Lagondaforum: DB 3L engine and trans

DB 3L engine and trans

Written by xkcrazy at Oct 17, 2014 2:10 am

I'm looking for an engine and gearbox for my 3L 2door Lagonda.
I know this will be a challenge ,especially living in Florida, but
the car, LB 290 24, deserves to be refitted. All help is appreciated

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Re: DB 3L engine and trans

Written by SRD at Oct 18, 2014 9:05 pm

Thanks for letting us know about your car, this is the first LB290 car after the LAG/50 series finished and a very early 3.0 dhc or Coupe. It was last recorded in the New York area in 1979, presumably complete.

Do you have any further information or pictures you could email me privately for the club records. I have recorded below the details, including original registration number.

The car was originally fitted with a 3.0 VB6J engine and of course a 4-speed DB gearbox.

Kind regards

Simon

LB/290/ 24 ref: 1487 4\1954 Post-War DB3L OLJ 370 VB6J/86 2-door Tickford

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Re: DB 3L engine and trans

Written by flat broke at Oct 19, 2014 1:55 pm

It would be great to see pictures and hear more about the car. Tough to get running gear but well worth it for a 2 door.
I would estimate $20 to 30K U.S. for a servicable or rebuilt engine and gearbox. Did it have a Jag running gear previously?

Tony

Re: DB 3L engine and trans

Written by SRD at Oct 19, 2014 8:23 pm

Tony - I* would suggest around or even a tad more than your higher figure of $30k US for a good 3.0 litre engine which turns over by hand; these are very hard to find, and better still with all ancillaries, including exhaust manifolds and carbs etc.

A rebuilt engine is a different financial proposition, and they hit the market very rarely, and I would guess snapped up the DB2 folks.

However, in the scheme of things the 3.0 2-door Coupes and dhc's are the cars everyone wants, and they are now commanding very strong money for cars in top condition with correct engine and box.

Re: DB 3L engine and trans

Written by flat broke at Oct 20, 2014 2:33 am

You are probably correct Simon. I have been putting together a spare drive train in the hope of saving a DHC or worthy saloon at some stage.
Over the years I have managed to save a nice 2.6 engine complete with almost all ancillaries and a 3.0 with cracked block. Now that blocks are available, there is hope for that motor.

Re: DB 3L engine and trans

Written by mjpetersP24 at Oct 20, 2014 2:31 pm

In response to the first entry in this chain:-

If you would like to send me your contact information via this forum's Members / Write email facility I will give your requirement a mention in The Lagonda Club's monthly Gazette. Or, if you would like to join The Club you can place a wanted advert. in the Newsletter. I'm bound to say neither of which will increase your chance of success by much - as Simon and Tony indicate, these are scarce items - but perhaps by a little. Good luck.
Martin

Re: DB 3L engine and trans

Written by xkcrazy at Oct 21, 2014 1:26 am

I'm glad to see such enthusiastic support. To start, #24 is a 2 door saloon, or is that sport saloon, not a DHC. I prefer to think of car as being similar to Bentley Continental of that era. I have read the archival info from Aston Service Dorset, that 3L lagonda production started with LB290/24, so does that indicate the earlier cars with similar bodies are 2.6L? MY car did not have a driveline when I purchased it. I have a rebuilt Jag pushrod engine that will fit, if no other correct driveline can be found. Fortunately, the original carbs and intake manifolds were in the car. I have posted pictures on the postwar Lagonda web site

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Re: DB 3L engine and trans

Written by yted at Oct 21, 2014 6:32 am

Hi xj,
I have a spare 3 litre gearbox, two in fact, Down Under.
Regards,
Mark

Re: DB 3L engine and trans

Written by SRD at Oct 21, 2014 2:05 pm

Thank you for your reply.

The 3.0 production actually started much earlier with a batch of 16 cars from chassis LAG/50/461. These are known as "Brooklands" 2.6/3.0 litre cars. All were originally fitted with the 2.6 litre engine, and when the 3.0 litre became available in 1954, many had their engines changed by the works.

These cars derive from 16 chassis's that Brooklands purchased from AML and had Tickford make and fitted the new bodies on them

See the following web-site for ample details on these cars, and a set of pages devoted to the 3.0 litre cars:

http://www.db-lagonda.com/30-litre-cars

The first Mk1 cars start at chassis LAG/50/532, which still exists

The Aston Service details are incorrect.

So your car is a Mk1 Sports Saloon or Coupe. These are rare and have a very nice shape and look and are also highly desirable.

A super red Coupe is shown :

http://www.db-lagonda.com/30-mk-1-coupe/

this should give you idea of what they can look like.

The club database will be updated with these details.

Thank you for the reply.

Simon

Re: DB 3L engine and trans

Written by flat broke at Oct 21, 2014 5:10 pm

As you can tell, Simon has collected a considerable amount of info on these cars and shares it on his site. My family have owned are 3 litre since the mid seventies however I have learned much about these cars in the last year thanks to him. As more people such as yourself pass on car details to Simon, the picture gets clearer. It does look like the 2 door 3 litre may be the rarest of the bunch?

Back to your car, a couple of thoughts. Do you know much about its past history? There was a similar car for sale just east of Toronto about ten years ago. When I tried to track it down, it had been sold (without engine) and the story was it was headed back to the UK?

I have seen one 4 door Saloon (now out West) that had a Jag engine and geabox fitted. Looked like a tidy conversion and no surgery to the car required. Not that this would be ideal, but if it gets you back on the road while you find the correct parts, it may make sense.

The ongoing issue is that as the value of these cars rises, the Astons rise exponentially more. There are still DB2/4's coming out of long term neglect that require engines. So there is stll demand for these parts that out strips (literally) the practicality of restoring the average Saloon.

Don't dismiss a 2.6 engine if you do come across one. The blocks are said to be better cast than the 3 litre and with a rebuild with uprated internals, you would be there. Ok so not numbers matching but not a huge deal IMHO.

No sign of any pictures?

Tony
