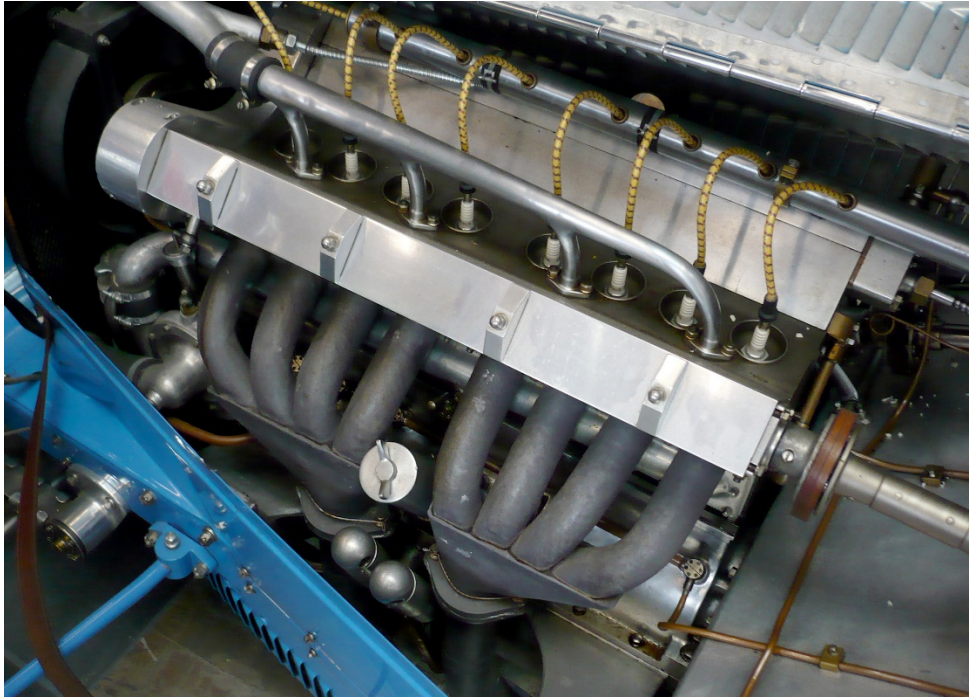




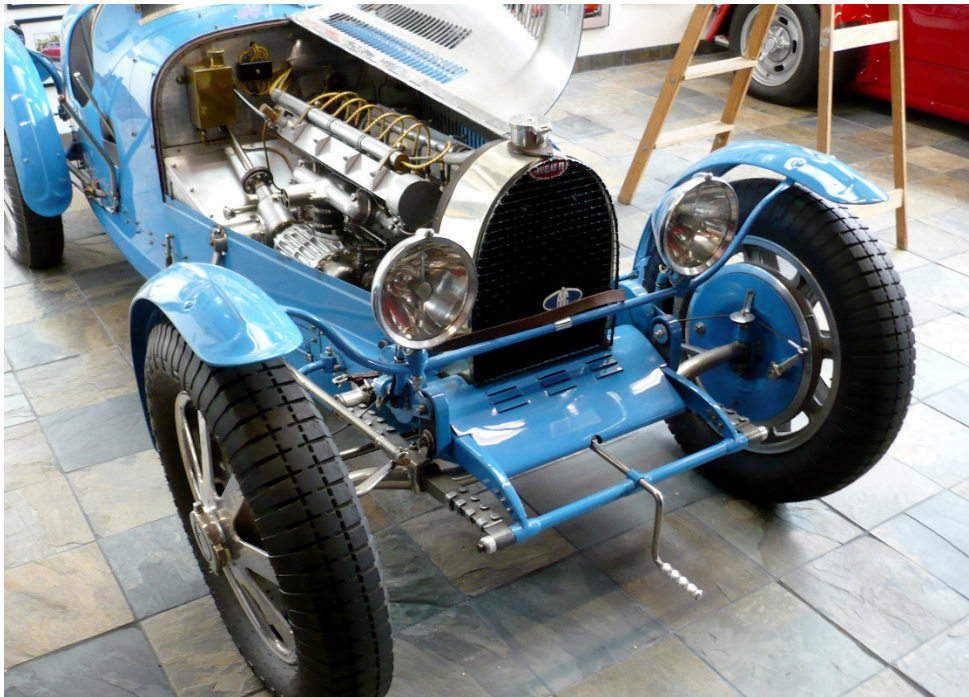
1934 Bugatti Type 51 Grand Prix
Crossing the auction block at the Leake Collector Car Show & Auction
Dallas Market Hall – November 22, 2014



