3 Lagondas at Bonhams 30.10.2020

Written by Peter S30 at Nov 03, 2020 10:18 am

At Bonhams auction "The Golden Age of Motoring" (London, 30.10.20) there were 3 Lagondas for sale. Surprising for me was the low price (estimate and result) for the V12 DHC: 132k GBP including sales taxes. https://www.bonhams.com/auctions/26120/lot/219/ Not the factory body but James Young, good condition according to the pictures, but telling nothing about present mechanical condition other than that the wiper motor was repaired.. The car had sold at Bonhams in 2015 for 152k GBP https://www.bonhams.com/auctions/22705/lot/305/

Who knows more?

Re: 3 Lagondas at Bonhams 30.10.2020

Written by h14 at Nov 03, 2020 11:04 am

Hi Peter,

Auctions are fine as evidencers of value, however the downside is that, for that to "work", you need at least two people who are rather keen to buy the item being sold. Also the context of the sale in terms of the pandemic needs to be considered. Viewing would also be difficult, so the "audience" for cars at auction will be more limited than is usually the case. All of that will impact selling prices, and it would be interesting to see how well/badly other lots sold.

I saw this car at the Ellard auction; it was one of the first lots to sell, and sold for what seemed a reasonable figure; as the sale progressed, auction fever seemed to take hold and some daft prices were achieved. A V12 dhc I was interested in, but became less so when I discovered the engine was seized solid with rust, sold for £12000. EAR659 had fetched little more, and was in far better condition and running well!

Another factor is that most independent coachbuilders failed to achieve the beauty of Frank Feeley's designs. This car exemplifies that, sadly, making Alan Good's purchase all the more strange. It's not ugly by any means, but it looks dumpy. The boot is too bulbous, the roof too square, the windscreen too upright. Oddly it has much in common with the V12 Rapide of course; perhaps it looks better with the hood down, or may be the paint scheme is not helping. That distinct raised crease in the wing profile apex is also rather "last year's fashion" for 1938.

Agreed odd that the wiper motor rebuild (note it's not even the correct Berkshire motor!) is highlit, leaving one pondering the perhaps implied need for serious expense on mechanical work elsewhere! The engine bay certainly presents well, however.

One question ... just where would one put one's luggage in this car?! The cabinet behind the rear seat is for guns/golf clubs, and not much more.

On a personal note, thanks for the alert, and to Bonhams, for revealing the actual engine number to be V12/77, filling yet another "hole" in my personal register of V12s! It also resolves another issue. I think it was in Pat Moss's autobiography that I read that her father had owned a V12 Rapide, and pondered which one ... so it seems that it wasn't a Rapide, but the error is forgiveable given the similar styling cues. Coincidentally, at that time it seems the Moss family lived in Thames Ditton, where I was to live for many years, with my V12, in more recent times.

Laurence
