

Type 40

Chassis # 40852

***PROVENANCE
REPORT***



THE FRONT IS FROM ONE OF THE FACTORY
CHASSISNUMBER BOOKS

TYPE: 40
CHASSIS NO: 40852
ENGINE NO: 770
PRODUCED (NO): November 1929 (5)
ORDER DATE: 7/4/1930
DELIVERY DATE: 28/6/1930
PRICE: Frs 38.360.-
INVOICED TO: André Mathon,

Tourcoing
CLIENT: Jacques Messian
REG NO: 1653-WW5 (garage plate 1930), 7483-MB3 (F-Nord,1930), 680-AF3 (F-Aisne 1933), 8367-RK7 (F-Seine 1937), 9861-CL (F 1953), 644-BT02 (F 1954), 8698-HH 75 (F 1958), TH 838 (UK 1958), OAYR044 (B 2019), 9 SWM 634 (Ca USA 2025)

COACHWORK: Jean Bugatti Roadster, Dessin 1011

OWNER: Dr. Kathleen Tucker

ACQUISITION: 2023

FORMER OWNERS: Jacques Messian (F 1930), Louis Pluquet (F 1932), Henri Berliamont (F 1933), Raymond Truffier (F 1937), Lartzien (F 1954), Henri Novo (F 1957), David Miles Thomson (F/UK 1958), E.M. Lowndes (UK 1967), Bruno Vendiesse (F 2013), Guy Demeulemeester (B 2014), Marc Valvekens (B 2019), Valvekens estate (B 2022).

HISTORY:

General Information

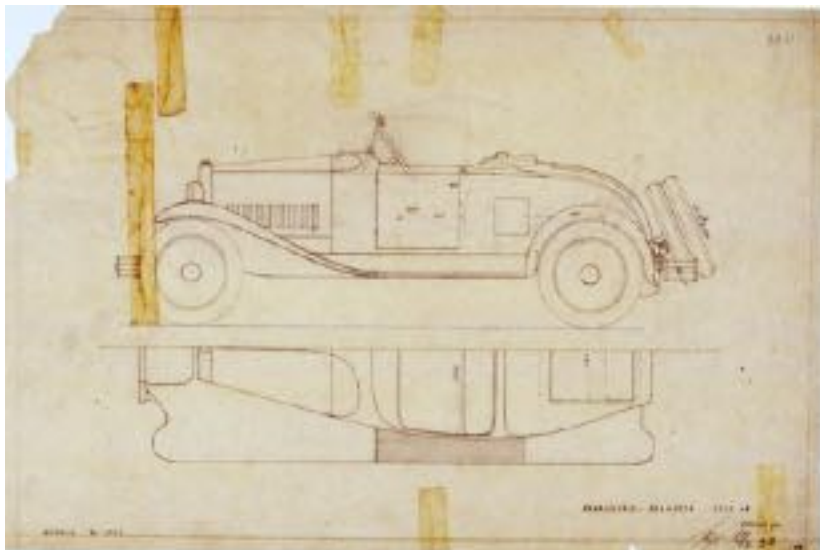
Bugatti had been extremely successful in racing, especially with its 8-cylinder supercharged type 35B. As a follow-up for the very successful 4-cylinder 1.5 litre types 13- 23 colloquially called 'Brescia', the type 37 Grand Prix was introduced in October 1925. The first one was 37101, delivered to the British racer Malcolm Campbell delivered on 18 November 1925. A car, not meant for racing but for touring was the type 40, produced over half a year later in May 1926. The first one was 40101 delivered on 25 June 1926 to the showroom in Paris. Initially, they were only delivered as a rolling chassis, and the client went to a coachbuilder to select a body of his choice. As the factory had the practice of using up old stock, at first the longerons of the type 23 (wheelbase 255 cm) were used. They became the short wheelbase type 40². Later a new parallel chassis was used with a width of 470 mm and a longer wheelbase of 271.4 cm. It was higher and stronger and better suited for a 4-person car.

The first chassis were all rolling chassis with bodies from the usual well known coach builders.

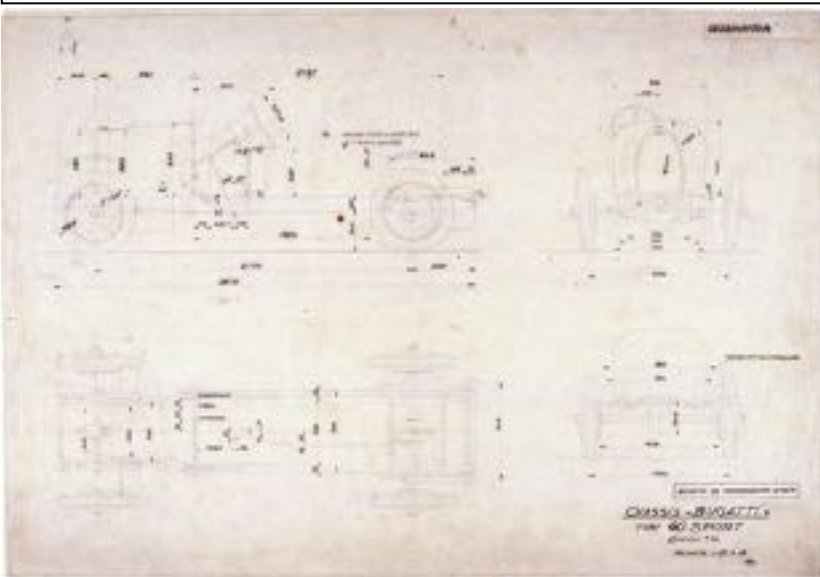
However, halfway from engine 435 onwards and from September 1927 until December 1929, in total 155 cars (with engine number between 435 and 757) were made with a 'Grand Sport' body (a four-seater sports car), first by the coachmaker Gangloff in Colmar and later also by the factory itself.



