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**Members' information must never be used for commercial purposes.**

**Any breach of this policy will be taken very seriously by the Club and may lead to the termination of a member's membership.**



# **THE LAGONDA CLUB**

**REGISTER OF MEMBERS AND THEIR CARS**

**2021**

# **LAGONDA CLUB LIMITED**

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	Roger Seabrook
	Nigel Smeal

### **Spares Officer**

Robin Cooke

Tel: 01728 604040

Fax: 01728 604570

email: [spares@lagonda-club.com](mailto:spares@lagonda-club.com)

### **Lagonda Shop**

Denise & Martin Bugler

email [shop@lagonda-club.com](mailto:shop@lagonda-club.com)

### **Magazine Editor**

Toby Bruce

email [toby.bruce@cantab.net](mailto:toby.bruce@cantab.net)

### **Overseas Representatives**

Australia	Nick Proferes
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## **INTRODUCTION**

The two-stage method of producing this Register, whereby the club sent out a form to be returned by every member, which was then analysed and checked against the club's database, involved a great deal of work by,

principally, Valerie Bugler. So to reduce the workload and with the imminence of a greatly improved club website, we are going to try just printing out the contents of the database, with adjustments where individuals have requested that their car(s) should not appear. If as a result errors appear, please contact Valerie to correct the information we hold.

The second change this time is that the Register will not be sent free to every member. The “Spacemen” faction on the Board reckon it should not appear at all, since there is a website which will satisfy all queries, and will be, in theory, always up to date. The opposite “Dodo” faction insist there should be a hard copy available to all members, one that cannot be hacked, won’t suffer a flat battery and will go in the glove locker. The upshot is that the printed copy will be available to any member who wants one, but not free.

One extra ‘Noteworthy’ Lagonda has been added, referring to the 1933 Monte Carlo Rally.

In 2018 I said that the effects of leaving the EU were not clear then but should be by 2021. They are not, nor is there any sign of the government attempting to get money from owners of electric cars to replace fuel tax lost. The longer they leave it the worse it will have to be. Does anyone share my belief that all vehicles will eventually have to have a tachograph to record travel miles, needed to bring in road pricing ?

## INFORMATION ON CHASSIS NUMBERS OF LAGONDAS

16/80 Chassis number starts "S"

2L **High Chassis** up to 1929 and **Low Chassis** 1930 onwards (supercharged are LC late-1930 onwards) - chassis number starts "OH" - sometimes Low Chassis are "OHL".

*The 14/60 is a high chassis 2 litre but touring model as distinct from speed model, although they use the same instruction book.*

3L Chassis number starts with "Z" (sometimes "Z3" or Z3S) which is early model using 2 litre type chassis and "ZMBS" which is later type with 4½ litre chassis and axles.

3½L Chassis number starts "Z" (ID plate will probably say M35R)  
Rapier Chassis number starts "D" (or "R")

4½L **M45** chassis number starts "Z" and in case of Rapide version the number is followed by "R".

**LG45** chassis number starts 12000 (no prefix)

**LG6 short chassis** number starts 12310

**LG6 long chassis** number starts 12510

*Both **LG45** and **LG6** in **Rapide** versions should have "**R**" following the numbers*

V12 **Short chassis** numbers start 14010

**Medium chassis** numbers start 16010

**Long chassis** numbers start 18001

DB Number is usually stamped on the top of right hand chassis rail just forward of the handbrake fulcrum

V8 Number found on plate on offside front wheel arch under the bonnet

*You will see therefore for 3 litre 3½ litre and 4½ litre the same letter is used which does not help! If you cannot tell otherwise (the date sometimes helps) the capacity may give you a clue.*

## WHERE TO FIND CHASSIS NUMBERS ON LAGONDAS

### *All models*

*ID plate on left hand side or right hand side of bulkhead (under "Car Number" pre-war)*

LG45, LG6, V12

Stamped on top face of right hand chassis rail near the steering box mounting. Always painted over and frequently covered in bodywork.

David Brown models

Usually stamped on the top of right hand chassis rail just forward of the handbrake fulcrum

V8 models

ID plate *usually* found on right hand side of bulkhead



## INFORMATION ON ENGINE CAPACITY OF LAGONDAS

16/80	1991 c.c
2 litre	1954 c.c.
3 litre	will vary from 2931 to 3181 c.c. or something like that
3½ litre	will be about 3619 c.c.
Rapier	1104 or 1086 c.c.
4½ litre	will be given as 4429, 4453, 4467 c.c. (the second is the correct one) and h.p's are 29 or 30
David Brown 2.6	2580 c.c.
David Brown 3 litre	2922 c.c.
David Brown V12 (racers)	4487 c.c.
David Brown Rapide	3995 c.c.
V8	5340 c.c.
V12	4480 c.c.

