

# Lagondaforum: V12 for sale on E bay

## V12 for sale on E bay

*Written by peternick at May 07, 2011 12:33 pm*

Has anybody any information on this car? seems unusual to have this body on what appears to be a long chassis?

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## Re: V12 for sale on E bay

*Written by Peter S30 at May 08, 2011 5:21 pm*

Assuming it is the one offered by Godin Banks (chassis number 16063), then you find all described on their homepage (mid chassis saloon converted into drophead)

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## Re: V12 for sale on E bay

*Written by peternick at May 08, 2011 5:42 pm*

A new potential new Lagonda owner has contacted me, and having made an offer already is keen to know if there is further information available which would assist him

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## Re: V12 for sale on E bay

*Written by TVJL at May 08, 2011 6:07 pm*

All I know about this one is that it has been up for sale for some considerable time under the banner of several traders (I think), as well as privately, and the car has failed to sell. I don't understand why Godin Banks keep buying in cars like this one and the other Lagonda that they have currently, which have been offered for ages elsewhere and failed to sell, but yet still seem keen to maintain the same (seemingly unattractive) price tag? When Justin Banks was on his own, he appeared to carve out for himself a niche in the market as a trader who would price to sell (otherwise) 'sticky' classic cars. He seems to have abandoned that business plan these days, curiously.

Anyway, from my perspective at least, a car like this one would never appeal and it seems that I may not be alone in this view. 🙄

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## Re: V12 for sale on E bay

*Written by Dr Ilan Horesh at May 08, 2011 9:39 pm*

Hallo all, I am the one interested in the V12 DHC (conversion). What are the faults or any problems this 16063 might have? what should be the fair price for such conversion? Under the limited numbers that were made any knowledge of another decent (Not to be restored..) V12 DHC on the market? I quite like the LONGER WHEEL BASE sample as a tall driver...How created this conversion or any mechanical overhaul?Please let me anything you might know or any advise that will immensely will appreciate.

My direct mail; ihoresh@hotmail.com

Big thanks -Ilan Horesh

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## Re: V12 for sale on E bay

*Written by h14 at May 09, 2011 7:35 pm*

Hi Ilan,

Unfortunately I have no knowledge of this particular car. I think much depends on how well the conversion was done. In terms of prices I have seen on genuine V12 dhcs, this doesn't seem that overpriced to me, if the job has been done properly. At least they didn't turn it into yet another Le Mans replica. V12s are difficult mechanically, so it is important to ensure all mechanical work has been done by people experienced with them.

Laurence

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## Re: V12 for sale on E bay

*Written by Peter S30 at May 10, 2011 8:08 am*

In general I agree with Laurence. Personally I would rather look for a car which has not been converted. For the same money if you are lucky you

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might find a good saloon. Prices for an original drophead are much higher (e.g. Bonhams auction last September saw one in (said to be) good condition at 168000 GBP plus premium, a perfect car is even more expensive). Attached are two photos of an original standard factory drophead for comparison (which always was on the "short" wheelbase which is 10ft-4" instead of 11ft). In all I like the shape of the original DHC more. The back of this former saloon is different: the factory drophead had a lower boot. Typically also details of such conversions are not as good as the originals (fixing of the hood to the rear sides, inside lining) height of the rear seat back looks a bit high.

But if money is limited and you want a V12 in drophead form, than I would especially check the engine. How are all the typical details (compression on all cylinders, oil pressure when hot, to get it hot it take at least a 20 miles drive, what was done when it was overhauled and how often and how long did it run after that, sitting idle for years or not?). The gearbox of the discussed car is from a Jaguar (probably the original is broken), this reduces value too.

Peter

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### Attachments:

[V12-DHC-rear.JPG](#) (filesize: 143.41 KB)

[V12-DHC-side.jpg](#) (filesize: 69.67 KB)

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### Re: V12 for sale on E bay

*Written by Dr Ilan Horesh at May 10, 2011 12:39 pm*

Hi Peter S & thanks for your reply. In the meantime my offer was not accepted, and I eagerly continue to learn about the subject.

From a price range & legroom-space as a tall person that car could suit me right.

There is no doubt that the V12 DHC is the car I am looking for...

Where is this balck DHC is nowadays if I may ask?

Best regards to all

Ilan

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### Re: V12 for sale on E bay

*Written by Peter S30 at May 10, 2011 1:04 pm*

The former owner had sent me these images some years ago. The car has been sold by German customs auction in May 2010 (see also this forum). The engine had to be completely restored, some parts were missing too. I don't know who bought it, prices are beyond what I could afford.

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### Re: V12 for sale on E bay

*Written by h14 at May 11, 2011 10:41 am*

Hi Peter,

Interesting reading your thoughts on the V12 dhc conversion. Strangely, my V12 dhc, which is an original one, has the larger/more pronounced boot, and also the taller radiator more commonly fitted to the longer chassis V12s. It is a very late car, first registered in December 1940, & was the property of Alan Good, so I suppose he had it built to his personal criteria! I think Lagonda built 25 dhcs, and I daresay they all differed in one respect or another.

If Ilan remains keen on 16063, perhaps it would be a good idea to see if photos are available of the conversion under construction, which might at least give some idea as to how "correct" the conversion is, & the quality of the work.

Laurence