The four Chryslers model 72 roadsters that took part in the 24 hours of Le Mans in 1928. Two of them would end up 3rd and 4th. They had light fenders specially used for the race. The body would become the inspiration for the Jean Bugatti roadster designed by Joseph Walter in 1930 (Photo 24 hours of Le Mans internet)



Dessin 1011 by the Bugatti designer Joseph Walter with his signature and dated March 19, 1930. (Photo Ronald van Ramshorst)



The rolling chassis of the long wheelbase type 40 with a wheelbase of 271.4 cm. This drawing was made for coachbuilders (photo Uwe Hucke)

This was- for Bugatti- a success, but demand dwindled as can be seen by the time the rolling chassis was finished, and the car was sold. That first usually took a couple of months, but later it had gone up, sometimes to over one year. Of course, it was also the result of the recession. Bugatti decided not to produce rolling chassis for the type 40 anymore: in 1929 they had produced 12-15 rolling chassis per month, in comparison to 40- 50 chassis for the type 44. In January 1930 the last 18 type 40 chassis were produced and none the rest of the year; production had also partly shifted to making the bodies; about 6- 8 Jean Bugatti roadsters per month were built instead. The production of the type 44 had gone down to about 25 per month. Production of the type 49 started July 1930 and that of the 40A started in January 1931.

The twenty-year old Jean Bugatti, who gradually took over responsibility at the factory, must have thought a new direction was needed. He must have been inspired by the roadster body that Walter Chrysler had introduced in 1928 and who also wanted to expand in Europe, with the help of a distributor, garage St Didier in Paris.

For that purpose, Walter had participated at the 24 hours of Le Mans with four cars, a type 72 with roadster bodies. They had special lightweight fenders that also were more aerodynamic. They were a success: two cars became third and fourth. Jean must have been impressed, and he asked his designer Joseph Walter to draw such a roadster body for the type 40. That became design 1011, it was dated 19 March 1930, and they were called 'Jean Bugatti roadsters' He also designed roadster bodies for the type 41, 46, 50 and 55. However, according to the Dutch Bugattist Jan Cohen there was an example built by Kellner or Binder before: 40698 which was delivered on 24 January 1929. If this is true, that car could also have been the role model.

This car 40852: The 'American' Bugatti

The rolling chassis of 40852 was finished in November 1929 when the type 40 was still produced and it remained at the factory until it was ordered on 7 April 1930, before the production of the type 40A³ and type 49 had started. The engine had a bore of 69 or 72 mm⁴, the stroke was 100 mm, and the size was just below 1.5 l or 1.6 l. this car, like 40748 had two holes per cylinder, one of which was capped off (so, they still had four plugs).

The rolling chassis remained at the factory until a completed car was ordered by the concessionaire André Mathon in Lille with a garage in Tourcoing. He also had Carrosserie Spinnewyn, 162 Rue de Lille in Tourcoing and had an exposition in the Salon de l'Automobile in 1929 (hall C) where he showed Bugattis and Hupmobiles.



The plate from the Bugatti agent André Mathon in Tourcoing is on the left side of the car



Promotional picture of the prototype Jean Bugatti roadster 40698. Note the large American style bumpers and the nickel or chrome plated wire wheels. Ettore was very much against chrome plating. He did not like it and compared it with doublé (gold plated copper or bronze). Promotional picture made by the official photographer of the factory, the firm Carabin in Strasbourg # 184.



Photo from the same batch. Each JB roadster has a little door on the left side for the golf bags. Furthermore it has a Dickey seat (called rumble seat in the United States.)



This is the JB roadster 40699 from Jean himself. Note it has wheel disks and smaller bumpers. Carabin Photo 178

The body was finished by the factory in June 1930, the thirty-sixth body that year. The JB roadster was built for 42 type 40's and 17 type 40A's. In the month of June 1930 seven JB roadster bodies had been made. This one is stamped 'T 40 6' in the wood on the middle cross member in the cockpit and in the carrosserie book it is the sixth roadster type 40 body for the month June. It had wheel disks, a front bumper and rear bumpers in two pieces. At the request of the first owner it received a Le Nivex petrol- and an O.S.⁵ water temperature gauge, a Jaeger⁶ speedometer and rear Houdaille shock absorbers since new. The workers at the factory called it 'the Jean Bugatti roadster' and it was often called 'The American Bugatti' by the public.



