

**Les enchères sur cet objet sont terminées.**

Objet : 1953 LAGONDA BEIGE



Agrandir

**1953 LAGONDA BEIGE**

Etat de l'objet : --

Fin : 29 août 2010 20:30:52 Paris

Historique des
enchères : **1 enchère**Meilleure
enchère : **10.100,00 GBP**

Environ 12.319,50 EUR

Livraison : Consultez la description de l'objet ou contactez le vendeur. |

[Afficher tous les détails](#)
Le délai de livraison estimé varie.Paiements : **PayPal** | [Afficher](#)

Payez avec PayPal et votre achat est couvert à 100%.

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Retours : Retours refusés

Détails sur le vendeur**blackjackd75** (55 ★)

90% Evaluations positives

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Numéro de l'objet : 280553289857

Lieu : Burnham on Crouch,
Essex, Royaume-Uni

Livraison : Royaume-Uni

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Le vendeur assume l'entière responsabilité de cette annonce.

Dernière mise à jour : 17:46:52 Paris, 29 août 2010 [Afficher toutes les modifications](#)**Caractéristiques de l'objet - Voitures et autres véhicules**

Constructeur:	LAGONDA	Couleur:	Beige
Modèle:	--	Cylindrée (centimètres cubes):	2 600 cm3
Type:	Coupé	Puissance (ch DIN):	--
Kilométrage:	--	Nombre de places:	--
Nombre de portes:	--	Date du Contrôle Technique:	--
Model Year (YYYY):	1953	Volant à droite/Volant à gauche:	--
Date of 1st Registration (DD/MM/YYYY):	20 Févr. 1993	Vignette:	--
VRM:	***** Get the Vehicle Status Report	Equipements Extérieurs:	--
Nombre de propriétaires précédents:	Deuxième main	Document d'inscription V5:	--
Boîte de Vitesse:	--	Date expiration garantie constructeur:	--
Carburant:	Essence	Equipements Audio & Navigation:	--
Carnet d'entretien disponible:	--	Equipements de Confort:	--
Equipements de Sécurité:	--		

Here for sale is a opportunity to own a rare bit of English Motoring history. 125 made and believed to be a dozen left in the country.

This car comes with a superb amount of history, part of its time spent in Singapore and then shipped back by Container. The car is very solid underneath and has a Alluminium body and is in very good order, the car would benefit from a respray to make it very attractive. Ideally my colour would be Old English White. The interior was re-trimmed in Singapore and has been done in Camel Skin and is very in keeping with the car. It has no rips or tears and as regards to the roof it is in good condition together with the underlay. Carpets are all good and would come up a treat with a good Hoover. Walnut Dash very good with a lovely patination.

The DB 2.6ltr Engine Turns over and was on the road five years ago. Would benefit from a general service.

It will take little effort to have for a MOT to put her back on the road again.

The only reason it is for sale is I have to many projects at the moment and it is with deep regret that I just dont have the time.

This car has all the makings of a being a trully stunning Car! To give you more idea of what the car is visit Website address www.porters-garage.com This is a interesting read and gives you more detail account of the car.

Some history on the Lagonda 2.6 ltr Drophead

The first new automobile produced by Lagonda after its purchase by David Brown in 1947 was the 2.6-Litre. It was named for the new high-tech straight-6 engine which debuted with the car. The so-called Lagonda Straight-6 engine was designed by W. O. Bentley and would propel Lagonda's new parent company, Aston Martin, to fame.

The 2.6-Litre was a larger car than the Aston Martins and was available as either a 4-door closed car or, from 1949, a 2-door convertible "Drophead Coupé", both with 4 seats. The drophead was originally bodied by Tickford and finally by Lagonda, at the time not part of Aston Martin. A Mark II version appeared in 1952, in closed form only, with engine power increased to 125 bhp.

The car sold reasonably well, in spite of being an expensive car and being launched so soon after the war, with 511 examples made, when production ended in 1953. Only 28 are still registered. There were 125 of the post war convertibles produced, only 12 are left and only 16 Saloons.

The car had a separate chassis and all independent suspension using coil springs at the front and torsion bars at the rear. At introduction it was believed to be the only all-independently sprung British car.

A drophead version tested by The Motor magazine in 1949 had a top speed of 90.2 mph (145.2 km/h) and could accelerate from 0-60 mph (97 km/h) in 17.6 seconds. A fuel consumption of 17 miles per imperial gallon (17 L/100 km; 14 mpg-US) was recorded.

Sorry about the pictures they are taken in the garage.

I would recommend that you view the car. Please call Dan on 07771 896 798 to ask any questions.

Thankyou for looking and good luck!

On 27-Aug-10 at 18:37:07 BST, seller added the following information:

Here is some information on the car that might help.

Chassis No LAG.50/482

Engine Number No LB6A/50/561

I also have confirmation via email regarding the originality of the car from Aston Martin Owners Club.

As regards to the registration of the car it is DCP 611 which is a great number.

I hope this helps, just to let you no I have 140 watchers on the car.

Good luck and any questions please call me. Dan

On 28-Aug-10 at 10:12:07 BST, seller added the following information:

More added 28/0810

I have just added more pictures due to the amazing response I have had for this Car.

I have also noticed that on a Website www.carandclassic.co.uk that these cars in mint condition they are asking in the region of £85,000 plus. Have a look to be sure. So grab yourself a once in a lifetime opportunity. I cannot take off ebay as reserve has been met. Good Luck !

01630

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