Engine: 8 Cyl
Trans: Manual
Ext Color: Bugatti Blue
Int Color: Black Leather



- Twin overhead cam supercharged 8 cylinder Grand Prix engine
- Manual transmission
- From the world renowned collection of John Ridings Lee
- Fiva Identity Card issued to the Bugatti in April of 1998
- Historical vehicle identity form conducted by Federation International DE Automobile
- Letter from Independent Bugatti Consultant, David Sewell, written to Peter Mullin on September 15, 2003
- Historic report on Bugatti Type 51 Chassis #51153 by David Sewell Feb. 24, 1994, historical information report from Donald Koleman
- Report from Sandy Leith, Registrar, American Bugatti Club, and an article written by Thor Thorson





Make **BUGATTI**
Marque

Year made **1934**
Année de fabrication

Type/Model **51**
Type/Modèle

Chassis/frame N° **51153**
ChassisN°

Registration N° **2UW5918**
N° d'immatriculation

Country **USA**
Pays

Boby type **GRAND PRIX**
Type carrosserie

Year made
Année fabrication

Engine, make and N° **BUGATTI N° 20**
Moteur, marque et N°

No cylinders **8** Capacity **2300** Bore/stroke **60 X 80**
Nbr cylindres Cylindrée Alésage/course

Wheelbase **2400** Track (front/rear) **1200** Weight **900**
Empattement Voie (Av/Ar) Poids

Dimensions : (l/w/h) **4150/1448/1092** Tyre size **5.50 X 19**
Dimensions : (l/vh) Dimension pneus

Name of owner **MULLIN**
Nom du propriétaire

First name(s) **PETER W.**
Prénom(s)

Address **644 S. FIGUEROA STREET**
Adresse

LOS ANGELES, CA 90017

USA

Vehicle categorized as _____ in accordance with code, §3
Véhicule classé _____ selon code, §3

Inspected on : **PENDING**
Contrôlé le

Name
Nom

Remarks, modifications, history, etc - see page 4.
Remarques, modifications, histoire, etc - voir page 4.



Photograph of vehicle in present form. Edge must be over stamped.
Le tampon doit déborder de la photo du véhicule dans sa forme présente

Remarks, modifications, history, etc :
Remarques, modifications, histoire, etc :

- FINAL ID CARD ISSUANCE IS SUBJECT
TO SCRUTINEERING AND RETURNING THIS
DOCUMENT TO FIVA TECHNICAL COMMITTEE



FEDERATION INTERNATIONALE
VEHICULES ANCIENS

FIVA IDENTITY CARD CARTE D'IDENTITE FIVA

(Appendix B in accordance with Technical Code/
Annexe B en accord avec le Code Technique FIVA)

Identification no/numéro d'identification		
0040 FIVA TECH.		
Date : year/année	month/mois	day/jour
1998	APRIL	28

Issued by/développée par (ANF) :

FIVA TECHNICAL COMMITTEE

Signature D. D. BONZOM

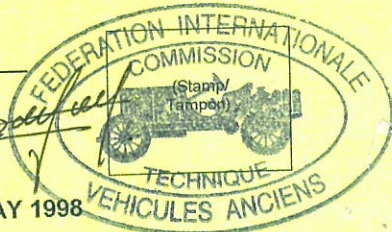
© FIVA 1996

This Identity Card is based on information given by the owner at the time of application, is intended solely for identification purposes, is no guarantee of the vehicle's authenticity and is not to be used for commercial purposes or proof of the vehicle's history. The identity Card remains the property of FIVA and must be returned to the issuing authority or FIVA upon request.