The standard dashboard of a type 40 had just four instruments in the middle: A revolution counter, an oil pressure gauge, and amperemeter and a clock in the centre section but no speedometer! Jacques Messian also wanted a speedometer (right), a Le Nivex fuel level gauge (a manometer) and an O.S. water temperature gauge (both on the left)

FIVA Phase 1: daily use

The first owner

The order had been given by the young Jacques Messian⁷. This was his first Bugatti and maybe it was a present from his father for his 21st birthday. After the order the factory made the body, a two-seater Jean Bugatti roadster with Dickey seat. He went with the agent to Molsheim on June 28, 1930, and drove it to their family second home, Villa l'Albatros, 129 Boulevard de la Mer, Paris-Plage⁸.

The day before he had already registered the car in the prefecture de Lille as 7483 MB 3 and given his address as 112, Rue de Cateau in Cambrai.

He had two brothers: Robert and Roger. All three were Bugattistes. He had bought the car just after his older brother Robert had bought a type 44. He drove the car for two years, when he obviously wanted more power and exchanged the car for a four-year-old 8-cylinder type 44 chassis # 44526 in 1932. Three years later he switched to a 57 Berline with the chassis number 57298 (then a one-year-old car). He must have realised that if you do not care about the status and prestige of a new car, but just want to use it for what it was meant for i.e. to drive, it is wiser to buy a used car as the depreciation is much less and there is no linear relationship between the joy of driving, the loss in usability and the monetary loss in value.



The young Jacques Messian when the car was new and with its first license plate. Note it has narrow double bumpers and wheel disks. Also note it did not have suicide opening doors and it also has separate cowl lamps on the side, like the prototype and the Chrysler 72 roadster but in this case, they were Marchal's (Photo Pierre Yves Laugier)

The second owner

Jacques sold the car to Louis Pluquet on January 14, 1932. He was a garage owner and amateur pilot, living at 26, Rue Jean Jaures in Croix. He had raced in a type 37 in 1929 and 1930 and had become second in class in Péronne. He kept it for one and a half year and sold it on 3 June 1933

The third owner

Louis sold it to a brewer Henri Berliamont in the département de l'Aisne. As a result, it had to be reregistered, and it received the plate 680 AF 3. He owned two breweries *la Pomme Rouge* et des *Deux Cigognes*. He was a real Bugattist and owned about 12 Bugattis between 1925 and 1953.

He took part in the concours d'Elégance in Trouville-sur-Mer in 1933 or 1934.



Owner Henri Berliamont and his wife participated at the Concours d' Elegance in Trouville-sur-Mer in 1933 or 1934. The wheel disks are partly painted; the car has lost its front bumper and has its second license plate. Most likely it still has its original paint scheme: black and red with a grey strip in between (Photo Pierre Yves Laugier)

The fourth owner

He sold the car in 1937 to the Paris region. As the documents have been lost, we do not know for sure the name, but it was registered as 8367 RK9 on 2 April 1937. However, this was likely Raymond Truffier who attached a plate to the dashboard, stating his name and address 3, Rue de Suez Paris. It was covered by a plate of St Christopher, the catholic patron saint of travellers, that can be lifted.

In 1953 all cars needed to be reregistered for the new French registration system, and it was reregistered 9861 CL 75 in December 1953 for Raymond Truffier, a chauffeur, now, according to the new registration documents living in 15 Rue Claude Robert in Gennevilliers. It is not certain whether there were other owners in between, but he most likely was the fourth owner.



The fourth owner Raymond Truffier attached a silver plate to the car with his name and address

At some time, the car had been modified: the front fenders had been 'modernized' by adding an insert and it received a new windscreen and doors. Originally, they were standard front hinged, now they became 'suicide' doors and the windscreen, originally forward rotating, became fixed.

The fifth owner

The next owner became Lartizien who had registered it as 644 BT02 and the car repaired in January 1955 by the mechanic Henri Novo⁹.

However, the repairs must have become too expensive for him as shortly thereafter he sold it to Henri who stored in his courtyard



When in the ownership of Lartizien in Paris. The car had been 'modernized' by modifying the shape of the front fenders with a straight insert; changing the windscreen and the doors are now suicide doors. The wheel disks and the cowl lights have been removed. (Photo Pierre Yves Laugier).

FIVA Phase two: storage

The sixth owner.

Henri Novo was a mechanic working in garage Auber who rescued many Bugattis from the scrapyards and placed them in an outdoor courtyard in Paris that he rented to store the Bugattis. The location was known by many Bugattisti and all cars were for sale. He had bought them for the price of old iron. Dutch Bugattisti such as Bart Rosman and Jan Cohen visited the location several times. Bart bought 40772 there but Jan bought his JB roadster 40699 at garage Framazelle, a Bugatti specialist. During the stay at the courtyard, it gradually deteriorated, and the chassis plate must have been stolen then and there.



During its FIVA phase 2, the car has languished for a number of years in the courtyard that Henri Novo rented in Paris from Père Metge to store his Bugatti's. Note it now has rollup windows (Photo Jan Cohen).



