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1931 LAGONDA 2-LITRE SUPERCHARGED LOW CHASSIS TOURER

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LAGONDA

2-LITRE SUPERCHARGED LOW CHASSIS TOURER

Year: 1931

Chassis no: OH9764

Registration:

HX9246

Price: £125,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1931 Lagonda 2-Litre Supercharged Low Chassis Tourer

Chassis Number: OH9764

Registration Number: HX9246

This supercharged low-chassis tourer was supplied new by Dobson Bridge Garage, close to the Lagonda works in Staines. The car was first registered on 23rd September 1931, although Dobson stated it was September 1930. The chassis number 'OH 9764' is a 1930 one, and it is suspected that the car was Dobson's demonstrator, which he would not register until he sold it a year later. Dobson Bridge Garage was on the Middlesex side of Staines Bridge, hence the Middlesex registration number. The engine shows a casting date of 24/3/1930 and the bulkhead a casting date of 17/6/1930.

The Lagonda's first owner was Captain G Barlow of Kingsley Green, Surrey, who traded it in at Dobson's on 4th July 1934 for £47. Dobson spent £3 1s 3d on repairs and sold it for £250 on 10th July '34 to R W B Davies from R Davies & Co of 4 New Court, Lincoln. There is then the usual wartime gap before the car appears in the Lagonda club records with entry dated 3rd January 1949, the owner being recorded as W T Walker of Great Malvern, Worcestershire. It was next owned, in 1960, by Dr W Bardsley, also of Great Malvern, remaining in his possession until July 2005 when it was rediscovered at his Beacon Lodge home and bought by the previous owner.

The Lagonda was then completely & utterly rebuilt over the next eight years. Accompanying documentation consists of an old-style buff logbook (1956), sundry restoration invoices, and a V5C Registration Certificate. A full set of side screens, new and unused, is included.

The current onwer purchased the car for £145k 10 years ago at the Bonhams Beaulieu sale. During his tenure it has seen light regular use. The car still presnts as a fresh restoration with everything mechanically that could be done having been done.

For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. The Speed Model had resulted from the factory's Le Mans effort of 1928, when the 2-Litre driven by Andre D'Erlanger and Douglas Hawkes had finished 11th overall in the 24-Hour endurance classic. A classic example of racing improving the breed, the 'low chassis' 2-Litre possessed markedly superior handling characteristics courtesy of its lower centre of gravity.

For the 1931 season a deeper radiator was fitted for better cooling at sustained high speeds but the most obvious change was the up-to-the-minute styling of the T3 coachwork. The spare wheel was moved to the off-side front wing while the rear of the car was remodelled to incorporate a luggage boot with drop-down lid, thus furthering enhancing the 2-Litre's qualities as a superior sporting tourer as found on this rare example.

Designed by Arthur Davidson, the 2-litre 'four' features twin camshafts, mounted high in the block, operating inclined valves in hemispherical combustion chambers. Power output of this advanced design was a highly respectable 60bhp. For the 1929 season, a 'low chassis' Speed Model was introduced, featuring revisions to the frame's front end and a higher-compression engine fitted with twin carburettors. In 1930 a supercharged version was introduced. The 'blower' was mounted vertically in front of the engine, which was fitted with a stronger crankshaft, while a 3-Litre rear axle beefed up the transmission. A Powerplus supercharged was specified at first, but most 'blown' 2-Litres came with a Cozette. Thus equipped, a 'low chassis' 2-Litre is capable of up to 90mph.

It is well worth reading though the copious restoration & engine rebuild photographs in our gallery to truly understand the detail that has gone into restoring this car.

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