

**www.DB-Lagonda.com**

*Written by SRD at Jul 13, 2014 5:40 pm*

A new web-site devoted to the DB Lagondas of the 1940's and 1950's is now online.

[www.DB-Lagonda.com](http://www.DB-Lagonda.com)

This is a work in progress ...

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**Re: www.DB-Lagonda.com**

*Written by SRD at Sep 04, 2014 4:39 pm*

This web-site has had numerous additions, currently adding details of two restorations of 3.0 Lagonda's with pictures and info kindly supplied by their helpful owners. Such information I hope may be of use to other restorers / car owners. I will be adding more on the 3.0 dhc over the next few days.

As a contrast, I will then illustrate an alternative approach used by a club member. What do you do with a 3.0 hulk with no engine/box and lots missing, he restored it and did a fabulous job, more to come on this one.

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**Re: www.DB-Lagonda.com**

*Written by SRD at Sep 29, 2014 3:39 pm*

The first detailed section on an early Brooklands 3.0 dhc is now complete, words and pictures.

Please see:

<http://www.db-lagonda.com/30-dhc-resto> and the next two sub-pages.

The next resto car I will feature, was discovered as a hulk with engine/box long gone, back in the 1990's with a host of similarly abused DB-Lagondas in a farmers yard, field and barn..

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**Re: www.DB-Lagonda.com**

*Written by flat broke at Sep 30, 2014 1:59 pm*

Great work Simon! The most comprehensive gathering of info on these cars that I have seen.

Just wondering why the total numbers on these cars varies so much in the literature , paticularly the Mk2 DHC? I was under the assumption that the factory records were still intact for the full run of this period.

BTW my Mk2 (103) left the factory with a column shift and was converted later to floor shift (along with a replacement engine) shortly after.

We have had a spectacular September here in Canada and I have covered close to 500 miles in the Lagonda this past week. Even attended the British Car Day in Toronto (not ususally my thing). They put us with the Astons (mostly modern stuff) but the car got considerable interest. Particularly with the younger crowd, which speaks volumes about the styling of these cars.

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**Re: www.DB-Lagonda.com**

*Written by SRD at Oct 01, 2014 5:21 pm*

Tony I

Thanks for the kind words - this web-site is just a small start, long way to go, but lots of ground-work completed.

I know the total of the Mk 2 dhc's seem to be a real floating variable. Not helped by the factory selling cars as late as LB290/1/220 as a Mk 1 car (last

car was around LB290/1/265...

I plan to sit with Arnold and the factory records during the winter months and make good sense of it all !

A fellow club member has kindly copied all of the factory and Arnold's records for me. if things pan out well, I would like to make some suitable bar-graphs to show sales of different models etc..

The conversion from Column change to floor shift is very common it seems from LB290/1/82 through to around 105. Sometimes, you still see evidence of the column change bracket attached to the steering column, even when converted over. My second dhc had that bracket still in place when first purchased.

The pictures of your car look splendid, Circassian Blue with tan hood.

Curious how you can run with UK plate to front and local registration plate to back ?

I am delighted to hear that you are putting in so many miles in the car, sounds like you had great weather over there ?

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**Re: [www.DB-Lagonda.com](http://www.DB-Lagonda.com)**

*Written by flat broke at Oct 02, 2014 7:27 pm*

Original plate on the front and Ontario plate on the back is completely illegal! Some provinces and States only require a rear plate but not Ontario.

The more I use the car, the more I enjoy it. Lots of sorting to do. The brand new Turbospeeds are diabolically out of round! Some distortion of the rims does not help. I have a set of Turbosteels for the Aston that I might try for comparison. anyone else have thoughts on Tyres for these cars?

Tony

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**Re: [www.DB-Lagonda.com](http://www.DB-Lagonda.com)**

*Written by SRD at Oct 02, 2014 9:36 pm*

Tony hi

If you PM me, I will give you email and contact details of a friend with a 3.0 dhc who has done over 220,000 miles in his car (40 plus years of ownership). he is the best person to speak / email with about tyre choices imo.