

Lagondaforum: Lg45 12007

Re: Lg45 12007

Written by Mark at Sep 27, 2017 11:04 pm

I went to the auction viewing yesterday and have to say I was shocked at the condition of this car. However, it had spent 45 years in the open, so you would expect it to be totally derelict.

There is nothing structural that could realistically be saved from the body, perhaps a couple of the wings may repair but doubtful. The interior was rotted out and the rear body had collapsed after all the timber sections rotted away. The car bulkhead plate showed an SB prefix which I believe confirms it is a very early LG45 body type.

I could not see much of the chassis but what I did see was obviously heavily rusted but not sure whether it was perforated.

The radiator shell and headlamps were certainly restorable and of course the mechanics can be reclaimed. The gear lever was rusted and seized solid so inside the box the exposed gears may have suffered accordingly.

It will provide the basis for a team car replica and finding a donor is now very difficult so that perhaps explains the competitive bidding and sale price.

I hope the new owner reads this and would make contact (Y2 in the club members register). Being a saloon owner I could do with a few bits and pieces from the body...if not rotted away.

Regards

Mark

Re: Lg45 12007

Written by mehere at Sep 28, 2017 8:24 am

As above, following a rather slow start from 7000 [where even my hand started to fidget] it then rapidly went into the 20's & on to the £30000. Telephone and, possibly, internet bidding but went, I think, to someone in the room.

As mentioned elsewhere, engine is M45 [number M45/192]. Gearbox is G9.

Re: Lg45 12007

Written by DavidLG45 at Sep 28, 2017 9:06 am

I too went to the preview. The body is not the problem if it's going to be discarded. It will be a shame - the main roof panel could probably be saved as it only had a shallow dent in the top. It appeared to have doors on only one side and they didn't look too bad. There was so much stuff inside that you couldn't see if the remains of the other two doors were there. The headlights were surprisingly good and the radiator and shell reasonable. The handbrake and gear lever were heavily rusted and probably scrap.

The concern is the chassis. The top part of the side rails where they could be seen looked OK, but the cross tubes upper face not so good. I have seen photos of the underside of the chassis and running gear and it looks bad - taken some years ago so must be worse now. The rear springs appear to have collapsed, possibly when they moved the car as they weren't collapsed in the photos. Springs are replaceable but it suggests the rest is weak too. An inspection of the underside would have been essential before bidding. Not an easy task as the tyres were flat as well as the rear having collapsed so it was close to the floor. Also other lots were close particularly on the drivers side making a look underneath difficult if not impossible. I think I would have wanted to have seen the car on a hoist before parting with my money.

I hope the buyer isn't about to have a nasty shock.

Re: Lg45 12007

Written by bill at Sep 28, 2017 9:51 am

It is all very sad. As I understand it this car had been known about for very many years (I heard about it at least 15 years ago). The owner apparently resisted all attempts to buy it. So another nice elegant saloon will be lost and another "Le Mans racer" created !

Re: Lg45 12007

Written by mehere at Sep 28, 2017 5:56 pm

Quote by bill:

So another nice elegant saloon will be lost and another "Le Mans racer" created !

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Indeed, although the M45 engine and the G9 gearbox are not the ideal bits for a "racer" ...if one had the choice, that is.

Re: Lg45 12007

Written by bill at Sep 29, 2017 5:00 pm

With the greatest of respect , that is the whole point - namely that the M45 engine and the G9 gearbox are absolutely the right bits for a 1935 Le Mans racer and perhaps the buyer realised this.

The M45 engine is much more "accurate" than an LG45 engine and also there is the right hand gear change gearbox. (strictly, I think that the Fox and Nicholls cars were equipped with the T8 rather than the G9 gearbox but what lurks under the floorboards of a Le Mans racer is anybody's guess as long as the gearlever is in the correct place ie. on the right side of the car and not in the middle).

Also of course the chassis sold at Brightwells has the later Girling brakes (as did the Fox and Nicholls cars) and it is therefore almost bound to be built into an "accurate" Le Mans Racer. All the "right" bits are present and correct - although in what sort of condition they may be we may never know...

The chassis length is of course not correct for an "accurate" Le Mans racer but that will be a small detail I suspect.