La présente carte d'identité est basée sur l'information fournie par le propriétaire au moment de la demande, est uniquement destinée à l'identification du véhicule, ne constitue pas une garantie d'authenticité de ce dernier et ne doit pas être utilisée dans des transactions commerciales ou comme preuve de son historique. La Carte d'identité demeure, la propriété de la FIVA et doit être restituée, sur demande, à l'autorité de délivrance, ou à la FIVA.

Validity : 31 MAY 1998

Validité :



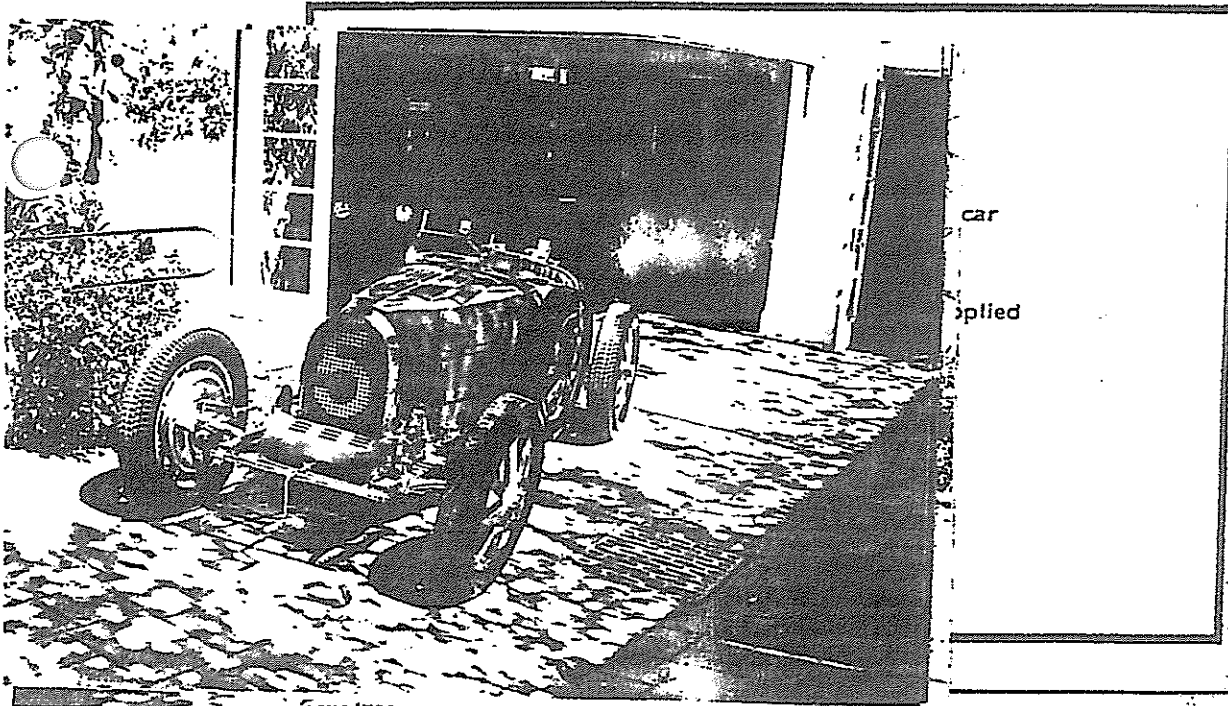


HISTORIC VEHICLE IDENTITY FORM

IN ACCORDANCE WITH APPENDIX "K" TO THE INTERNATIONAL SPORTING CODE, FOR HISTORICAL CARS COMPETING IN SPEED EVENTS, THIS FORM MUST BE SUBMITTED TO THE APPROPRIATE ASN FOR VERIFICATION AND STAMPING (SEE ART. 4.1). IT REMAINS THE PROPERTY OF THE ASN AND MUST BE RETURNED TO IT IF REPLACED BY A NEW FORM. ALL REFERENCES TO ARTICLES IN THIS DOCUMENT CONCERN ARTICLES OF APPENDIX "K".

CAUTION : THIS FORM IS INTENDED SOLELY FOR COMPETITION USE, IS NO GUARANTEE OF THE CAR'S AUTHENTICITY AND IS NOT TO BE USED FOR COMMERCIAL PURPOSES OR AS PROOF OF THE CAR'S HISTORY.

