

Lagondaforum: 1949 Lagonda 2.6 litre for sale on eBay

1949 Lagonda 2.6 litre for sale on eBay

Written by SRD at May 01, 2012 9:08 pm

Another early 2.6 litre Lagonda for sale, with a Buy it now of 2000 pounds or best offer, they are coming out of the wood-work at an amazing rate now:

http://cgi.ebay.co.uk/ws/eBayISAPI.dll?ViewItem&item=221014218905&clk_rvr_id=338129058131

No engine or gearbox as usual. But these are findable or buyable as new castings etc, depending on how deep your pockets are today.

Otherwise looks to be all complete, but don't expect a walk in the park, buckets and buckets of work for someone here! Not for the faint-hearted...

But, this is a very early car, registered on 01/01/1949

The car is in Bingley in Yorkshire.



Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by Peter S30 at May 02, 2012 10:46 am

Dear Simon,

you are a good finder!

But I doubt you can find complete engines, only if you take them out of a barnfind Lagonda or somebody else did it for you. I think that is the reason that many DB Lagonda barnfinds sadly turn up without them. Plus the cost of new parts. You can buy new: blocks, heads, crankshafts, camshafts, pistons... all the internal parts, adding up to 20000 GBP. I don't know a source for new: camshaft covers, suction manifold, timing chain cover and corresponding part where the water pump is integrated, all the casted parts around the engine.

For gearboxes I don't know. Were they used (or similar ones) in other cars than the DB Lagonda and Aston Martin?

Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by flat broke at May 02, 2012 12:44 pm

You make some very good points Peter. Unless some "basket case" engines start appearing at the same rate as "barn find" Lagondas, it is impossible to find many of the castings unique to the unit.

I did pick up a gearbox (complete but no bellhousing) this year. It appears to have been surplus from a 5-speed conversion of a DB 2/4? Given the price of these cars, I have trouble understanding why the gearbox wasn't kept as a package.

The other possibility is that the internals of the box are junk. I haven't had time to inspect it closely. At the price I paid, it was worth the gamble even if it needs a full rebuild.

I believe the gearbox is unique to DB cars.

Tony

Re: 1952 Lagonda 2.6 litre for sale on eBay

Written by SRD at May 02, 2012 10:12 pm

Peter and Tony,

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Engines are around, you just have to hunt for them very hard and determined. Same for gear-boxes, I have found a couple and there are for sure more out there, but clearly not common.

Tony - I see you have benefited from the latest craze of Aston Martin owners, to throw away perfectly good and original gear-boxes, for newer modern 5-speed alloy boxes from the likes of Tremec, Toyota etc. If you browse the AMOC forum, you will see this is an increasingly common practice. I would happily bet, that your gearbox is in good order, and yes it is unique to the post-war DB cars.

Would be interested to hear Tim's thought on the subject, perhaps I am mistaken and stand to be corrected ?

By the way this car actually dates from 1952, the post war Lagonda registrar informed me this evening.

The seller has reduced the price to 1800 pounds today.

The car could still be brought back to life like Harry Taylor did with his 3.0 litre 2-door, using a 1980's Japanese straight six cylinder and five speed box-beautiful work. The car is road registered and of course has been given a new lease of life, after being rescued from the Lagonda grave-yard of 1990.

Simon

Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by TVJL at May 03, 2012 10:48 am

Simon,

Well done for spotting this car. I agree with a lot that you say.

What you refer to as "the latest craze of Aston Martin owners, to throw away perfectly good and original gear-boxes, for newer modern 5-speed alloy boxes" is nothing new, actually. DB5, DB6 and DBS owners cursed with the Borg Warner slush box as standard on their cars have long sought alternative transmissions. On the AMOC forum there are numerous threads going back many years on this topic. Also, some DB4 owners have been keen to discard the David Brown 4 speed box in favour of either the 5 seed ZF number used on the DB5/6/S or modern 'off the shelf' numbers such as the well-respected Tremec alternative.

However, Chris Adams at Four Ashes, who has considerable experience of 2.6 and 3 litre Lagondas as well as Astons, recommends keeping the 4 speed and adding a modern overdrive unit. By the way, his further five top tips are:

- (1) Get the radiator reconditioned with a high performance core or have a new radiator made in alloy.
- (2) Fit an internally shaped alloy water pump cover/fan boss.
- (3) Overhaul the distributor and change the distributor advance curve for a more modern setting.
- (4) Fit a glass bowl fuel filter.
- (5) Move the fuel pump on 2.6 litre models to the 3 litre location.

