


CLASSIC DRIVER

1954 Sunbeam Talbot

- Lot sold
USD 14 724 - 18 404
GBP 12 000 - 15 000 (listed)
Year of manufacture 1954
- **Country VAT** GB
- **Mileage** 31 262 mi / 50 312 km
- **Gearbox** Manual
- **Chassis number** 3015821
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Lot number** 54626
- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** A3002322
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Description

- Dry stored as part of a private collection in recent years. Currently running and driving but would benefit from recommissioning / fettling.

- Resident in New Zealand until 2002 and restored there during the mid 1980s

- Further improved during the early 2000s and purchased from Hurst Park Autos Ltd

Launched in July 1948, the Sunbeam-Talbot 90 was essentially a reworking of the company's pre-war 2-litre chassis design. However, the newcomer's adoption of overhead valve gear gave it a surprising turn of speed. Quick to capitalise, the Rootes competition department hastened the model's development. Thus, the 90 MKII of 1950 boasted not only a new chassis with independent front suspension but also a capacity increase to 2267cc. Driven by Stirling Moss, Desmond Scannell and John Cooper, a MKII finished second overall on the 1952 Monte Carlo Rally presaging the arrival of the faster, more powerful MKIIA. Equipped with bigger brakes and slotted wheels to assist cooling, the latter could be had in four-door Saloon or two-door Drophead Coupe guises. Bodied by Thrupp & Maberley, the `soft top' MKIIA proved to be the rarest `90' derivative.

Part of a County Wexford based collection since 2004, this particular example was supplied new to New Zealand. Fitted with a replacement MKII engine before being extensively mechanically and cosmetically restored during the mid-1980s, the Sunbeam-Talbot had its cylinder head overhauled in 2000. Repatriated the following year and UK road registered as `LAS 714' in 2002, the Drophead Coupe gained a reconditioned gearbox some twelve months later courtesy of marque specialist Graham Brooks. Entering the current family ownership via the renowned Hurst Park Automobiles of Surrey during 2004, the four-seater remains presentable albeit its front bumper would benefit from re-chroming. Starting readily upon inspection, the Sunbeam-Talbot behaved well during a recent photography session but would doubtless be improved for a thorough service and other recommissioning works. A rare coachbuilt, four-seater 1950s Drophead Coupe. What's not to like? Offered for sale with assorted NZ paperwork, Hurst Park invoice and sundry other paperwork.

PLEASE NOTE: All estimates are subject to a buyer's premium of 15% incl. VAT (@ 20%)

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