## WHERE TO FIND ENGINE NUMBERS ON LAGONDAS

### *All models*

### *ID plate on nearside of bulkhead*

2 litre & 16/80	Engine number on nearside of timing case
3 & 3½ litre	Engine number on nearside front engine mount, top surface
Rapier	Engine number on nearside of the rear engine bearer
All Meadows engined cars	Engine number on offside of timing case
M45 & M45R	In addition to above, also have Meadow's number on offside top of flywheel housing
V12	Engine number on top face of a block next to n/side front engine mount ( <i>often painted over</i> )
David Brown	Engine number on top front of cylinder head

V8

Engine number on plate found on offside front  
wheel arch under bonnet

## WEIGHT OF LAGONDA MODELS (FOR MoT PURPOSES)

New computerised MoT programs seem to need the weight of the car before issuing the certificate. Inevitably, no pre-war records are in the system. The list below was taken from catalogues or contemporary road tests. If your car doesn't appear, like many Replicas probably won't, take the nearest likely and guess light.

Conversion factor: 1 cwt = 50.8023 Kg.

Model	Weight cwt	Weight kg		
Tricar (w/c)	8.5	432		
11.1 Coupé	9	457		
11.9 Coupé	13.5	686		
11.9 4-seater	14	711		
<b>12.24 (1923)</b>				
2-seater	12	610		
4-seater	14	711		
Coupé	13	660		
Saloon	16.25	825		
<b>12/24 (1925)</b>				
Tourer	16.75	851	Chassis:11 cwt	559 kg
Saloon	18.75	925		
Coupé	15	762		
'R' Allweather	17.25	882		
<b>14/60</b>				
Tourer	30.75	1562	Chassis:21 cwt	1067 kg
Semi-sports	30.25	1537		
Saloon	32	1626		
<b>2L HC</b>				
Speed Model	27.75	1410	Chassis:21 cwt	1067 kg
SM Saloon	31	1575		
Close coupled saloon	29.75	1511		
<b>2L LC</b>				
Tourer	28	1422	Chassis:23 cwt	1168 kg
Saloon	30	1524		
Tourer(S/C)	28.75	1460		
Saloon (S/C)	30.75	1562		
<b>16/65 Sln</b>	33.75	1715	Chassis:23.5 cwt	1194 kg

<b>3L HC</b>			
Tourer	30.5	1549	Chassis:24 cwt 1219 kg
Saloon		Not recorded	
<b>3L LC</b>			
Tourer	32	1626	Chassis:25.5 cwt 1295 kg
Saloon W24P	32.5	1651	
Saloon ST24	33	1676	
<b>16/80</b>			
Tourer	28.5	1448	
Saloon S.W24P	30	1524	
Saloon ST24	30	1524	
<b>M45</b>			
Tourer	32.5	1651	Chassis:27 cwt 1372 kg
Saloon ST34	33.5	1804	
Fox & Nicholl	29.5	1498	
<b>M45R</b>			
Tourer	33.25	1689	
Saloon		Not recorded	
<b>3½</b>			
Tourer	32	1626	
Saloon		Not recorded	
<b>Rapier</b>			
Abbot Tourer	17	864	Chassis:13 cwt 660 kg
Eagle 2 seater	17	864	
2-door Saloon		Not recorded	
S/C Drop Head Coupé	19.5	991	
<b>LG45 S1</b>			
Tourer	34	1727	Chassis 2725 cwt 1384 kg
Saloon	37	1880	
Drop Head Coupé	37	1880	
<b>LG45 S3</b>			
Tourer		Not recorded	
Saloon	39.4	2002	
Drop Head Coupé	39.4	2002	
Fox & Nicholl Team	29.5	1500	
<b>LG6</b>			
Saloon	38.75	1969	
Drop Head Coupé		Not recorded	
Rapide		Not recorded	

