

## Lagondaforum: louvres on V12 bonnet side

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**Re: louvres on V12 bonnet side**

*Written by SRD at Jun 26, 2012 6:40 pm*

Peter hi

I have seen another just the same as yours.

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**louvres on V12 bonnet side**

*Written by Peter S30 at Jun 26, 2012 6:38 pm*

In answer to petemicks question received by email: this is how the louvres look on my V12 Saloon De Ville, which is correct I think for all V12 works bodies

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**Attachments:**

[louvresV12.jpg](#) (filesize: 22.17 KB)

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**Re: louvres on V12 bonnet side**

*Written by Peter S30 at Jun 28, 2012 6:50 am*

Laurence has sent me this photo of his V12 DHC, which is a late one (1940) but with works body too. So there is a second correct version for late cars.

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**Attachments:**

[late-V12-DHC.JPG](#) (filesize: 37.44 KB)

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**Re: louvres on V12 bonnet side**

*Written by alistair at Jun 28, 2012 5:54 pm*

I recollect from Arnold Davey's book that the earliest V12 cars had side slit louvres on the bonnet, but due to overheating problems a factory mod (when the car was returned to the factory for action on the overheating issues!) was to cut these grilles into each bonnet side and fit an underbonnet aluminium cowl which mated with it and hence extracted much of the exhaust heat. My V12 saloon has grilles exactly like Peter's photo whereas my V12 Drophead has slits like those on an M45. Both are very early Sanction 1 cars.