MAKE Bugatti MODEL Type 51
TYPE GRAND PRIX REGISTRATION N°
CHASSIS N° 51153 ENGINE N° 20
ENGINE TYPE [drawing] ENGINE CAPACITY 2.3 Liter
YEAR OF MANUFACTURE 1934 YEAR OF RESTORATION 1991
FIA HOMOLOGATION FORM N° (If applicable)



Photograph of car in present form ; edge must be over stamped by ASN

ORIGINAL COPY OF FORM TO BE KEPT BY ACCUS/FIA
ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 10/10/97 BY 60322 UCBAW

ACCUS/FIA 1500 SKOKIE BOULEVARD NORTHBROOK, IL 60062
This section to be completed by the ASN.
WE THEREBY INSPECTED THE DETAILS ON THESE PAGES AND TO THE BEST OF OUR KNOWLEDGE CONSIDER THE CAR TO BE CORRECTLY DESCRIBED AND CATEGORISE IT AS BELOW :

PERIOD (Art. 1 ; 2) "D"
TYPE (Art. 3 : Original, Period Improved, etc., Sports, GT, etc.)..... RACING CAR

- 1) RACING CAR / SINGLE-SEATER
- 2) SPORTS, SPORTS/RACING CAR
- 3) STANDARD GRAND TOURING (GT)
- 4) SPECIAL GT (GTS)
- 5) PROTOTYPE GT (GTP)
- 6) FOURING CAR

SIGNED DATE 10 APRIL 1997
STATUS OF SIGNATORY PRESIDENT

EACH PAGE OF THIS FORM MUST BEAR THE STAMP OF THE ISSUEING ASN.
NOTE : Should a car entered for an event be found not to conform to its form the organiser will return it, stating the reason, to the ASN (Art. 4-2).

SECTION 1 CHASSIS

1.1 CHASSIS FRAME (Art. 3.3.3.a)

- (a) HOW IS CHASSIS IDENTIFIED & WHERE. Inside Rear Cross member
- (b) CONSTRUCTION & MATERIAL (Channel, Tubular, Monocoque etc.) Channel Steel
- (c) IS CHASSIS TO ORIGINAL SPECIFICATION. YES NO
- (d) IF NO STATE CHANGES.....
- (e) IF NEW CHASSIS CONSTRUCTED STATE WHEN, WHY AND BY WHOM.....
- (f) IS NEW CHASSIS TO ORIGINAL SPECIFICATIONS AND DIMENSIONS. YES NO
- (g) IF NO STATE DEVIATIONS FROM ORIGINAL.....
- (h) NOTE OTHER IDENTIFYING NUMBERS ON CHASSIS FRAME.....

1.2 FRONT SUSPENSION (Art. 3.3.3.c ; 3.5.5.1 ; 3.6.1.d ; 3.8.4.d)

- (a) SUSPENSION TYPE (beam axle, w/bone, De Dion, etc.) Beam Axle
- (b) SPRING MEDIUM (coil, leaf, etc.) Leaf Springs
- (c) DAMPERS (friction, lever, telescopic, etc.) Friction
- (d) IS SUSPENSION TO ORIGINAL SPEC. & DIMENSIONS. YES NO
- (e) IF NO IS SUSPENSION TO A CATALOGUED OPTION. YES/ NO
- (f) IF NO STATE CHANGES.....
- (g) IS SUSPENSION ADJUSTABLE. YES/ NO
- (h) IF YES STATE METHOD (Rose joints, alternative mountings, etc.).....
- (i) IS ANTI-ROLL BAR FITTED. YES/ NO
- (j) IS ANTI-ROLL BAR ADJUSTABLE. YES/ NO