At the first visit of Jan Cohen the car was still rather complete albeit rather tatty (photo Jan Cohen).



The car has lost one fender and also the rear bumpers during a later visit, but it still has the suicide doors with roll up windows (photo Jan Cohen).



Also, the doors are out now during a third visit of Jan Cohen. The left fender is still off. In front is the tail of 40772 that Bart Rosman bought there is just visible (photo Jan Cohen).



A view from the rear on the right is a t 38 that had a number of identities. Henri bought the cars for the price of scrap metal and did not care about the paperwork that was often missing (photo Jan Cohen).



The doors now have been taken out. This was the worst shape it seems to have been in. However, the original doors and the left fender must have remained with the car as shortly thereafter it seemed complete again (Photo Jan Cohen)

FIVA Phase three: occasional use by vintage car enthusiasts

The seventh owner

The car was then bought in 1958 from the courtyard in (said to be by Pierre Yves Laugier the rue du Lavoir à Vitry sur Seine) by David Miles Thomson, an employee of the NATO in Paris and living at 41 ter rue Moulin de Pierre in Clamart. He made the car drivable again and registered it as 8696 HH 75 in Paris and attached a CD plate to it (*Corps Diplomatique*). He lived at 41ter rue Moulin de Pierre in Clamart. He presented it in Montlhéry around 1960 with the CD plate and took it back to England where he lived at 27 Church street in Coggeshall Essex.

It was registered in the UK as TH 838.

The eighth owner

In 1967 the car was sold to E.M. Lowndes, living in Trees, Llanstephan, Camarthen. At first, he had bought Bugatti 40415, that he sold after he had bought this car. He kept it for 47 years and ordered a complete restoration to its original specifications: the fenders and the windscreen were redone but it kept its suicide doors. The SU electric fuel pump had been replaced by an original Autoflux fuel pump¹⁰ and an original Zenith 36UH # 137 carburettor¹¹ was refitted. For better cooling when stationary, he also fitted a Kenlowe electric fan which can be switched on by hand with a lighted knob under the dashboard. He also fitted drawers outside under the running boards. As the chassis plate was stolen, he requested a replacement plate with the BOC (*Bugatti Owners Club*) which was issued on February 10, 1968

The ninth owner

After 47 years the car was sold in 2013 to the trader Bruno Vendiesse. He was a successful trader especially in Bugatti and offered it for sale.



Photo taken around 1960 in Montlhéry, now owned by David Miles Thomson who has registered it again in Paris and attached a CD plate (Corps Diplomatique) (Photo Pierre Yves Laugier).



Photo taken after its latest restoration to the original specifications by long term owner E.M. Lowndes in the UK. He sent this picture to the German Wolfgang Kiefer, owner of the JB roadster 40770 who had requested pictures of all JB roadsters (photo Wolfgang Kiefer).



The drawers underneath the running boards are a not original and now have been removed. This picture was sent to the trader Jaap Braam Ruben. (date unknown)

The tenth owner

Bruno sold it shortly thereafter to the Belgian Guy Demeulemeester. Guy had first tried a Brescia from Bruno but gave it back in exchange for this one. He offered it for sale after six years at the Bonhams auction at the Retromobile in 2019 where it did not meet its reserve.



In 2019 in the Bonhams catalogue. (photo Bonhams).

The eleventh owner

However immediately after the sale a deal was made by another Belgian and Guy. It was bought by the Bugattist Marc Valvekens, living on the Place de Plancenot 11, 1380 Lasne, Belgium who registered it as OAYR044 in Belgium. He owned a large collection of classic and vintage cars and kept it until his death three years later.

The twelfth owners

The car was inherited by his children Muriel and Christophe, who offered the complete car collection for sale via the trader Stephane Meeremans of the company British & Sportscars in Belgium.



In 2023 for sale with Stephane Meeremans in Belgium.

The thirteenth owner

The car was bought by Kathleen Tucker on 23 November 2023, who kept it in Europe for one year but then took it to her home in Glendora, California USA. She registered it as 9 SWM 634 in California. The drawers under the running boards have been removed but are kept with the car. The car is meant to be driven again; it drives remarkably well and keeps up with modern day traffic. For safety the rear car light and brake lamp bulbs have been replaced in the original Marchal type 177 tail lamps but the original

The car is mentioned in all registers since the second World register in 1962 (see references)



In California in 2025. On the rear the city of Los Angeles can be seen.

