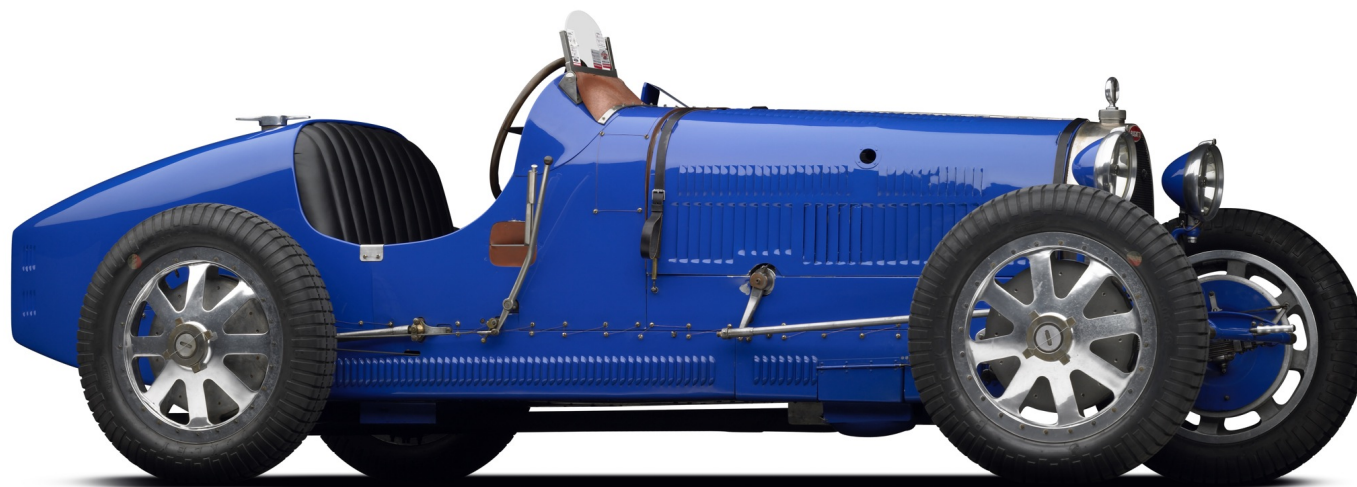


BUGATTI TYPE 35C

Grand Prix 1925





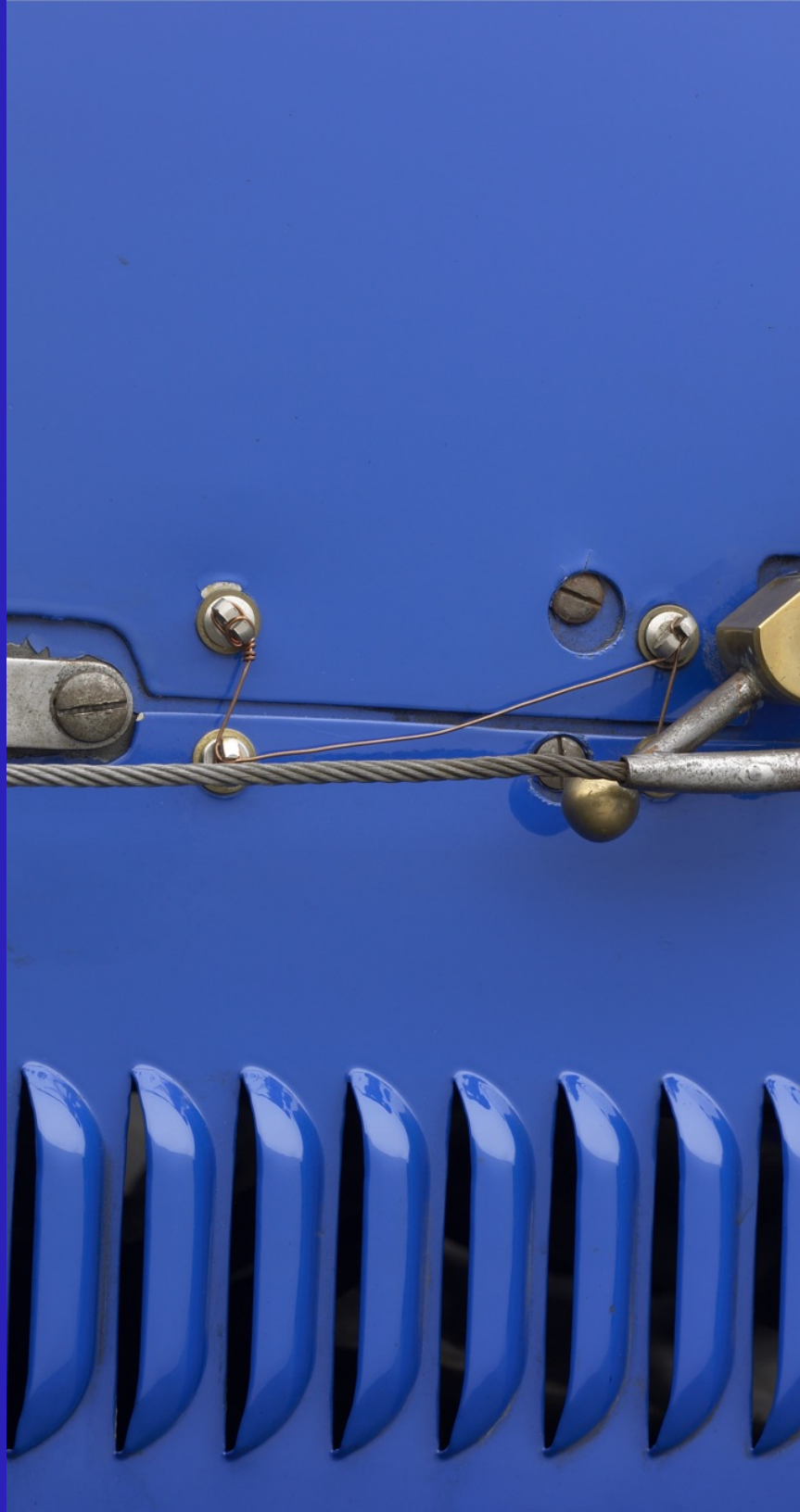
Ettore Bugatti's Tour de Force

Grand Prix racer or daily driver—the Type 35 could be driven to the track, on the track and home from the track.

The Type 35 was Ettore Bugatti's masterpiece, and it played a huge part in establishing his reputation as one of the world's finest automobile manufacturers. The success of the Type 35 and its unique place in automotive design history are unequalled.

After his achievements with the Type 23 Brescia in 1922, Bugatti revealed the next

generation of Bugatti voiturette racers at the 1924 ACF Grand Prix. The new Type 35 built upon the ultra-lightweight designs of the Brescia and improved upon the overall control, braking, and engine output—a winning combination of beauty, speed, and handling. The innovative all-in-one rims, spokes, and brake drums were cast as a single piece of aluminum that could be replaced with only one nut. The vertical design of the spokes allowed air to circulate and cool the braking system, becoming a signature of the marque's subsequent wheels.