1.3 REAR SUSPENSION (Art. 3.3.3.c ; 3.5.5.1 ; 3.6.1.d ; 3.8.4.d)

- (a) SUSPENSION TYPE Leaf Spring Suspension
- (b) SPRING MEDIUM.....
- (c) DAMPERS Friction
- (d) IS SUSPENSION TO ORIGINAL SPEC. & DIMENSIONS YES NO
- (e) IF NO IS SUSPENSION TO A CATALOGUED OPTION. YES/ NO
- (f) IF NO STATE CHANGES.....
- (g) IS SUSPENSION ADJUSTABLE. YES/ NO
- (h) IF YES STATE METHOD.....
- (i) IS ANTI-ROLL BAR FITTED. YES/ NO
- (j) IS ANTI-ROLL BAR ADJUSTABLE. YES/ NO

OF THE UNITED STATES
 DEPARTMENT OF JUSTICE
 FEDERAL BUREAU OF INVESTIGATION
 INVESTIGATION OF THE FEDERAL BUREAU OF INVESTIGATION
 INVESTIGATION OF THE FEDERAL BUREAU OF INVESTIGATION

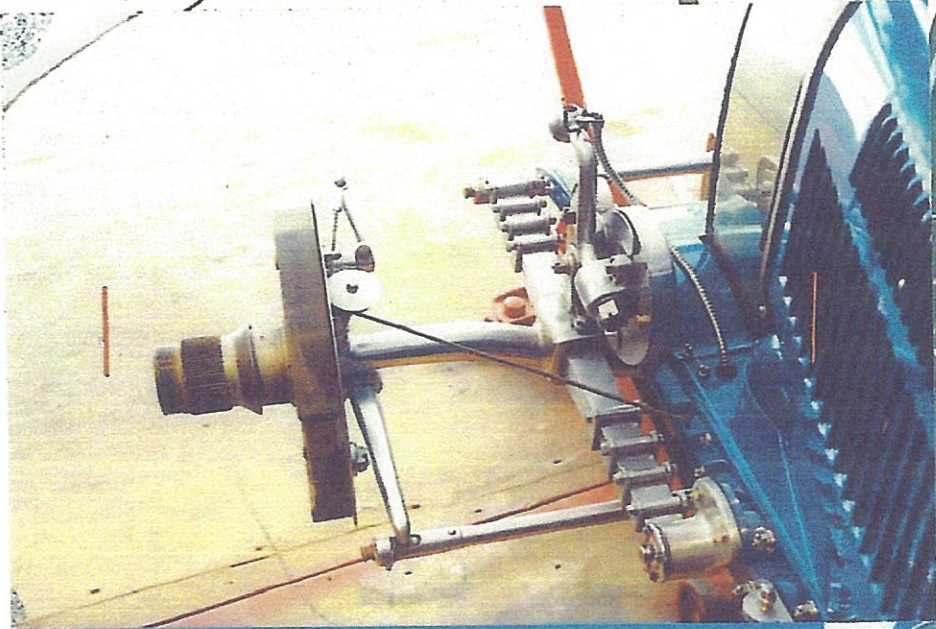


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3/4 REAR

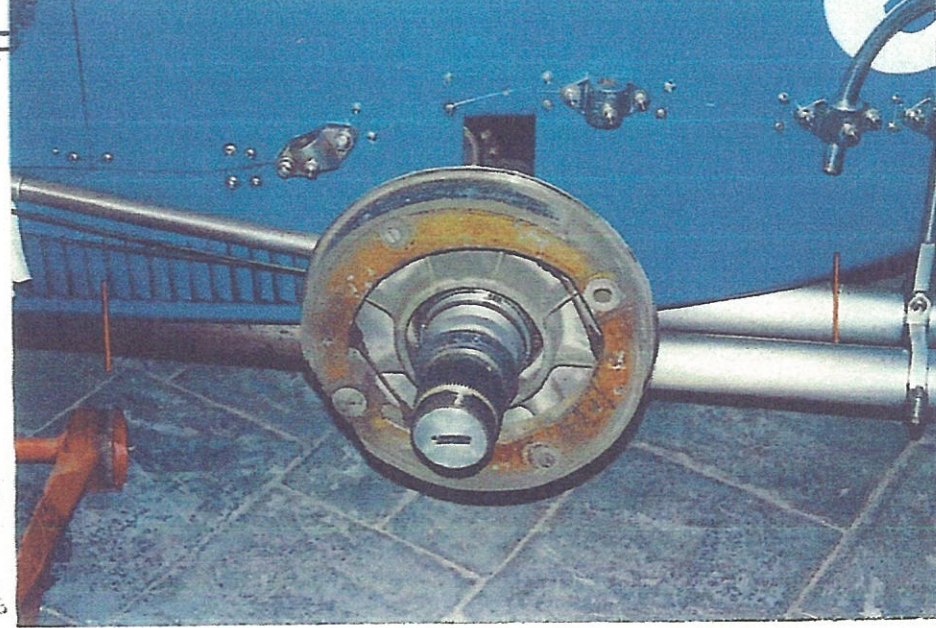


FRONT
SUSPENSION



CHASSIS COMPONENTS
AND SUBASSEMBLIES
INCLUDING MECHANICAL DATA
NOT LIMITED BY ASSIS

REAR
SUSPENSION



SECTION 2 ENGINE

2.1 ENGINE (Art. 3.3.2 ; 3.3.3.f ; 3.5.5.g & i ; 3.6.1.c & g ; 3.8.4.g,p,q & s)

(a) MAKE Bugatti ENGINE n° ~~20~~ 20

(b) DATE OF MANUFACTURE 1934 TWO STROKE/FOUR STROKE 4

(c) N° CYLS 8 CONFIGURATION (straight, vee, etc.) Straight

(d) BORE : original 60 mm STROKE : original 100 mm
actual..... actual.....

(e) CAPACITY : original 2.3 Liter : actual 1

(f) IS CYLINDER BLOCK CAST FROM ORIGINAL PATTERN AND MATERIAL..... (YES) NO

