


CLASSIC DRIVER

1930 Lagonda 2 Litre

- Lot sold
USD 71 882 - 82 941
GBP 65 000 - 75 000 (listed)
Year of manufacture 1930
- **Chassis number** OH9479
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 264
-
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
-

Description

1930 Lagonda 2-Litre Low Chassis Tourer
Registration no. GC 3620
Chassis no. OH9479

First registered on 17th January 1930, this Lagonda 2-Litre Tourer was purchased in September 1983 at the auction sale of the previous owner's estate. The deceased owner was a Mr Winn, an inventor, who had moved to a derelict castle in Ireland and amassed a huge collection of cars, boats, and aircraft. He was killed in one of the latter.

Once the Lagonda was returned to the UK, it was given to John Scholey, who owned Martins Garage in Guildford and had worked for Lagonda pre-war, including with the works team at Le Mans in 1939. The car proved to be seriously worn out, and although now running was passed to Lagonda expert John Batt, who completely rebuilt the engine, fitting Arrow con rods and special pistons. The only changes from original have been to replace the single SU carburettor with twin Zeniths, and to replace the clutch with a modern Borg & Beck unit. The originals have been retained and come with the car, which was extensively restored over a number of years with no expense spared.

In this form the Lagonda raced as part of 'Team 2 Litre', competing at Donington Park, Silverstone, Oulton Park, and Snetterton for around three years, commencing with the 2003 season. 'GC 3620' was usually driven to the circuit, and although never very fast it always got there and helped the team win overall. It

comes with a VSCC 'Buff Form' and a most amusing account of its racing exploits, written by the owner for the Lagonda Club's magazine.

In addition to the aforementioned engine rebuild, a new fabric body covering was made by Mike Thomas while the interior was re-trimmed in red hide. The car has also received new wheels, new electrical wiring, a new crown wheel and pinion, and a new body frame, the latter in December 2011. Bills on file, including the 'running bill', total £48,796, although this total does not include bills for the engine rebuild and related works.

In the vendor's ownership the Lagonda has been all over the Continent and the UK, enjoying a cruising speed of 55mph with very steady water temperature and oil pressure. During the last couple of years, however, the car has seen little use and is now offered for sale as the owner is seeking to reduce his extensive collection. In generally very good order, this Lagonda wants only for a new appreciative owner. It comes with three box files of history (inspection highly recommended) and is MoT'd to August 2020.

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