Chris can also supply almost every part needed to rebuild a 2.6 or 3 litre DB engine.

Regards,

Tim

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Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by David at May 03, 2012 1:35 pm

If anyone really wants an original BW Type 8 slush box, Graham Whitehouse has a shed full of them

Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by SRD at May 03, 2012 2:33 pm

 David -

The 2.6 and 3.0 litre cars were practically all built with manual 4-speed David Brown boxes (I stand to be corrected of course). If you know of anyone throwing these away, please do let me know.

Tim -

I am aware of the over-drive conversion for the DB 4-speed box, I have been told it has been sourced from a Ford Granda (amongst others) on more than one occasion and costs ca. 1000 pounds fully fitted, several people are doing this. It is meant to make the car far more useable for the 2.6 and more so the 3.0 litre models.

With regards to Chris's top top tips...

1. I fully agree with a re-core on a radiator, makes it much more efficient. Have never been convinced at the expense of an ally radiator replacement.

3 and 5 All very sensible tips, and no doubt generated through years of experience.

2. How is the water pump with an internally shaped pump cover. boss contributing to improved water flow ? Wouldn't it be better to deal with this water flow issue inside inside the engine ?

4. A glass bowl fuel filter - as used on the later DB Astons, allowing better filtration of muck, particles and sludge which sits at the bottom of the bowl, and easily removed; and also allows a better flow rate of fuel. Unlike the situation in the normal DB Lagonda set-up which can be prone to blocking, and fuel starvation if you are unlucky. Good thinking, and will look into this one, very sensible.

6. There are several other mod's on bit the 2.6 and 3.0 litre engines mentioned on this forum and the other one, it would be useful to bring all of this information together.

Is Chris - "Bruno" on the AMOC site ?

In the end, bottom line is, what do people do with these Lagonda basket-cases, leave them to rot, I hope not. I think dropping another engine and gear-box in, is a very useful solution, since the cost of replacement DB engines is far too high to be economical.

This ebay car is a good project for someone, at say 1000-1250 pounds, yes plenty of work, but so much can be done by a handy-person, good at wood-work and basic car mechanic skills

I see that the 2.6 litre saloons still do not have any real following, unlike the 2.6 litre drop-heads of course and all the 3.0 litre cars. Is there a reason why ?

The car is not unknown, it is on Ron Press's excellent web-site previously owned until the end of last year by Jonathan Dormer.

Simon

PS Are you by any chance taking a commission for Chris, amongst your many other activities ?  

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Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by TVJL at May 03, 2012 4:44 pm

Simon,

No commission from Chris, I can assure you (although, if he reads all this and wants to offer me a discount on anything I won't object 🤖). It's just that I don't know of any other trader 'out there' who seems as committed to the DB Lagondas as Four Ashes (although all other recommendations will always be gratefully received by me - knowledge is power etc.). And, yes, Chis is 'Bruno' on the AMOC forum.

Re your query concerning the pump cover, I'm merely parroting. You'll have to take it up with Chris himself (don't shoot the messenger).

I agree completely with your sentiments about dealing with hulks.

As for why the 2.6 saloons remain largely unloved (which is still the case so far as I am concerned), i think it can only be because, as with many other cars of the era, much '40s UK automotive body design is considered by many to have been eclipsed in beauty considerably by what followed in respect of many marques during the course of the following two decades. There is a certain lumpiness to the 2.6 saloon that detracts from an otherwise super motor, to my way of thinking. However, when you see an example in fine condition, and particularly with a very well chosen livery (they work best i think in the right two-tone), the quality of these cars just shines through. You certainly get a lot of car for your money, as you suggest.

Tim

Re: 1949 Lagonda 2.6 litre for sale on eBay

Written by SRD at May 06, 2012 9:51 am

What a shame that yet another chancer has got hold of this car, they are now calling it an Aston Martin.

I can enlighten you all, that the car was previously sold for 1020 pounds, the car was originally located in Epping, Surrey for this first sale

http://www.ebay.co.uk/itm/110779765832?ssPageName=STRK:MEWAX:IT&_trksid=p3984.m1423.l2649#ht_548wt_1280

The car was sold on eBay on 27/11/2011.

What a great shame that these chancers can't simply sell the car and be done. It is a little sad to see these once fine cars sold like this. The 2.6 litre cars are very under-estimated.

The current seller has had a bid of 790 pounds, which is a little sad.

Simon
