Re: 16/80 Body
Written by alecrb at Mar 24, 2010 6:18 pm

I understood a chassis number with an "S" prefix indicated a 16/80. I can't see how this would end up on an older chassis.

Re: 16/80 Body
Written by Colin M34 at Mar 24, 2010 9:22 pm

hi Folks

Alex is right. The full designation of the 16/80 that donated the T7 body which was put on my 1930 car was SWS10499.T7 . The first "S" stood for "Special", the "W" for "Wilson" (ie preselector) and as Alex correctly mentioned the third "S" was for 16/80, matched up with a T7 body.

Barbara, can you enlighten us and give us the exact combination of numbers and letters on your chassis plate? This should give us a clue. Also please just confirm yours is a 4 not a 6-cylinder car.

It would also be instructive to have the same for Oakley's car which I would expect to be OHLxxxx.T7

Just to add to my comments about enthusiastic salesmen wanting to sell a 3 year old development chassis as a new car, I have had some hilarious conversations with Lagonda Club Historian Arnold Davey, where he explained that at this time the company was so strapped for cash that they would do anything to get an order, after which the Works would have to scratch around for bits to fulfil it. Arnold said that this got so bad in 1935, that some really oddly specified cars were sold. I guess we will never know who bought Hans's car from the factory but I'm sure he was pleased with it, especially if it had been a bargain!
Arnold also backs up the comment about 16/80s not being used in competition. Around this time there was a lot of snobbery about "Fizzers" and "Thumpers" - Rapiers and 16/80s were the former and 2 Litre, 3 Litre and M45s being the latter. I guess it would have been inevitable that someone of a sporting inclination would have been delighted to be offered a new car with the 'old' 2 Litre engine rather than having to put up with a "Fizzer".

Actually, I like my 16/80, it is so different from my High Chassis 2 litre. They are like chalk and cheese, and its fun having both.

Colin M34

Re: 16/80 Body
Written by oakley at Mar 25, 2010 8:30 am

As I said - I am also interested to know the true engine number on the timing case of Barbara's car.
If indeed it is a 16/80 this doesn't apply but surely Barbara's car is a 4 cylinder 2 Litre? Or have I misunderstood that?
If it IS a 16/80 then it would need the T7 body. Not the T2.

Re: 16/80 Body
Written by Barbara at Mar 25, 2010 4:39 pm

Hi
It is a 2 lt engine. no is S2089 and I want a tourer body

Re: 16/80 Body
Written by oakley at Mar 25, 2010 8:03 pm

That must be the engine number on the ID plate - can you tell me the number stamped on the side of the timing cover at the front of the engine on the near side?
It would be very interesting to know this for the 2 Litre engine numbers file!
As for finding a tourer body - as I said, this car is a Low Chassis and can correctly be fitted with several types; do you have a preference? I might be

able to help.

Re: 16/80 Body

Written by Colin M34 at Mar 25, 2010 8:40 pm

Hi folks,

I have just checked the identity plate on my current 16/80, which is chassis number S10383, and engine number 2132. Barbara's is chassis number S10341, and according to the latest information, engine number 2089. That makes my chassis number 42 cars later than hers and my engine number 50 away. This sounds reasonable, though we have not yet established whether Barbara's engine is a four or six cylinder.

By the way, my car has "S239" on the timing cover but of course my engine may have been changed at some time.

Barbara, could I trouble you to report to us the number of cylinders? Just to confirm, both engines are 2 Litre capacity, but the 16/80 is a "six".

In terms of body style, the T7 body was not introduced until October 1933 and so the person who said it should have a T2 body is correct. With a car of this age I believe it's personal taste whether one wishes to have a dull (fabric) T2 body or a shiny (painted) T5 tourer body. Both look very smart. It is also much cheaper to make a T2/T5 body, and you should get one fully painted trimmed and fitted, inducing correct windscreen and hood for about £20,000-£30,000.

You could of course have a T7 Body if you wished. Because it has a boot, this would probably cost quite a lot more.

Best regards

Colin M34

Re: 16/80 Body

Written by Barbara at Mar 26, 2010 11:14 pm

Hello Colin

The 16/80 is a 6 cylinder and thank you so much for your info it is very much appreciated

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Re: 16/80 Body

Written by oakley at Mar 27, 2010 8:01 am

So there we are at last - the car is not a 2 Litre at all but a 16/80. Therefore ignore my earlier remarks about car and engine numbers.

I still do not quite understand how this can be a "High Chassis" as claimed by Barbara - unless it is originally a HC 2 Litre with a replacement 16/80 engine. But that is a rather unlikely combination and I do not know if it is even possible. And, in that case, where does the ID plate come from?

God knows which kind of body you put on that...