MEETINGS:

- Concours d'Elégance de Trouville (fr), in 1933 or 1934, Henri Berlaimont

- Bonhams Auction, Les Grandes Marques du Monde au Grand Palais, Paris (fr), February 7, 2019. Not Sold

- Rallye "Les 1000 Bornes" en Ardennes (be), May 21- 24, 2020, Marc Valvekens

NUMBERS¹²

Chassis:	40852
Frame:	788
Engine:	770
Front axle:	770
Gearbox and lid:	770
Rear Axle:	770 12 X 50
Engine hood (aluminium bonnet):	770
Body stamped in wood:	T 40 6

VARIOUS PARTS

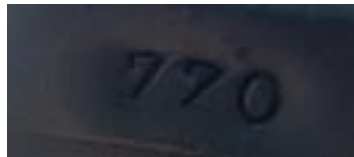
- Radiator: G. Moreux & Cie¹³ 96968 honeycomb type 'GM'
- Radiator ornament: Repousseau Boyce motometer, Paris¹⁴
- Carburettor: Zenith 36 UH 137¹¹
- Air filter: Zenith, unnumbered1010
- Fuel pump: Autoflux¹⁰ electric pump.
- Spark plugs: now NGK A6 with KLG M50 as spare. see ¹⁵.
- Starter motor: Marchal-Vaucanson 12V # 33397
- Front shock absorbers: Repousseau
- Rear shock absorbers: Houdaille
- Fuse box: Marchal
- Fog lamp: Marchal Agréé B TP 41

CONCLUSION: This is a totally matching numbered car that has been restored to its original shape. It has had complete history in the classical three phases (FIVA description¹⁶): Phase one for daily use, phase two of neglect in a courtyard and phase three for occasional use after restoration to its original specifications.

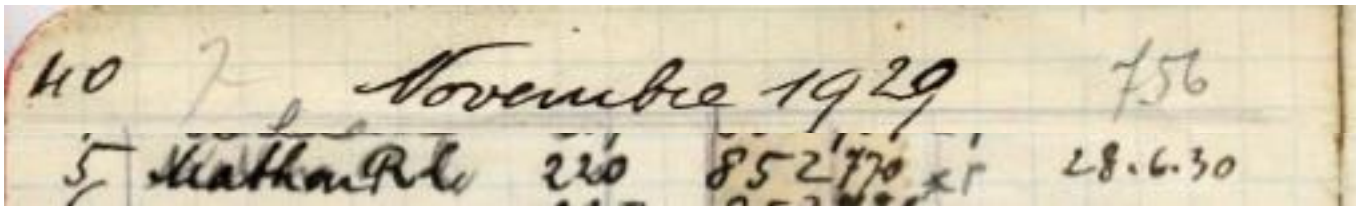
REFERENCES:

- "Fanatique de l' Automobile" 1958 (with picture)
- Conway H.G. "The Bugatti Register and Data Book" 1962: 36 and 25.
- Conway H.G. "A new Bugatti Register. in Bugantics" 1974: 84- 85.
- Borgenstamm C. "The Nivex Gauge. in Bugantics" 1978; 41 (4): 12- 13.
- Sewell D. "British Bugatti Register" 1980: 24.
- Sewell D. "British Bugatti Register" 1989: 23.
- Verdier Y. "Auber Auto, 1950- 1959 in Une Vie pour Bugatti" 2002:
- Hucke U. et al "Type 40A. in From Milan to Molsheim" 2008: 402- 404.
- Cardy T. et al. "British Bugatti Register" 2000: 105.
- Jansen K. and Ploeg D. "The Bugatti Register The Netherlands Belgium Vol IV" 2015: 84- 85.

Thanks to Pierre Yves Laugier for his report, that he wrote in October 2014 and the pictures and information he supplied.



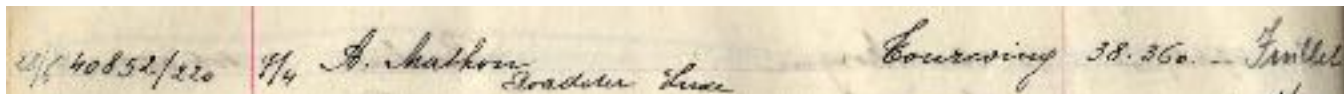
FACTORY DOCUMENTS:



Composite scan of the Carnets of Henri Pracht, the administrator and right hand of Ettore. The rolling chassis was made in November 1929; the car was delivered to the agent 30.6.1930



Composite scan of the 'Carrosserie-farben' book. The body was finished in June 1930



Scan of the EB Orderbook 1930. The order was placed on April 7, 1930. This price was for the agent.

REGISTERS:

TYPE 40A
 CHAS. NO.: 40852. Eng. No.: Date of Reg.: April 7th, 1930. Reg. No.: (CD) 8698 HH 75. Cowl.: Jean Bugatti Roadster, 2-seater with dicky by Gangloff. Dark green and silver.
 Owner: D. M. Thompson, 27 Church St., Coggeshall, Essex.
 History: Left factory in 1930; sold new by André Machon & Co., Bugatti Agents in Tourcoing to M. Messiaen for 42,000 francs in April 1930. Many owners since. Acquired by present owner in 1958. 36. Comment: Car largely original. Modifications include Houdaille shock-absorbers at rear; S.U. petrol pump; Type 49 dynamo; Solex carburettor. Instruments modern and regrettable (being changed). Double ignition suppressed

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(according to Mr. Thompson's garage in Paris, all 40A's leaving the factory had only single ignition). Clutch and gearbox as Type 40.