<b>V12 SWB</b>			
Drop Head Coupé	37	1880	Chassis:29 cwt 1473 kg
Saloon	38.5	1956	
Rapide	34	1727	
Le Mans	26.5	1346	
<b>V12 MWB</b>			
De Ville	41.5	2108	
<b>V12 LWB</b>			
Saloon	43	2184	
<b>DB 2.6L</b>			
Saloon	31	1575	
Drop Head Coupé	29.1	1478	
<b>DB 3L</b>			
Saloon (2-door)	32.25	1638	
Saloon (4-door)	33.75	1715	
Drop Head Coupé	33	1676	
<b>DB Rapide</b>			
Saloon	33.75	1715	
<b>V8</b>			
Mk 1	39.3	2000	
Mks 2-4	39.8	2024	

To assist in working out models not recorded pre-war, it is a fair assumption that a tourer would weigh 5 to 6 cwt (254 to 305 kg) more than a bare chassis and a saloon 8 to 10 cwt (406 to 508 kg) more than a chassis. Earlier cars are at the low end of the range and later ones at the high end. It follows from this that a saloon should be approximately 3 cwt (152 kg) heavier than a tourer.

The assumption, pre-war, was that a car would be weighed with half a tank of petrol but no occupants. However "The Motor" sometimes weighed with two occupants of unspecified weight. Where there are discrepancies (same car tested, different weights recorded) I have taken the lighter.

Chassis weights are given so that, if guessing, you have a minimum to work to.

## ABBREVIATIONS USED

CCS	Close-coupled saloon (Honeymoon Coupé)
Cont	Continental (2 litre)
DB2.6L	David Brown 2.6 litre
DB3L	David Brown 3 litre
DBR	David Brown Rapide
DeC	De Clifford Special
DHC	Drophead Coupé
Ex R	Not printed in Register
F&N	Fox & Nicholl
F&W	Freestone & Webb
FHC	Fixed Head Coupé
HC	High Chassis
JY	James Young
LC	Low Chassis
LMRep	Replica of "works" Le Mans Car
N/O	Non Owner
N/R	No response to questionnaire
R(suffix)	Rapide, except M35R=3½ litre
RRep	Replica of Rapide
S/C	Supercharged
SdV	Saloon de Ville (occasionally Sedan de Ville)
Sln	Saloon
SM	Speed Model
SML	Speed Model Low Chassis
SMW	Speed Model Weymann (fabric saloon)
Spl	Special
Sstr	Single Seater
T&M	Thrupp & Maberley
Tr	Tourer
TTRep	Replica of "works" TT car
VdP	Van den Plas body
VdP(O&F)	Van den Plas (Oxborrow & Fuller)
VdPRep	Replica of Van den Plas body
V8	All post-David Brown models
2str	Two seater
2L	Two litre
3L	Three litre (pre-war)

## **LAGONDA “TYPES” (ON THE ID PLATE)**

### **11.1, 11.9 & 12/24                      Chassis 1000-c7900                      1913-25**

Two line plate on the dashboard on 11s, under bonnet on 12s.

Says “Lagonda Limited, Staines”

K and KK	2 seaters
M	2 seater coupés
LC	4 seater tourer
KC	2 seater tourer. Later version
R	“Allweather” cabriolet
S	saloon

### **14/60 & 16/65                      Chassis c7900-c8720                      1925-27**

Two line plate on bulkhead. OH & Z prefixes on engine number, not chassis number

Says “Lagonda Limited, Staines” 68 x 36 mm.

S	saloon
T	tourer
SS	semi-sports tourer
CH	chassis only to outside coachbuilder
SDL	saloon de luxe

### **2 litre & 3 Litre                      Chassis c 8720 – c 9530                      1927-29**

Two line plate on bulkhead. OH & Z prefixes on engine number, not chassis number. Says “Lagonda Limited, Staines”. 68 x 36 mm.

SM	Speed Model tourer
SS	semi-sports tourer
CH	chassis only to outside coachbuilder
SMW	Weymann saloon on Speed Model chassis
WS	Weymann saloon on 16/65 chassis
SDL	saloon de luxe
CCS	Close-coupled saloon (“Honeymoon coupé”)
LSMW	Weymann saloon on low Speed Model chassis
OHL	2 litre low chassis tourer, conventional engine

SML ditto, anti-clockwise engine

**2 litre, 3 litre, 16/80, M45, M45R, 3½ litre, Rapier,**

**Chassis c 9530- Z11450**

**1930-35**

Three line plate on bulkhead. OH & Z prefixes now on chassis number not engine.

