BUGATTI TYPE 57SC

Atlantic 1936

MULLIN
AUTOMOTIVE MUSEUM

Jean Bugatti's Masterpiece

At the height of the Art Deco movement, the refined look of certain machines elevated them to the level of museum objects. In Jean Bugatti's Atlantic, Picasso had met his match.

The Atlantic is the masterwork of Jean Bugatti, an artist who understood the era's Art Deco aesthetics and an engineer who learned his mechanical craft at the heel of his father, Ettore.

The Atlantic is quintessentially Art Deco, a stylistic blend of aesthetic and social philosophies that influenced all aspects of the decorative arts, including items generally mass produced. Ordinary household items such as tea sets, clocks, radios, and toasters were transformed into art objects that were formed using exploratory mediums and futuristic lines. The style is sleek and minimal. One of the rarest and finest cars in the world, the Atlantic brings all of these influences to bear.

Jean Bugatti designed the Atlantic using the same philosophies and aesthetic

principles permeating society during the Deco period. The fully enveloped wheels and scooped radiator shell are executed with a scientific precision that is evocative of the era's fascination with the machine. The riveted seam that seems to connect the coachwork at the center pays homage to aviation technology and highlights the use of raw metal to hold the sculpture together, a scintillating touch that merges art and technology in functional sculpture. The detail is an antecedent of Jean's original prototype of the Type 57, the Aérolithe Coupe that was unveiled at the 1935 Paris Auto Salon. Evidence suggests that the car was made of Duralumin or Elektron. Both experimental alloys are very difficult to work with and to weld. It is possible that these construction challenges resulted in the riveted fastening on the fenders and roofline—a structural detail that remained as an aesthetic addition on the finished coupe.

The Mullin Atlantic is one of two surviving Atlantics built between 1936-1938. It was originally produced as a Type 57S

(surbaissé) but was returned to the factory in 1939 to be converted to a Type 57SC (surbaissé, compressor), or supercharged model.

This Bugatti Type 57S Atlantic was delivered to Nathaniel Mayer Victor Rothschild, third Baron Rothschild, in England on September 2, 1936.

Three years later, in 1939, Lord Rothschild had the Bugatti factory install a Roots supercharger from a Type 55 engine, upgrading the model to a Type 57SC. He blew the engine and kept the car in storage until 1941, when he sold it to his countryman Mr. T. P. Tunnard Moore.

Moore and Robert Arbuthnot, a frequent racer at Brooklands (a nearly three-mile racing circuit and aerodrome in Surrey, England), were partners at High Speed Motors of London. At some point, Moore sold the car to Arbuthnot, who sold it in 1944 to Rodney Clarke of Continental Cars Ltd. A year later, Clarke sold the Type 57SC to Robert Oliver, a wealthy American deployed in France with the United States Army Medical Corps.

In August 1946 Oliver shipped the car to the United States; he received it in New York and drove it home to Los Angeles. In 1953 he shipped the car back to the Bugatti factory, where its engine was completely rebuilt and the correct Type 57SC supercharger and hydraulic brakes were installed.

Dr. Peter Williamson, showed the Bugatti Type 57S Atlantic at the Pebble Beach Concours d'Elegance in 2003, where it earned Best in Show. Chassis 57374, gained new caretakers in 2010 and is currently displayed by Peter and Merle Mullin and Rob and Melani Walton.