The World Register in 1962 and the British Registers in 1980, 1989 and 2000. The information is partly incorrect: all type 40 had one spark plug per cylinder, the type 40A two and the intermediate type 40 had two holes, one of which was capped off. The type 49 dynamo was already in use for the intermediate type 40

TYPE 40A
 CHASSIS NO. 40852
 ENGINE NO. 770
 REGISTRATION NO. 8698 HH 75
 DATE OF REG. 1930
 YEAR OF ACQUISITION 1967
 COLOUR: Blue and silver
 OWNER: E M Lowndes, Green, Llanystedfan, Carmarthenshire.
 PREVIOUS OWNERS: Sold by André Machon of Tourcoing to M Messiaen. Imported to UK by D M Thompson in 1958.
 REMARKS: Late Type 40 with 1607 cc 6-cyl 40A engine. Entirely original with no modifications to standard. Original Solex electronic pump instruments and Solex 1607 carburettor, etc. Redited since entry in original Bugatti Register. Tools and Manual, some service history. French Registration via 8698 HH 75, dated 7.4.30.

TYPE 40A
 CHASSIS No 40852
 ENGINE No 770
 REGISTRATION No: TH 828
 DATE OF REG 1930
 YEAR OF ACQUISITION: 1967
 CONTINUOUS HISTORY: Yes
 REFERENCES: 2,3,4

Type 40A
 Chassis No. 40852
 Engine No. 770
 Reg No. TH 828
 Cowl: Jean Bugatti Roadster by Gangloff
 Colour: Blue & black
 Owner: E.M Lowndes
 Acquired: 1967
 Body: Solex 1607
 Remarks: Imported from France in 1958.
 Present Reg. No: 40852 TH 75 25
 Former Owner: M Messiaen 27 E. Taffin 30, D M Thompson
 History: Imported by Thompson from France in 1958.



For Sale Info.
 Agent: André Machon Tourcoing, Ltd.

Owner's Comments: A very early 40A or late 40B (shown as 40A) supplied with 'Close & plug block' 862760. This spark locally developed engine has running on single ignition was. The car was mechanically overhauled by Gammes in Paris and equipped by them from parts of replacement, with only valve gear and some work done. Original instruments and original American petrol pump retained. Car fitted with Houdaille shock absorbers at the rear, petrol pump from one. As soon as the engine body was provisionally altered to allow the spark to be fitted as the case for maintenance, and the work done was stored in oak. The spark block was substituted at the time 7006 cc Williams M Six of 1941 and the car was repaired totally in the original colours (1930), otherwise it is original. It was fitted with a speedometer and three speed pump from one.

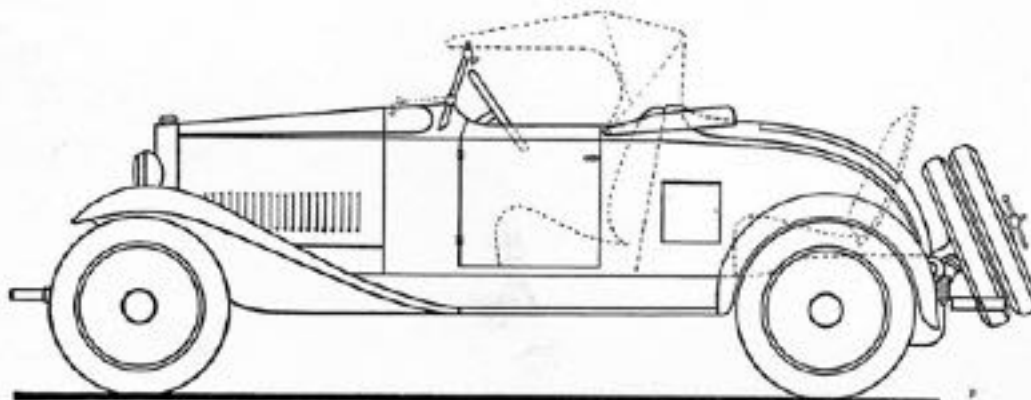
FACTORY LEAFLETS:

ROADSTER LUXE 1 LITRE 500, TYPE 40

CARACTÉRISTIQUES

MOTEUR à 4 cylindres monobloc.
ALÉSAGE : 69 mm. COURSE : 100 mm.
CYLINDRÉE : 1492 cc.
VILEBREQUIN supporté en 5 points.
ARBRE A CAMES en tête.
3 SOUPAPES PAR CYLINDRE (2 admissions - 1 échappement).
ALLUMAGE par distributeur et accus.
ALIMENTATION D'ESSENCE par pompe électrique.
EMBRAYAGE à disques multiples, fonte et acier (Brevets Bugatti).
CHANGEMENT DE VITESSES à 3 balladeurs, 4 vitesses AV, 1 marche AR.
PONT AR.: Couple conique 12x56.
DIRECTION par vis sans fin et roue hélicoïdale.
ESSIEU AV. à section circulaire, traversé par les ressorts.
SUSPENSION : Ressorts demi-elliptiques à l'AV, quart elliptiques à l'AR
(Brevets Bugatti).
FREINS sur les quatre roues.
ÉCLAIRAGE ET DÉMARRAGE électriques.
VOIE : 1,200 m. EMPATTEMENT : 2,714 m.
POIDS DE LA VOITURE CARROSSÉE : 1000 kgs.

