

<b>Engine No.</b>	<b>185</b>
<b>Original Engine No.</b>	<b>386</b>
<b>Factory Date</b>	<b>30.12.1930</b>
<b>Delivery to Agent</b>	<b>Sorel, London</b>
<b>Coachwork</b>	<b>Sports Saloon</b>
<b>Coachbuilder</b>	<b>Lancefield</b>
<b>Registration</b>	<b>V 7033</b>
<b>Original Registration</b>	<b>BGK 936</b>
<b>Present Owner</b>	<b>Bohuslav Klein</b>
<b>Location</b>	<b>Czech Republic</b>
<b>First Owner</b>	<b>A.F. Watkinson</b>
<b>Further Owners</b>	<b>J. Virr, G. Griffiths</b>

The chassis was produced in December 1930 and delivered to London's Brixton Road Bugatti agency. The car was first registered with the number BGK 936 on 4 August 1934 for George Newman & Co. However, it seems that the real owner of the car was A F Watkinson. He visited the coachbuilders Lancefield (North of London) where a body was about to be built from the full-size drawing and insisted on costly changes to the design of the front wings and to the rear of the body and rear wings, to which Lancefield agreed. In 1946, the car was sold to Speight Tile Co.Ltd, in 1953 to Jack Lemmon Burton, in 1953 to J B Collier, in 1959 to Maresfield Garage, in 1960 to E C Theedam Ltd (John Virr), in 1963 to Guy

## Chassis No. 46 535



*Chassis No. 46 535. Coachbuilder Lancefield.*

Griffiths, in 1995 in auction by Brooks to Karl Ritter (Austria) and in 2004 to Bohuslav Klein (Czech Republic). The car still carries its original UK registration plate BGK 936 together with its current Czech classic car registration V 7033. According to the company records, the car was originally fitted with engine No. 386. Hugh Conway mentioned - in the 1962 Bugatti Register - that the car has engine No.185 (still there), which should have been the original fitment to chassis No. 46241. The date and reason for exchange of engines, if any, is unknown.