

## 1934 DERBY BENTLEY 3.5 LITRE PARK WARD DROPHEAD COUPE

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### BENTLEY

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PARK WARD  
DROPHEAD COUPE

Year: 1934

Chassis no: B157BL

Registration: YJ1799

Price: £105,000

### VEHICLE DETAILS

#### ADDITIONAL INFORMATION / SERVICE HISTORY

1934 Derby Bentley 3.5 litre Park Ward Drophead Coupe

Chassis Number: B157BL

Registration Number: YJ1799

A beautiful example of Park Ward's deft touch with the 3½ in a delightful colour scheme and benefiting from a substantial mechanical refurbishment.

We are delighted to be able to offer this simply beautiful Park Ward 3½-Litre DHC superbly presented in Light Grey over Dove Grey with excellent chrome and brightwork. The interior is equally impressive with the seating tightly retrimmed in dark brown leather, matching door cards and hood cover, Cinnamon carpets and unmarked Walnut veneers to the dashboard and door caps and the black Mohair soft-top are in top form.

In 2011 the car underwent an extensive mechanical restoration which included a complete engine rebuild (refurbished cylinder head and block, new pistons and bearings) along with a new clutch assembly and other ancillaries including the crank damper, oil pump and rebuilt distributor. The mechanical restoration continued with a chassis refurbishment which included an overhaul of the front and

rear axle, brakes and suspension and finally the one-shot lubrication system.

From the car's history file it appears that over £60, 000 was invested in this charming '3½' to make it go, stop and handle as well as it looks, which is saying something. In recent years the Derby Bentley has come into great favour with collectors worldwide, not just British car enthusiasts. The works were entrusted to Marque specialists Ristes & Co for whom bills are on file which are well worth reading.

Few pre-war cars carry more graceful coachwork, nor offer more fun behind the wheel, than the Derby Bentleys of the 1930s and this delightful, show-quality, Park Ward Drophead would make an ideal entry into the world of the 'The silent sports car'. This example with its comparatively light coachwork is every bit as fast & indeed faster than many of its 4.25 litre Cousins. It is equipped with overdrive configured to automatically engage at 2500 RPM in top making the car very very long legged at speed & obviating one of the need to grope for an elusive dash mounted overdrive switch.

#### TELEPHONE / ONLINE

**+44 (0) 7967 260 673**

**Richard@vandp.net**

**vandp.net**

#### SHOWROOM ADDRESS

Vintage & Prestige of Northampton Ltd

EM Rogers Building

2 Ryehill Close

Lodge Farm Industrial Estate

Northampton

NN5 7UA

#### VINTAGE AND PRESTIGE OF NORTHAMPTON LTD

Company reg. no: 1257 3400