“Type” now in two parts separated by a dot. First part denotes chassis, second part the bodywork. Still “Lagonda Limited, Staines”.  
65 x 55 mm

OHL.T	2 litre low chassis tourer
Z3S.T	3 litre ditto
OHL.CH	2 litre low chassis only to outside coachbuilder.
LOH.W2	Weymann saloon on 2 litre with ‘anti-clock’ engine
Z3SL.T	Low chassis 3 litre tourer
Z3S.W24	Weymann saloon on 3 litre. Second design, four light body.
2B.T2	Supercharged 2 litre tourer, second design of body
Z3S.T2	3 litre tourer, second design of body
Z3S.W24P	Panelled version of W24 on 3 litre. Four light body.
Z3S.W26P	ditto but six light version.
OHL.T2	2 litre low chassis tourer, second body design.
Z3S.CH	3 litre. Outside coachbuilder.
OHL.W24P	Panelled Weymann body on 2 litre
2B.T3	Supercharged 2 litre, booted tourer body
C.CH	“Cheap” model 2 litre. Outside coachbuilder.
C.T2	Ditto with factory T2 body
C. W24P	Ditto with Weymann panelled body
ZMS.W24P	Later 3.1 litre chassis with Weymann panelled body
ZMBS.T2	“Special”. Later 3.1 litre chassis with second tourer body
CB.T4	“Continental” 2 litre tourer
CB.W24P	“Continental” 2 Litre Weymann saloon.
ZMS.CCP	3.1 litre chassis with close-coupled coupé.



S.T5	16/80 tourer with fifth body design
S.W24P	16/80 Weymann saloon
S.VP	16/80 two seater tourer by Vanden Plas
SWS.VP	ditto but with Wilson gearbox.
S.ST24	16/80 saloon by Silent Travel patents.
ZMBS.ST24	“Special” 3.1 litre chassis with Silent Travel saloon.
ZMBS.ST24A	As above but modified front of body.
SWS.T6	16/80 tourer, sixth body design. Wilson gearbox.
M45.T7	M45 tourer, seventh body design.
S.ST34	16/80 saloon with later Silent Travel design body.
M45.ST34	M45 with Silent Travel saloon body
M45.CH	M45 to outside coachbuilder.
RAPIER	Rapier (Always written out in full. Has D prefix to both chassis and engine numbers).
ZMBS.T7	3.1 litre with later type tourer body.
SWS.T7	16/80 with later type tourer body. Wilson gearbox.
M45.T8	M45 tourer with driver’s offside door.
M45R.T9	Rapide tourer
M35R.T9	Tourer on 3½ litre chassis
M35R.ST44	Silent Travel saloon on 3½ Litre chassis
M45R.ST54	Rapide saloon. Silent Travel patents.
M45R.T10	Second version of Rapide tourer.
M45A.ST64	M45A saloon, Silent Travel patents.

## **RAPIER CARS LTD**

Cars built 1935/6 by this company, run from R11445 to 11490.  
All are either type R or type R S/C. The latter were supercharged.

## **LG MOTORS - 1935-40**

The Alan Good company, taking over from June 1935.

ID plates now say "Lagonda Motors, Staines", superseding the "Lagonda Limited" in use from 1913 to 1935.

Panel tabs varied from earlier design with "Type" panel now longer than the other two. 65 x 55 mm.

### **LG45 models**

### **Chassis 12000-12277R**

LG45.SB	saloon	Later LG45.SB1 when S3 engine fitted
LG45.TB	tourer	
LG45.DHC	drophead coupé	
LG45.CH	chassis to outside coachbuilder	
LG45.SB3	Later design of saloon body	
LG45.LEMT	First two batches of Rapides, 12140-12144 & 12169-12173.	
LG45.RAPIDE	Later batches of LG45 Rapides	
LG45.DE VILLE	Long wheelbase de Ville saloon	

### **LG6 and V12 models**

### **Chassis 12310-12527 & 14010-18018**

Used a much larger ID plate with all tabs equal size, Still said "Lagonda Motors, Staines" 98 x 68 mm

LG6.SB6/1	saloon
LG6.DHC6/1	drophead coupé
LG6.SS2	Later saloon body
LG6. DHC2	later drophead
LG6.SS4	later saloon body
LG6.DHC4	later drophead
LG6.De Ville 6	Long wheelbase De Ville tall saloon
LG6,RAPiDE	Rapide tourer
LG6.CH	Chassis to outside coachbuilder