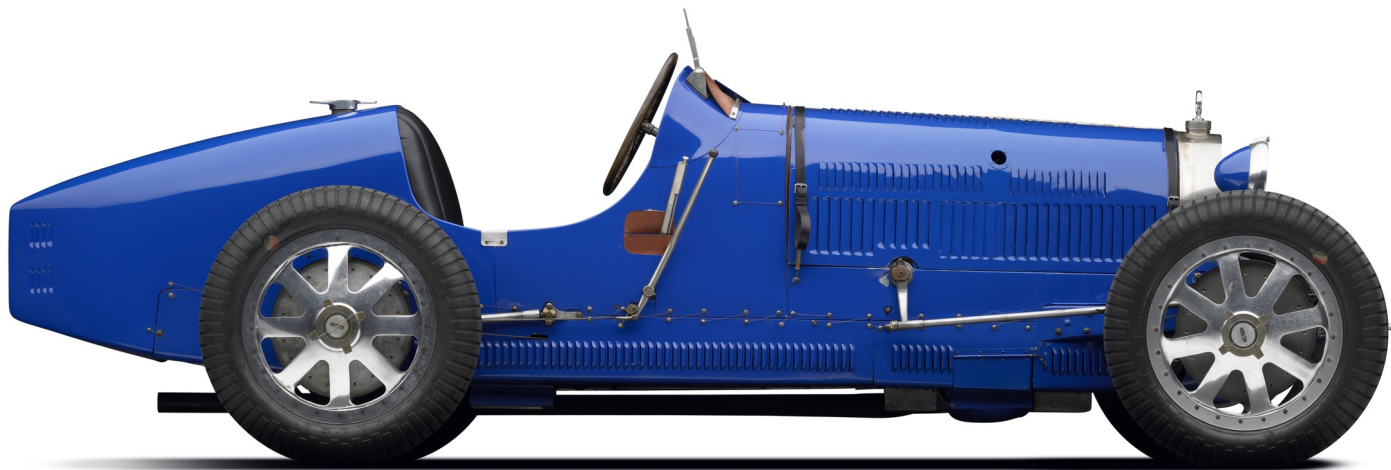
The Type 35A was introduced by the Bugatti factory in 1925 as a less expensive version of the Type 35, and its coachwork is virtually identical. The Mullin Type 35C was originally a 35A. In the 1960s Dick Crosthwaite of the historic racecar restoration firm Crosthwaite and Gardiner reengineered it into a 35C by adding a Roots supercharger—a popular upgrade of the period.

Chassis 4634 was the first Type 35A to be imported to England.

It was ordered and built for Charles Jarrott and Letts Ltd., the Bugatti concessionaire in London, in 1925. The company sold the car to Chris Staniland, a young Royal Air Force pilot and racecar driver who competed successfully with the vehicle between 1925 and 1927.

Chassis 4634 subsequently was shipped to Belfast. Through a series of owners, it was used both as regular transport and in competition, where it achieved further success. Dick Crosthwaite, of the historic racecar restoration firm Crosthwaite and Gardiner, purchased the car circa 1962 from Thomas Alastair Sutherland Ogilvy "Taso" Mathieson, a Bugatti collector and racer. By that time, it had been disassembled, and only the chassis, gearbox and engine remained. With help from marque expert Hugh Conway, Crosthwaite transformed the vehicle into a Type 35C, installing original Bugatti parts, new coachwork, a five-roller-bearing crankshaft, and a Roots supercharger.

In 1984 Hamish Moffatt purchased the Bugatti, completed its restoration and sold it to Terry Bennet in the United States. Peter Mullin bought it from Bennet in 1991. The car is now owned by the Mullin Automotive Museum.



PROFILE

Coachbuilder	Factory then Peel
Chassis number	4634
Profile type	Grand Prix
Body type	Grand Prix
Number made	139
Production span	1927-1930
Acceleration	0
Top Speed	125

BODY | CHASSIS

Front brakes type	Cable-operated
Front suspension type	Live axle with semielliptical leaf springs
Rear suspension type	Live axle with reversed quarter-elliptical leaf springs
Length	12' 10
Height (Ground line to highest roof)	4' 1"
Width	4' 11"
Wheelbase	2.4 m

ENGINE

Engine number	32A
Type	Inline
Number of cylinders	8
Bore x stroke	60 mm x 88 mm
Displacement	1991
Distribution	Single overhead camshaft
BHP at 5500 RPM	128
Gearbox	Manual
Number of gears	4
Overdrive	0