VUE EN ÉLEVATION



COMM. VENN. „ALBATROS”

Pieter Baststraat 21-27

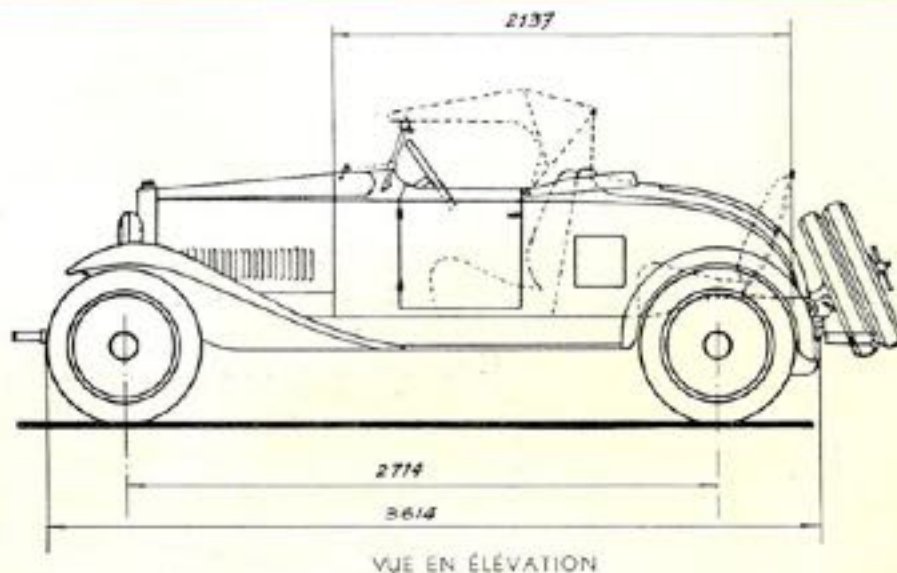
AMSTERDAM (Z.)

IMPRIMERIE JOST, MUIZIG

ROADSTER

LUXE 1 LITRE 500, TYPE 40

MOTEUR à 4 cylindres monobloc
 ALÉSAGE 69 mm. COURSE 100 mm. CYLINDRÉE 1492 cc
 VILÉBREQUIN supporté en 5 points
 ARBRE A CAMES en tête
 3 SOUPAPES PAR CYLINDRE (2 admissions – 1 échappement)
 ALLUMAGE par distributeur et accus
 ALIMENTATION D'ESSENCE par pompe électrique
 EMBRAYAGE à disques multiples, fonte et acier (Brevets Bugatti)
 CHANGEMENT de VITESSES à 3 baladeurs, 4 vitesses AV, 1 marche AR
 PONT AR. Couple conique 12x56
 DIRECTION par vis sans fin et roue hélicoïdale
 ESSIEU AV à section circulaire, traversé par les ressorts
 SUSPENSION ressorts demi-elliptiques à l'AV, quart elliptiques à l'AR (Brevets Bugatti)
 FREINS sur les quatre roues
 ÉCLAIRAGE et DÉMARRAGE électriques
 VOIE 1,200 m EMPATTEMENT 2,714 m
 POIDS DE LA VOITURE CARROSSÉE 1000 kg



ENDNOTES:

¹ **The 'Brescia'.** Bugatti had originally designed a small 4-cylinder 1327 cc engine with 2 valves per cylinder (bore x stroke 65 X 100 mm) with cars with several wheelbases. The type 13 had a wheelbase of 200 cm. Later it received an engine with 4 valves per cylinder and increasingly larger engines. A 66 mm (1368 cc) bored short wheelbase engine car won at Le Mans in 1920. After its impressive win in 1921 (no 1,2,3 and 4) at Brescia- against cars of much larger engine size- with an engine with a bore of 68 mm (1453 cc) in 1921 it was colloquially called '*Brescia*', which was taken over by the factory. Later it received a bore of 69 mm (1496 cc) called '*Brescia Modifiée*'. The client could also choose from wheelbases of 240 cm and 255 cm (for the 8-valve type 15 and 17, for the 16-valve: type 22 and 23). However, most cars are now called '*Brescia*', even for cars built before 1921.

² **Wheelbase.** The first 180 cars (engine number 2- 181) were produced with the longerons of the type 23 with a wheelbase of 256.4 mm). The exception was engine # 167 that received the prototype long wheelbase chassis. The later types 40 had a wheelbase of 271.4 cm, of similar ladder shape, but not identical to the type 38.

³ **Cylinder size.** The type 40 had a cylinder size of 1492 or 1496 cc (bore x stroke 69 X 100 mm) and one spark plug per cylinder. There are some different mentions: The sale brochure states the size in 1492 cc, the Bugatti data book 1496 cc. By just calculating the size according to the formula $\pi r^2 \times 100$ gives a size of 1495 cc.

Later for the Bugatti 40A the size was increased by a larger bore (72 mm; 1627 cc) and two spark plugs per cylinder, like half the size of a type 49. That was called the type 40A. However, some intermediate cars were made, that had two holes for spark plugs per cylinder, one of which was capped off; one was for instance 40748.