V12. SB12/1	Short wheelbase saloon
V12.DHC12/1 ditto	Drophead coupé
V12.CH	Chassis to outside coachbuilder
V12.SS12/2	Short saloon, second version
V12.DHC 12/2	Drophead, second version
V12.RAPIDE COUPE	Drophead 3 seater coupé
V12.SS4	Short saloon
V12.DHC12/4	Drophead
V12.DE VILLE	Medium wheelbase De Ville tall saloon
V12.LONG SALOON	Medium wheelbase version of SS4

## **THE DAVID BROWN COMPANY**

**1947-date**

**2.6 Litre**

**Chassis LAG 48/4 –LAG 50/543**

ID plates now reverted to two lines, “Type” disappeared. Now says  
“Lagonda Ltd. Feltham, Middx. England” On bulkhead.

95 x 50 mm

**3 Litre**

**Chassis LAG 50/504-LB290/1/267**

**DB Rapide**

**Chassis LR/101/R – LR/155/R**

**V8 Mark 1**

**Chassis MP 230/1 &**

**L/12001/RCAC – L/12007/RCAC**

**V8 Mark 2**

**Chassis L/13001/R-SCFDLO15 13463**

Post 1982 chassis codes :-

SCFD Maker (AML)

LO Lagonda

1 ?

S saloon

5 specification code. 0=UK, 3=USA, 81=EU

D model year. C=1982, D=1983 etc.

T Tickford

R or L Drive side

**V8 Mark 3**

**Chassis SCFD etc 13464- 13539**

**V8 Mark 4**

**Chassis SCFD etc. 13540-13645  
14001-14005**

## ANOMALIES AND PITFALLS

The chassis numbers given as change points before 1935 are approximations as cars were not built in chassis number order, or anything like it, and model changes were brought in piecemeal. Added to which a valued (rich) customer could order features from a prestige model to be added to his lesser one and the ID plate would register that in the “dot”era.

The relationship with Vanden Plas was complex. Cars stamped CH were built entirely there, cars stamped VP were to their design but delivered unfinished to Staines for finishing and there were a tiny number built entirely at Staines but to VdP designs

In the ‘thirties a number of owners took their cars back to the factory for upgrades, usually to get the latest body. The factory issued a new ID plate but kept the chassis number the same, so you can find cars which by rights should have a two-line plate actually fitted with a three line plate stamped with the later system.

Up to 1935 prototypes were usually a reworked current car, with no specially different chassis number. LG Motors changed that and for the LG6 and V12 there were (and still are) a number of prototypes with ‘E’ (for experimental) chassis numbers. Recently experimental cars have been known by their DP (Development Project) numbers. They very rarely have an identity plate. For example, V8 chassis number LOOR13007 later became DP 1040 when used to develop later modifications.

I have not included in the listing unique or very rare stampings, cases of where only one or two cars were so marked. Particularly during the 1935 Receivership, when mongrel cars made up from any available parts were sold to maximise income. The stamping reflected the one-off makeup.

There are a small handful of cars where the stamping is a victim of clumsiness. There is a 3 litre with an erroneous six figure chassis number and one of the surplus zeros has been dot-punched out and we know of a couple of semi-panelled Weymann saloons where the ‘P’ has come out as an ‘F’ following inadequate pressure by the operative.

## ESTIMATED LAGONDA PRODUCTION

\*Exact number produced. Others are statistical estimates.

Tri-car	69*	
Russian Cars	14	
11.1	745	
11.9	4025	
12/24	2550	
14/60 + 2 litre	1340	
16/65 + 3 litre	720	
Lagonda Rapier	330	(Rapier cars - 46)
16/80		261
M45		354*
3½ litre	81	
M45R	53*	
LG45	278*	
LG6	85*	
V12	<u>190*</u>	
<b><i>Production to 1940</i></b>	<b><u>11,095</u></b>	
David Brown 2.6	512*	(includes prototypes)
David Brown 3 litre	265*	(includes LAG50/106 which is counted twice - 2.6 converted to 3L)
David Brown V12	2*	
David Brown Rapide	55*	
David Brown V8	8*	
William Towns' V8	645*	(621 sold* - others were tested to destruction/broken up/otherwise disposed of)
Virage Conversions	8*	
Vignale prototypes	<u>3*</u>	(2 sold – the other was broken up)
<b><i>Production after 1940</i></b>	<b><u>1,501</u></b>	

**Total overall production                      12,596**