

Lagondaforum: V 12 Bonhams

V 12 Bonhams

Written by roadmap at Mar 19, 2013 5:21 pm

A low mileage V 12 coming up for auction in April

Re: V 12 Bonhams

Written by alistair at Apr 10, 2013 9:18 pm

and it is a beauty..

http://www.bonhams.com/auctions/20926/lot/349/?page_anchor=MR1_page_lots%3D5%26r1%3D10%26m1%3D1

room for all the family and the pleasure of choosing whether your chauffeur is enclosed or open to the elements.

perhaps another big project for roadmap?

Re: V 12 Bonhams

Written by bruffsup at Apr 10, 2013 10:52 pm

The Bonhams description says windscreen washers are mandatory in the UK even on collector cars?

Re: V 12 Bonhams

Written by SRD at Apr 11, 2013 8:27 am

A Lagonda V12 limo. coming from long term ownership and recently recommissioned prior to sale.

This car was offered around privately towards the end of last year through the club newsletter.

A grand scale car, and I do have a few older pictures of this car if anyone is seriously interested.

It will be interesting to note what this car makes at auction, given that limo's have historically been the cheapest of the V12 cars.

Re: V 12 Bonhams

Written by h14 at Apr 11, 2013 11:22 am

Can't agree that it's a beauty, to my mind the formal upper portion jars with the flowing line of the wings. Nevertheless an appealing car in nice condition.

It is interesting that this low mileage 1941 registered car has a very much Sanction 1 engine. Hmmm.

Not saying that means the mileage is false; my own V12 had covered 13000 miles by 1946, yet had had 3 different engines by that time...but they were all late numbers, and it seems unlikely Lagonda would sell a car as new with what would have recognisably been a 2 year old engine.

Would be fascinating to see the early history of this car. First registered to Lagonda Motors? Perhaps their in house coachbuilding was busy with war work, almost definitely the case. Perhaps they had a buyer and the original sale fell through, explaining its travel around the dealers. Deansgate, Manchester is interesting. My own V12 belonged to Alan Good, and he sold it in 1946; via a firm in Deansgate.

Another thought; without having checked the chassis number (and I wouldn't put it past Lagonda altering that), I wonder if this is in reality an older car re-registered in 1941 to enhance its saleability?

Re: V 12 Bonhams

Written by h14 at Apr 11, 2013 6:47 pm

JPH575 is chassis 16046. 16060, for example, was first registered June 1939. It also has the earlier bumpers, with the earlier pattern mountings,

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where they emerge between the chrome trims instead of actually through them. So this is almost certainly a 1938 car re-registered in 1941.

Re: V 12 Bonhams

Written by roadmap at Apr 12, 2013 2:59 pm

Hi Alistair

I will have a go at it as its so unusual It might surprise everyone..

Its ? whats the word I am looking for now "Big " comes to mind and unusual and its a " Grand car "

This month added another Derby woodie, an 49 AC 2 litre sportscar and the 51 Pininfarina.

Need to keep busy.

Will be out in the Freestone and Webb next week.

Attachments:

[image.jpg](#) (filesize: 25.55 KB)

Re: V 12 Bonhams

Written by SRD at Apr 12, 2013 3:47 pm

For those with a grand garage space, the dimensions of this car are as follows:

The car measures 214" x76" x 72" (max ht.) and weighs ca. 40 cwt.

This means that the car measures just under 18 feet or 5.5 metres long.

I have added a few more pictures of this car.

Attachments:

[a.jpg](#) (filesize: 41.23 KB)

[b.jpg](#) (filesize: 60.44 KB)

[c.jpg](#) (filesize: 38.42 KB)

Re: V 12 Bonhams

Written by roadmap at Apr 12, 2013 4:19 pm

Its more like a hearse than a wedding car and it has to be , shall we say the most unusual Thrupp and Maberley dseign. I do not believe the claimed mileage to be correct.

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Re: V 12 Bonhams

Written by h14 at Apr 12, 2013 5:40 pm

Its saving grace is that it is a sedanca de ville, so you benefit from drophead motoring without the expense of buying a drophead. Many V12s seem to have covered low mileages. Lagonda Motors almost undoubtedly fitted a new speedo in 1941 (so much more honest than winding the mileometer back!), so the mileage could, just possibly, be correct, back to then at least.

It's a pretty formal car, hardly the daily commute...but of course it could have been, if the company ownership ran to a chauffeur.