(g) IF NO, STATE CHANGES AND WHY.....

(h) IS CYLINDER HEAD CAST FROM ORIGINAL PATTERN AND MATERIAL..... (YES) NO

(i) IF NO, STATE CHANGES AND WHY.....

(j) NUMBER OF PORTS 16 NUMBERS OF PLUGS 8 NUMBER OF VALVES PER CYLINDER 2

(k) ARE VALVE SIZES :

i) TO STANDARD SIZE..... (YES) NO

ii) TO FACTORY OPTION SIZE (NOT FOR GT, GTS, TOURING CARS)..... (YES) NO

iii) TO HOMOLOGATED SIZE..... (YES) NO

(l) IF NO QUOTE SIZES : inlet dia..... exhaust dia.....

(m) IS ENGINE IN STANDARD POSITION..... (YES) NO

(n) IF NO, STATE MODIFICATIONS.....

(o) IS ENGINE TO ORIGINAL SPECIFICATION FOR CHASSIS N°..... (YES) NO

(p) IF NO STATE CHANGES.....

2.2 IGNITION (Art. 3.2.2 ; 3.3.3.j ; 3.5.5. f & g ; 3.8.4.b)

(a) TYPE (magneto, coil, etc)..... magneto

(b) IS SYSTEM TO STANDARD SPECIFICATION..... (YES) NO

(c) IF NO STATE CHANGES.....

(d) IF ELECTRONIC, STATE SYSTEM.....

GROUP 1 - 1983 ADMENTS
GROUP 2 - 1984 ADMENTS
INCLUDES TECHNICAL DATA
NOT VERIFIED BY ADJUS

2.3 FUEL FEED (Art. 3.1.6 ; 3.3.3.h ; 3.5.5.c & d ; 3.6.1.l ; 3.8.4. l)

(a) CARBURETTOR : MAKE Carter TYPE BB2 N°.....

(b) FUEL INJECTION : MAKE NO TYPE.....

(c) ARE MAKE, TYPE & NUMBER TO STANDARD SPECIFICATION..... (YES) NO

(d) IF NO ARE CHANGES TO MANUFACTURER'S OPTION..... (YES) NO

(e) IF NO STATE CHANGES AND WHY.....

