Lagondaforum: 2 Litre Lagonda ID

2 Litre Lagonda ID

Written by psags at May 27, 2020 9:59 am

Seeking some help

I have recently purchased a 2 litre late 1930 Lagonda .
The Car has been in storage some 30 years and arrive in New Zealand early fifty's .
It looks in original condition and is complete . Unfortunately the long period of storage requires us to re build the engine and gearbox .
I hope a Member can explain why the engine number does not match the car ID plate , and may shed light on this ?
Body plate information
Type OHL..T2
Engine No 1665
Car No OH 9916

Stamped on the side of the engine timing case is OHL2 1088 .

Can someone shed light on this engine ?
Duel Zenith Carb's generator in line with Crank handle .
From my experience the engine looks to have be original installed .
I am planning to purchase parts from the Club and would like to understand if the engine is the same age as the car ?
Has anyone knowledge of a Blower to suit the engine ?
Peter

Re: 2 Litre Lagonda ID

Written by Colin M34 at May 28, 2020 9:53 pm

Hi Peter,

Everything sounds in order here. Type OHL.T2 means you have a low chassis car with the T2 tourer body

Car No OH 9916 looks fine. I had a 2 Litre registered in March 1930 which was 9602 so yours is about 300 cars later which stacks up with it being late 1930.

Engine No 1665. This is where it is complicated. The record cards (which don't exist now) tended to allocate a number to the engine and then cross-reference that to a works order. So the number OHL2 1088 on the side of the engine timing case was used internally as a WO number and when a customer ordered a car, engine number OHL2 1088 was drawn from stores and fitted to a car as engine number 1665. I would say this is fine but remember that 'no two Lagondas are the same.

How much of the original blower drive have you got?'

Colin Mallett

Re: 2 Litre Lagonda ID

Written by psags at May 29, 2020 1:08 pm

Hi Colin

I do not have any blower Parts .
Given the engine has sufficient wear and corrosion issues in the block, I will have a better idea when we get to the x ray stage in a few weeks .
I now am inclined to have it rebuild in Australia to 2.4 L using the LMB Crank and Rods, use dry liners , Manufacture oversize pistons to suit this

only the start !

Thank you for the information regarding the Car.
I find the discrepancy between the Car ID plates Engine No and the actual No stamped on engine confusing . Especially that I am advised the engine was originally fitted. It just does not make sense without
the factory build sheet .
Peter Saglietti

Re: 2 Litre Lagonda ID
Written by h14 at May 30, 2020 9:50 am

Peter,

Nothing unusual, I have a V12 and LG6, 1939, and can tell you that the engine ID on the bulkhead plate bears no relation to the actual number stamped on the engines. Frankly, I think it was just to help Lagonda servicing. At a major overhaul, they would replace the entire engine with a ready rebuilt one, simply overstamping the chassis number on the engine, that way, the numbers would tie up, even though it was not of course the original engine to the car. That indeed is the story with my LG6's engine.
Laurence

Re: 2 Litre Lagonda ID
Written by Julian at Jun 03, 2020 11:57 am

Quote by psags:

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Peter Saglietti

Hi Peter,
If you go this route then please give me a call or email, this conversion is not straight forward and can be extremely challenging if you are not aware of the issues concerned.
However, once done correctly it is a fantastic improvement and you will love it forever!
I know, I designed it in the first place

Regards,
Jules
