

## Lagondaforum: Wanted 1950's 2.6 or 3.0 litre Lagonda

### Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by SRD at Mar 19, 2012 10:23 am*

I am looking to buy a 2.6 or 3.0 litres 1950's Lagonda in running order, either requiring work or better still in good order.

Please contact me via the forum.

SRD

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by TVJL at Mar 19, 2012 11:27 am*

Welcome SRD.

There are a couple of obvious things to say first. If you join the Lagonda Club you may find the car you seek through its literature. You might also join the AMOC, for comparable reasons, but in any event you should consider the AMOC online forum as another way in which you may find your car. A relatively large number of these cars have appeared on eBay over the years, which you may very well appreciate, as well on a number of classic car sites. There are one or two owner websites dedicated to these models too.

May I ask what you are looking for exactly? Model and condition are crucial issues, as you will understand no doubt.

Almost all of these cars are rising in value now (even the 2.6 saloons are edging up slowly), but they still span a broad spectrum of asking price based on model and condition from a few hundred pounds (literally) for a wreck to north of £80 or 90k and rising for a top notch restored 3 litre DHC.

They all tend to fall into four principal categories of condition: savaged orphans (usually in a very poor state and often missing their engines); complete project cars; good runners; and restored cars. If I've understood you correctly, you would like to acquire a good runner. Unfortunately for you, these are the cars that come on to the market least often in my experience.

If you could tell us a little more of your thinking, some of us may be able to offer further thoughts to assist.

Kind regards,

Tim

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by Peter S30 at Mar 19, 2012 1:52 pm*

Hi Tim and SRD,

I have a (spare) Lagonda 3ltr DHC, complete but in need of full restoration and I am planning to sell it (will be posted in the for sale section, see details in a few days there). I bought it when restoration of the original engine of my first 3ltr DHC seemed very difficult. But finally it could be solved and also when I saw how complete the spare car is, I decided it would be unforgivable to take its engine.

The situation with these fine cars is strange: only 50 3ltr DHC built of (250 3ltr in total). I think this DHC is one of the most elegant designs of the 50s. And still the prices are much lower than for the Aston having the same engine. Or compared to a Mercedes DHC of the time produced in thousands and with a boring engine (but easy to service). Many unrestored Lagonda 3ltr (at least saloon) ends up as an engine donor for the Aston (like the Saloon which sold on ebay recently).

The problem (so far) is that prices for the 2.6 and 3 ltr Lagonda are to low, so a bad car tends to be used for spare parts because a complete external full restoration will cost more than the market price. The only chance for these fine cars to be saved is somebody who wants a perfect car and is able and willing to do much work himself. If you buy a more or less restored example it is difficult to know how good it is.

This will not help SRD directly (the car I am planning to sell really needs a nut and bolt restoration), but gives some more input to the discussion of the DB Lagonda situation

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Kind regards

Peter

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by SRD at Mar 19, 2012 4:54 pm*

Tim and Peter good afternoon,

Thank you for replies and excellent input.

Tim - I have watched your excellent replies and input on the AMOC web-site for awhile Tim, so am aware of your excellent support of these neglected cars.

To be more precise, I am looking for a 3.0 litre, either drop head or a saloon. A drop-head is preferred.

I have been watching the market and saving a for awhile and am very much aware of the type and range of cars being offered.

I went to see the eBay 3.0 litre, the car was riddled with rust (this I did not mind), but it had been stripped of virtually everything of value, and chasing a huge spares list for years is not something i wanted to get into.

I also saw the previous 3.0 litres down in Sussex, which were also in a terrible state, with plenty of parts missing, albeit listed as complete.

I missed out on the 3.0 litre 2 door offered on eBay last March ,which was in superb condition and sold for 20,000 pounds.

I have also seen several other 3.0 litre cars, with engine and gear box missing and sundry other items, none were what I was after.

ideally I would like a running car, but in today's world that is becoming increasingly difficult to find; so am also very interested in a complete 3.0 litre car, which is in need to full nut and bolt restoration.

I am mechanically inclined having rebuilt several engines before and can weld and rebuilt wood work. I envisage doing most of the work myself, since so many restored cars I have seen in Europe and the UK were very poorly done. Luckily we have a lot of space to stores parts, while a car is restored here.

I would be pleased to hear from you Peter, and if you have any further details on your car, you can email me directly, you have had an email me from already in the last week.

I am undecided as to whether to join the AMOC or Lagonda clubs - any thoughts on this ?

I have taken Tim's advice and also posted on the AMOC forum.

Kind regards

Simon

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by TVJL at Mar 20, 2012 12:52 am*

Hi Simon,

## Lagondaforum: Wanted 1950's 2.6 or 3.0 litre Lagonda

Thanks for the kind words.

Re your plan, a 3 litre car is an excellent choice if i may say so. I agree with much that has been said by Peter on this site and Tony on the AMOC site. That said, I think matters are definitely improving (in terms of the survival of these cars).

These days, I'm not sure that anyone (who understood the market) would 'rob' a 3 litre for its engine now. This is because (a) the values of the cars have risen, and are rising, significantly, and (b) 3 litre engine parts have been remanufactured now to the extent that you can just about build a complete one from new parts.

In terms of the condition of wrecks still out there, it seems that you have been particularly unlucky in terms of the cars you've viewed. Most are very far from being terminally rusty, principally because the cruciform chassis is so massive and the superstructure is largely constructed of alloy over ash frame. The frame rots, of course, and the alloy corrodes etc.. But, generally speaking these cars are almost a better bet corrosion-wise than the equivalent AMs of the era.

As others have said, what you have to decide is what you really want. I agree with Peter that the 3 litre DHC is just about as beautiful a car of the '50s as it's possible to find. But, there are different types of use and beauty. I happen to think that the 3 litre Mark 2 (4 door) saloon is a lovelier and more beautiful beast than the equivalent Bentley, Alvis, AC, Bristol etc. etc. of the era. It is, to my eye, the most resolved iteration of the model in aesthetic terms. It is more sporty and nimble than its competitors. It's a great tourer and an elegant carriage for an evening in the metropolis. And, it's more rare than them all. Having said all that, the 2 door saloon has many devotees of its own. They suffer slightly from the fact that most have the column change. But, that apart (and you can always convert) many would say that the car is the thinking man's answer to the ultra-rare DB MkIII notch back - less of small sporty luxury car (4 door); more of a large GT (2 door).

More thoughts to follow, in due course.

Regards,

Tim

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by randall977 at Mar 20, 2012 9:31 am*

Hi Simon

Very interested to read that you intend to carry out the work yourself. I am currently restoring a Rapide myself and despite the time, minor injuries and cost am really enjoying it. I don't know too much about the 3.0 but from what Tim says it sounds like a very different animal construction wise.

One good thing about the Rapide is that very little (if any) of the steel work was made using a press so most is fairly easy to copy with patients a well equipped workshop. I hope that when you do get hold of the right car you might be willing to share some information on the work you are doing...I find other peoples work fascinating and a good way of learning new techniques etc.

Christian

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by SRD at Mar 20, 2012 4:19 pm*

Christian hi

Thank you for the useful comments, I have been following your Rapide restoration via your web-site for awhile, would love to see another update!

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I plan to create a simple web-site and if all goes to plan, create a monthly blog.

Will keep in touch

Simon

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### Re: Wanted 1950's 2.6 or 3.0 litre Lagonda

*Written by randall977 at Mar 20, 2012 4:36 pm*

Thanks Simon, I actually added a few pictures yesterday.

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