(f) IF SUPERCHARGED : MAKE Bugatti TYPE Roots

(g) IS SUPERCHARGER TO STANDARD SPECIFICATION..... (YES) NO

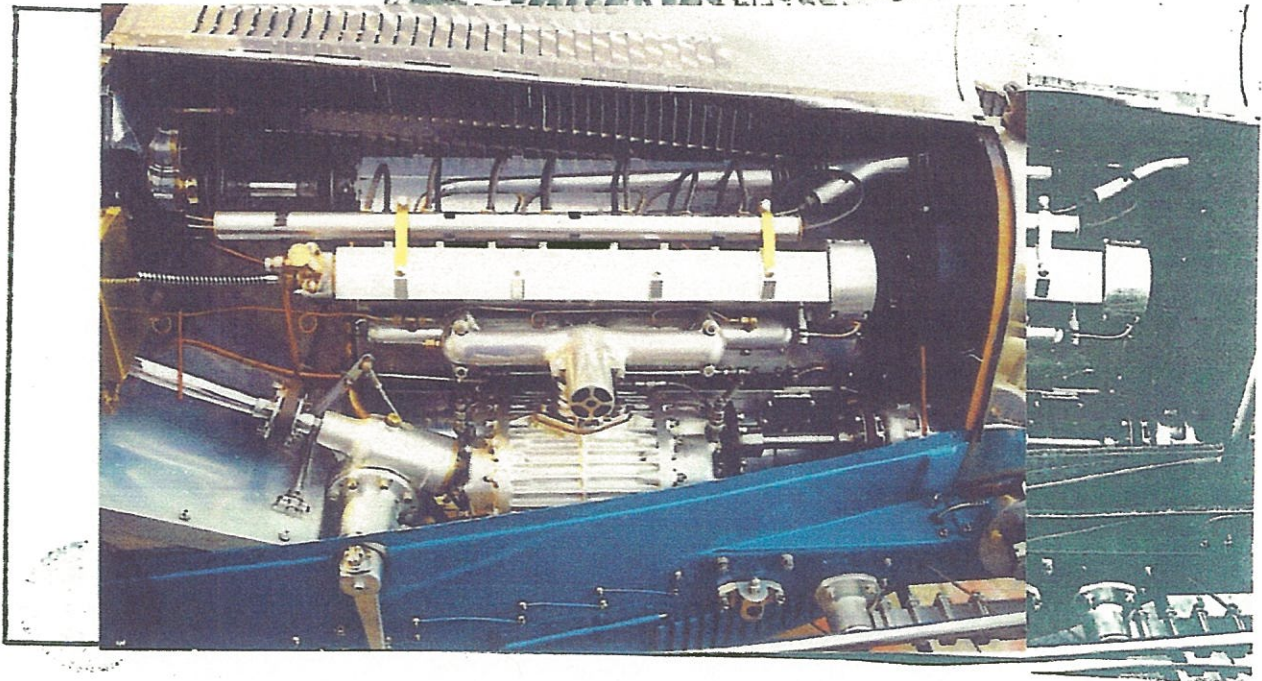
(h) IF NO IS SUPERCHARGER A MANUFACTURER'S OPTION..... YES/ NO

(i) IF NO STATE CHANGES.....





THIS SPACE IS FOR A PHOTOGRAPH OF THE ENGINE, 9cm x 13cm WITH IN-LET MANIFOLD TO FOREGROUND



2.4 LUBRICATION (Art. 3.3.3.n ; 3.6.1.e ; 3.8.4.k)

- (a) TYPE OF SYSTEM (Wet sump, Dry sump)..... Wet Sump
- (b) IS SYSTEM TO STANDARD SPECIFICATION..... YES NO
- (c) IF NO IS SYSTEM A MANUFACTURER'S OPTION..... YES/ NO
- (d) IF NO STATE CHANGES.....
-
- (e) IS OIL COOLER FITTED..... YES/ NO
- (f) IF YES IS IT TO STANDARD SPECIFICATION..... YES/ NO
- (g) IF NO STATE CHANGES.....

2.5 FUEL SYSTEM (Art. 3.3.3.i ; 3.5.4. ; 3.5.5.h ; 3.8.4.j)

- (a) TYPE (Gravity, Mechanical, etc.)..... GRAVITY
- (b) IS FUEL SYSTEM TO ORIGINAL SPECIFICATION..... YES NO
- (c) IF NO STATE CHANGES.....
-
- (d) IS FUEL TANK TO ORIGINAL SPECIFICATION & LOCATION..... YES NO
- (e) IF NO STATE CHANGES.....

