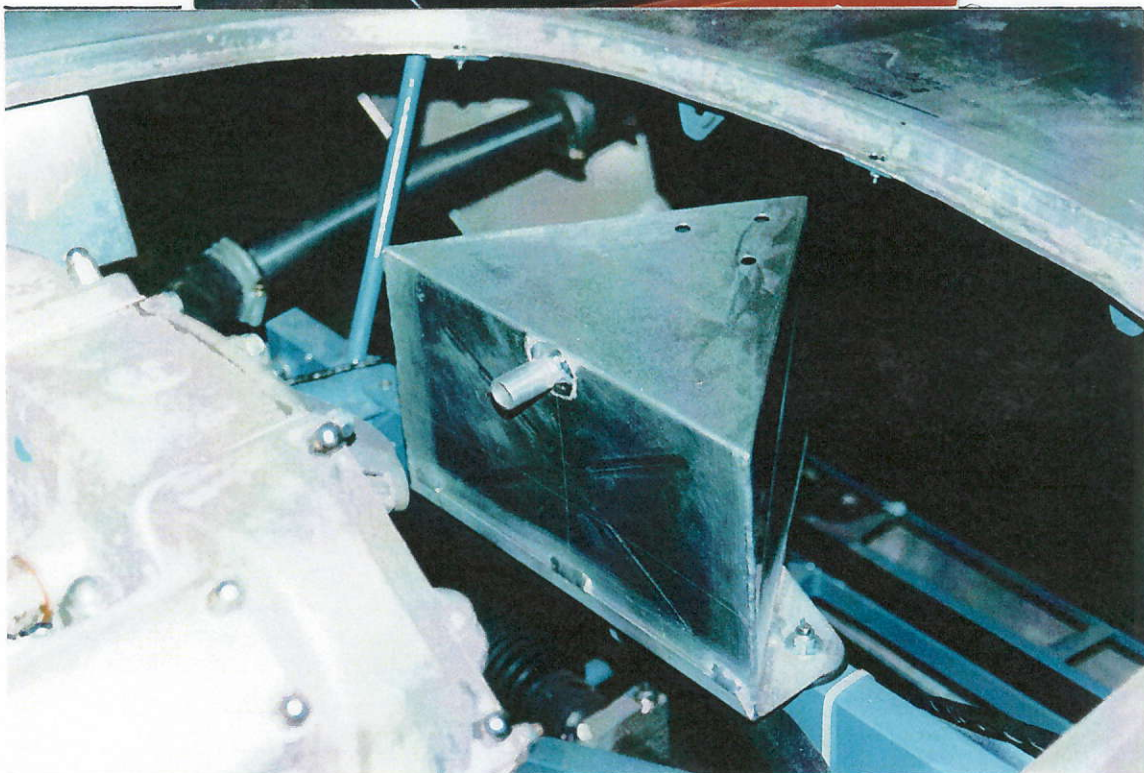
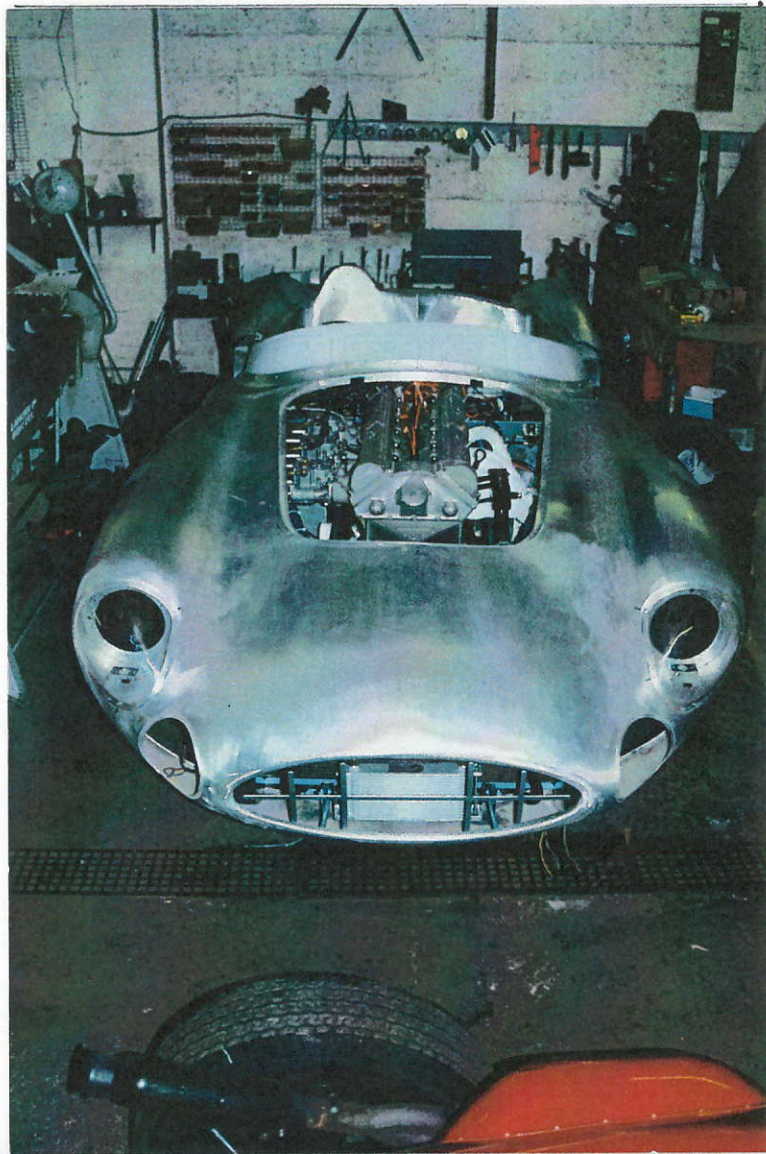
Looking forward to hearing from you.

Yours sincerely

Original Driver.







SPECIFICATION

Chassis

Tubular steel space frame.

Suspension

Front: Unequal length wishbones
Upright and hub assemblies Ford Units
Axial coil spring and damper units.

Rear de Dion tube.
Four radius rod links.
Watts linkage
Axial coil spring and damper units
Ford bearing and hub units.

Engine

Aston Martin – DB5 Vantage. 6 Cylinder, all alloy, 4 litre, twin
Overhead camshaft.

Gearbox

Tremec TR3550 – 5 speed plus reverse, modified for bespoke use, fitted
With bespoke bell housing.
Use good quality EP80W90 gear oil.

Clutch

Hydraulic operation, McLeod pressure plate and disc. Release bearing
McLeod fully integrated unit. Master cylinder, Girling .75" integral tank.

Rear Axle

Ford Cosworth. Limited slip differential.
Use good quality EP80W90 gear oil.

Propeller shaft

One piece, two universal joints splined into gearbox.