

Lagondaforum: 1934 M45 T8 Touring Body with Works Chassis

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Written by Classicmobilia at Nov 19, 2011 12:24 pm

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The big and powerful 4 -litre M45 is rightly regarded as one of the most desirable post-vintage thoroughbred cars. It was introduced by the Staines-based company in 1933, using the famous 6-cylinder 4,453cc overhead valve engine by Henry Meadows, which itself dates back to 1928. The M45 was well received as an elegant, sporting quality car, and was endowed with considerable performance by the standards of the day. It proved an instant success, and was almost as fast in closed-body form as it was with open coachwork. Upon its introduction it was the largest-engined British sporting car available, and very few competitors could even approach the performance its big 6-cylinder engine offered. The M45 model was based on the 10ft 9ins wheelbase chassis of the preceding 3-litre ZM model, reworked to accept the 4 -litre Meadows engine and its associated Meadows T8 gearbox. The long stroke engine had bore and stroke dimensions of 88.5mm x 120.65mm to displace 4,453cc, producing around 108bhp at a lazy 3,100rpm.

Exclusive, just 410 M45s were completed in the 1933-35 period, most of them carrying Lagonda's own coachwork. The M45 was regarded very much within its period as a fast and rugged gentleman's sporting car, quickly finding favour amongst the wealthy sporting fraternity.

This car has extraordinarily good history while in ownership of the current owner since 1975. With the Meadows 4½ litre engine and Works Chassis it has competed in top events throughout the world.

3 x Millia miglia

3 x Monte Carlo Rallye (1st in class win)

3 x Coppa d'Oro delle Dolomiti

3 x Lagonda Jewels concours winner

The list goes on.

The car wants for nothing and is ready to drive away

Exceptional history and a Exceptional motor car.

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