



# TALBOT-LAGO TYPE 26-GS

1951





## Il Design Italiano

**The two-seat convertible coupé built by Stabilimenti Farina of Turin won the award for best custom coachwork at the 1951 Paris Auto Salon.**

This Talbot-Lago T 26-GS is the only known Talbot-Lago Grand Sport to have been bodied by an Italian coachbuilder. The modern design, produced by the Italian Stabilimenti Farina firm, reflected the Americanized style of the era, complete with elongated pontoon body and chrome accents on the custom radiator.

By 1951 the market had become

disenchanted with Talbot-Lago's touring models and focused instead on the Grand Sport—an energetic model first introduced in 1947 based on the marque's winning grand prix technology. A total of thirty-six cars were produced in the Type 26-GS series, each one a custom order for a wealthy patron. Such chassis were usually the province of Figoni & Falaschi, Jacques Saoutchik, and other French luxury coachbuilders, but the custom body produced for this vehicle is unique.

In 1950 a Portuguese car collector ordered



a Grand Sport chassis from the Talbot-Lago factory in Paris. He talked to several coachbuilders in France, but settled on a two-passenger convertible coupé painted bianco latte (milk white) designed by Italy's Stabilimenti Farina. When the body was finished, the owner insisted that the wooden mockup used to design the car be destroyed so no one else could have a Talbot-Lago like his. In 2006 the car was restored from the ground up, receiving a rich burgundy body that was unveiled at the 2010 Pebble Beach Concours d'Élégance, where it won First in Class.

**The owner of this car, Chassis 110160, took it to Portugal following the 1951 Paris Auto Salon.**

Another car enthusiast, Jacques Touzet, fell in love with it the moment it arrived in Lisbon. Touzet followed the owner around for two years, contacting him repeatedly regarding the vehicle. Persistence eventually paid off when Touzet was able to buy the car in 1953.

Touzet thoroughly enjoyed his purchase for the next forty-seven years, but in 2000, he decided he was getting a little too old for his toy. The car was purchased by Charles Morse, who then sold it to Peter Mullin the following year.



## PROFILE

<b>Coachbuilder</b>	Stabilimenti Farina
<b>Chassis number</b>	110160
<b>Body type</b>	Cabriolet
<b>Acceleration</b>	0
<b>Top Speed</b>	124

## BODY | CHASSIS

<b>Length</b>	16'
<b>Height (Ground line to highest roof)</b>	4' 10"
<b>Width</b>	6'

## ENGINE

<b>Type</b>	Inline
<b>Number of cylinders</b>	6
<b>Displacement</b>	4483
<b>Distribution</b>	Hemispherical head; inclined valves, double-high, side-mounted camshafts
<b>Engine capacity &amp; output</b>	unavailable
<b>Gearbox</b>	Wilson preselective epicyclical
<b>Overdrive</b>	0