PROFILE

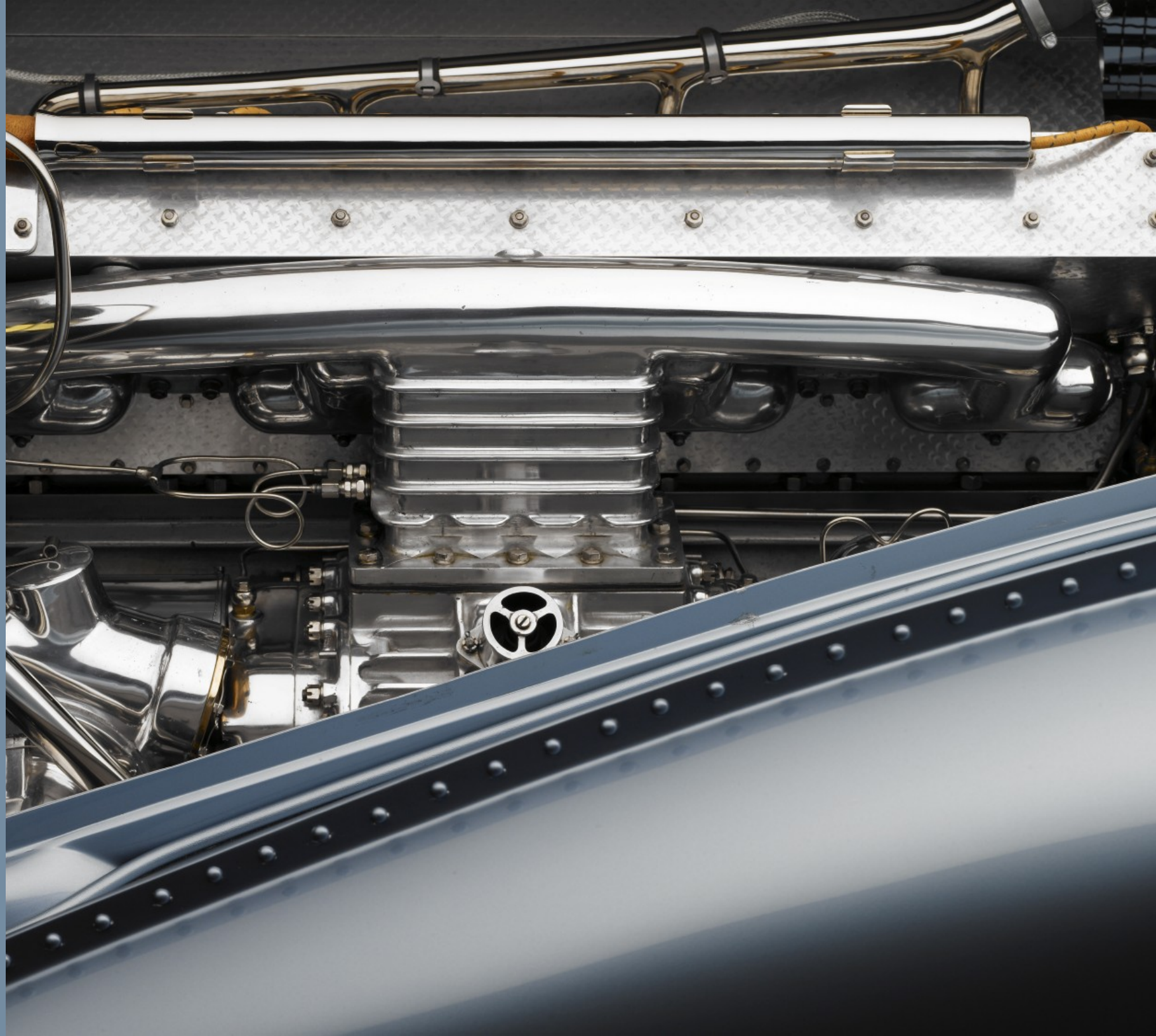
Coachbuilder	Factory
Chassis number	57374
Body type	Coupé
Number made	4 Atlantics
Acceleration	0
Top Speed	210

BODY | CHASSIS

Body	Atlantic
Front brakes type	Hydraulic
Rear brakes type	Hydraulic
Front suspension type	Solid axle with semielliptical leaf springs and telescopic shocks
Rear suspension type	Live axle with reversed quarter-elliptical leaf springs and telescopic shock absorbers
Length	14' 10"
Height (Ground line to highest roof)	4' 10"
Width	5' 6"
Wheelbase	2.98 m

ENGINE

Engine number	2S
Type	Inline
Number of cylinders	8
Bore x stroke	72 mm x 100 mm
Displacement	3257
Distribution	Supercharged; double-overhead camshafts
BHP at 5500 RPM	170
Gearbox	manual
Number of gears	4
Overdrive	0



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