It is unsure what bore they had: 69 mm or 72 mm and they were still called type 40.

⁴ As said the standard type 40 had a bore of 69 mm, but UK1 and UK 3 mention this car had a bore of 72 mm, making it a size of 1627 cc. However, it still needs to be verified. The official production of the type 49 was July 1930, of the type 40A January 1931. It could be that this car had half the cylinder block of the type 49.

⁵ **O. S. instruments** were made by a German company from Ing. Otto Schulze (O.S.). He had patented the speedometer in 1902 and Oldsmobile (that first had used another one) was the first to use them in 1910. In the twenties and thirties his company made instruments such as in this case mechanical water temperature meters. The sensor is located on the top S shaped connection to the radiator. The spring covered copper wire runs along the left side of the engine through the firewall.

⁶ **Jaeger instruments.** The company was set up by the Frenchman Edmond Jaeger and in the twenties the factory was in Levallois-Perret, close to Paris. To avoid import tariffs he also had set up a company in the UK. He started with the production of airplane instruments but after WW1 produced instruments for the automotive industry. He merged with Le Coultre whom he met in 1903.

⁷ **Jacques Messian (1910- 1979)** was the son of an industrialist Roger Mathon who had founded the company *S.A. Société Messian* in Cambrai, that produced parallel shaft reducers, special planetary reducers and couplings, a company that was later taken over by the car manufacturer Citroën. He had two brothers, Robert and Roger. All three were Bugattisti. He lived at 112 Route du Cateau in Cambrai, the familial home, that he took over after the death of his parents. He first was married to Antoinette Manil (a Belgian citizen) with whom he had four children and later with Marie Louise Herbin with whom he had three children.

⁸ **Paris-Plage** was a city on the French coast where the Mathon family also owned a second house facing the ocean. It has no connection to Paris and the name predated the Plage in Paris. It even had to sue the city Paris, that wanted the sole right on the name.

⁹ **Novo, Henri (1914- 2002)** Mechanic who specialized in Bugattis. At first, he worked at Garage Auber owned by Pierre Proust (41 Rue Racine, Montrouge). He rented spaces there to store his Bugattis that he bought for scrap value. Later he rented a courtyard at 108 Avenue de la République in Paris where he stored about 15 cars, one of which was 40852. He later set up his own workshop and his son Jean and grandson Frédéric followed in the trade. They became expert Bugatti mechanics. As he often bought Bugattis for their scrap value the papers were often lost, which was solved by adding other Cartes Grise. Several Bugattis from the courtyard were thus renumbered. At the end of his life, he burnt all his old paperwork, which was interpreted by his offspring as a sign of Alzheimer's disease, but it may well have been a deliberate act.

¹⁰ **Autoflux fuel pump.** Electric fuel pump (*Pompe auto régulatrice, Marque déposée made by the Martin, Moulet & Cie 51- 57 Boulevard Emil Zola, Oullins, Rhone*) that preceded the SU electric fuel pump by nine years.

¹¹ **Zenith Carburettor company.** Originally a British carburettor company from Stanmore, Middlesex, that later merged with Solex and also produced the Stromberg carburettors.

¹² **Frame, Engine and Chassis numbers.** The parts of the frame such as the longerons were made by a steel factory. Between 1922 and around 1929 it was the FAF (S.A. des Forges & Ateliers de la Fournaise) in Saint Denis, a company that had been taken over by Amilcar and after its demise in 1929 the frames were made by Valette Barthelmy, also called Brunon

Valette in Rive Gier. The frames were assembled at the factory and then were numbered after assembly. The engines were numbered in chronological order at the start of production, and the chassis number was given at the very last moment, just before the car left the factory. The chassis number was stamped on the aluminium of the lower crankcase on the left rear arm; the engine number for the 40, 44 and 49 on the right front arm in different cipher type and size. Because the production might be delayed due to unforeseen problems, there is no good relationship between engine number and chassis number but there is a reasonable relationship between engine and frame number, although it is not a 1 to 1 relationship

¹³ **Radiator.** Honeycomb radiator Type ‘GM’ made by G. G. Moreux & Cie, 24, Rue Fromont Levallois-Perret # 96968

¹⁴ **Radiator ornament.** Repousseau & Cie, Boyce Motometer, Paris. Marque Déposee. Brevet 456-192, 31 Mars 1913. (replica)

¹⁵ **Spark Plugs.** According to Marc Valvekens the original spark plugs should be KLG M50 (big cheek) (Also: Thierry Baele NGK 4511 BP6 HS, Patrice Libiez D16). Now fitted NGK A6 and 4 spare plugs KLG M50 are on the firewall. Two are still in the drawer; with 4 NGK A7, 8 NGK A6’s.

¹⁶ **FIVA classification.** The *Federation Internationale des Vehicules Anciens* mentions three phases: Phase one is for daily use as it was intended. Phase two is a period of neglect, often as a result of a technical failure and phase three is after restoration when the car is sparely used, mainly for recreational purposes.

