

1936 TALBOT BG110 3.5 LITRE THREE-POSITION DROPHEAD COUPE BY JAMES YOUNG

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3.5 LITRE THREE-
POSITION
DROPHEAD COUPE
BY JAMES YOUNG

Year: 1936

Chassis no: BA110.1

Registration:

CPO472

Price: £85,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

1936 Talbot BG110 3.5 Litre Three-Position Drophead Coupe by James Young

Chassis Number: BA110.1

Registration Number: CPO472

Benefits from recent mechanical overhaul to the sum of £130,000

Believed to be the only James Young bodied Drop-head coupe registered on UK roads.

Engine built by Talbot Team Car specialist, Pace Products, including new engine block, crank, bearings, valves and cam to the sum of £73,425

Gearbox rebuilt by Cecil Schumacher to the sum of £9,025

Recent work carried out by marque Talbot specialist, Ian Polson, including rebuilding front axle, dampers, brakes, steering box, fitting an alternator conversion, fitting parking sensors to the sum of £48,890.

Complete with original buff logbook and restoration photo album.

Supplied with a comprehensive history file with invoices dating back to the late 60's, copy of the Talbot sales ledger, an array of workshop manuals and two sets of

keys.

This rare survivor is 1 of only 89 BG110 3½ Litres built and it is believed to be one of only two cars fitted from new with this exceptionally elegant Three-Position Drop Head Coupe coachwork by James Young. The Talbot sales ledger shows chassis number 4532 registered new 'CPO472' to have been ordered by dealers Boorers Garage and delivered on the 23rd December 1936.

This ultimate Roesch Talbot had 120bhp on tap and provided 95mph performance while offering class-leading refinement. Previously owned and cherished by many Talbot enthusiasts throughout its lifespan benefiting from a restoration in 1990's and extensive recommissioning work in the past few years.

Pace Products built a new engine for the car based around a new cylinder block and sump, at the same time the opportunity was taken to rebuild the rear axle around a higher ratio crown wheel and pinion. The car's preselector gearbox was also dispatched to leading specialist, Cecil Schumacher to be overhauled. Since this work was done, only a few thousand miles have been completed.

The car is finished in a fetching scheme of two tone blue along with an easily erected/lowered blue mohair hood all being in excellent condition. To the interior is very pale grey leather in close to new condition along with blue carpets. Being a 3 position body it may be used either fully open, fully closed or half open in the sedanca position making it very versatile.

All the hard work has been done for you, this offers the new owner an opportunity to have a powerful, capable pre-War British Sportscar fitted with touring coachwork of the most elegant form.

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