

1914 Hispano Suiza „Type 26“

Chassis Number: „3025“

Engine Number: „3025“

„The only one in the world“

Engine:

4.6 Liter 16 Valve

75HP

4 cylinder

4 valves per cylinder

5 bearing crankshaft

Electric starter mechanism from new (original 1914)

Australian delivery from new.

Original Bodywork by „Flood Melbourne“

This is the late Jim Sandy car known by it's „Pebble Beach“ entry in 2003.

J. Sandy is said to have been involved in the interior architecture of the Sydney Opera.

He had the extensive restoration carried out over years featuring a full engine overhaul and commissioned a set of specially styled wings.

The Sandy wings come with the car besides some earlier history.

In our current ownership the car has been restored back with wings, leather interior, hood (canopy), and details faithfully reverted to original configuration.

Amongst various technical improvements is a full overhaul of wire wheels and a set of new tires.

The chassis and drivetrain remain „Matching Numbers“ while the main bodywork is original „Flood Melbourne“.

New coachpaint was painstakingly applied by German specialist Rene Große and his team in the period correct manner by brush painting to achieve the most authentic appearance.

Since completion the car has been well maintained, driven regularly and successfully completed the Heiner Rössler „Melle Rallye“ twice.

The car is located at Hamburg, Germany.

Raffay Auto Chronik is seeking the next custodian for „3025“.

This vehicle is a time capsule that can give the lucky driver an insight of what might have been another story if the outbreak of the first world war would not have prevented it's further success.

With it's high torque, powerful and cultivated engine this construction represents a well advanced vehicle for the time and a considerable development regarding previous „Alphonso XIII“ 2 valve models.

Few T26 chassis were produced before production ceased. (Believed 56 pcs. in total)

This early car was reportedly produced at Bois-Colombes near Paris in a batch of 6 cars before production moved to Barcelona, Spain.

While this rolling chassis went to Australia when new, two Type 26 cars are said to having been delivered to H.M. King Alphonse XIII of Spain.

After the war production of T26 models was not restarted due to the start of the H6 model line.

This car is featured in various books about the Hispano Suiza Mark.

According to common knowledge it is the only specimen left in the world today.

„Price on application“

If you are interested in buying and becoming the next custodian for our „Type 26“:

Please write us a short email mentioning your phone number and some words about your background and motivation in this case.

We are looking forward to the serious request and will share details and price information with interesting parties once a good contact has been established.

Thank you