

1937 LAGONDA LG6 LIMOUSINE DE VILLE

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LAGONDA

LG6 LIMOUSINE DE
VILLE BY THRUPP &
MABERLY

Year: 1937

Chassis no: E3048

Registration:

VXS105

Price: SOLD

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1938 LAGONDA LG6 Limousine De Ville by Thrupp & Maberly

Registration number: VXS104

Chassis no. E3048

Engine no. LG6/443/S4

4,453 cc OHV Inline 6-Cylinder Engine

Twin SU Carburetors

140 bhp at 4,800 rpm

4-Speed Manual Transmission

IFS with torsion bars

4-Wheel Drum Brakes

This particular Lagonda LG6 is one of 7 experimental cars built by the Lagonda works in 1937. Of these, it is believed that this was the only long chassis example built. The chassis was dispatched to Thrupp and Maberly and fitted with its current Limousine De Ville body. It was the only LG6 bodied by Thrupp and Maberly and was understood to have been retained by the works. Thus it may well have been a conveyance for Mr. Good, Mr. W.O. Bentley and other notable Lagonda executives. We did two years ago sell a V12 with identical bodywork which is currently undergoing a nut & bolt retoration for one of our customers.

Much of the car's early and wartime history is still very much a mystery, due to the

fact that Lagonda's Staines Factory was nearly destroyed by heavy bombing. Imported to the United States in 1948, it passed through a number of owners until it was acquired by a Los Angeles based enthusiast. This particular keeper chose to mechanically refresh the car with an engine rebuild. As a result the engine starts readily & feels strong & powerful providing considerable performance.

The LG6 De Ville is a rare car as so many of these have lost their original coachwork & been rebodied. The car is in very original condition throughout. The West of England cloth rear upholstery is in good condition but has a little foxing & moth damage. The black paint is sound and appears to be original. The interior woodwork is also original & lovely. The front seats have their original black leather seatbacks in situ, but the seat cushions have been replaced with new black hide.

The car is currently undergoing a full recommissioning service in our workshops including rebuilding of the brake cylinders & a full service as the car was dormant for some years in the USA before coming home. We are also in the process of UK registering the car. It will be assigned an age related plate as there is no record of its original UK plate.

Having been in the dry California climate for most of its life the car is in a remarkable state of preservation underneath with none of the corrosion associated with examples that have spent their life in the UK.

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