ORIGINALITY OF COMPONENTS
AND/OR SPECIFICATIONS
INCLUDING CHRONOLOGICAL DATA
NOT YET PROVIDED

SECTION 3 TRANSMISSION

3.1 GEARBOX (Art. 3.3.3.g ; 3.5.5.k ; 3.8.4.n)
 (a) MAKE..... Bugatti TYPE Straight
 (b) N° SPEEDS..... 4 YEAR OF MANUFACTURE 1931
 (c) IS GEAR BOX STANDARD TO THIS CAR..... YES NO
 (d) IF NO STATE CHANGES.....

3.2 FINAL DRIVE (Art. 3.3.3.e ; 3.3.4. o)
 (a) WHEELS DRIVEN (Rear, Front, all four)..... Rear
 (b) METHOD (Shaft, Chain)..... Shaft
 (c) IS A STANDARD RATIO IN USE..... YES NO
 (d) LIST RATIO IN USE..... 3.8 - 6 to 1
 (e) LIST ALTERNATIVE RATIOS AVAILABLE AS CATALOGUED OPTION.....
 (f) IS A TORQUE BIASSING DIFFERENTIAL FITTED..... YES NO
 (g) IF YES, WHAT SYSTEM, MAKE AND MODEL.....

SECTION 4 BRAKES & STEERING

4.1 BRAKES (Art. 3.3.3.b ; 3.5.5.o ; 3.6.1.h ; 3.8.4.u)
 (a) MAKE/TYPE : FRONT..... REAR..... OTHER.....
 (b) METHOD OF OPERATION.....
 (c) DRUM DIAMETER & SHOE WIDTH : FRONT..... REAR.....
 (d) DISC DIAMETER & WIDTH : FRONT..... REAR.....
 DISC TYPE, SOLID OR VENTILATED
 (e) CALIPER TYPE (All, 2 Pot, etc.) : FRONT..... REAR.....
 (f) IS BRAKING SYSTEM TO ORIGINAL SPECIFICATION..... YES/NO
 (g) IF NO STATE CHANGES.....

4.2 STEERING (Art. 3.9.4.w)
 (a) TYPE (Rack & Pinion, Worm & Peg).....
 (b) IS STEERING TO ORIGINAL SPECIFICATION..... YES/ NO
 (c) IF NO STATE CHANGES.....

GRUPPO IRI
 DIREZIONE CENTRALE
 INDIRIZZO: VIALE DELL'INDUSTRIA
 00187 ROMA



SECTION 5 WHEELS & TYRES

5.1 WHEELS (Art. 3.2.1. ; 3.3.3.l ; 3.5.5.m ; 3.6.1.a, 3.8.4.t)

- (a) TYPE (Wire, Pressed steel etc) FRONT Cast Aluminum REAR Cast Aluminum
- (b) DIAMETER FRONT 19" REAR 19"
- (c) RIM WIDTH FRONT 4 inch REAR 4 inch
- (d) ARE WHEELS TO ORIGINAL SPECIFICATION..... YES NO
- (e) IF NO STATE CHANGES.....

5.2 TYRES (Art. 3.3.3.l ; 3.5.5.n ; 3.6.1.b ; 3.8.4.t)

- (a) NOMINAL SIZE FITTED FRONT 550/19 REAR 550 19
- (b) ARE TYRES TO ORIGINAL SIZE..... YES NO
- (c) IF NO STATE ORIGINAL SIZES : FRONT..... REAR.....

SECTION 6 MISCELLANEOUS

6.1 BODY (Art. 3.3.3.k ; 3.5.3. ; 3.5.5. p, r & s ; 3.6.1.k & m ; 3.8.4.e, f & w)

- (a) TYPE (Single seater, coupe, etc) 2 Seater MATERIAL Aluminum
- (b) NUMBER OF SEATS 2 NUMBER OF DOORS -0-
- (c) MATERIAL : IS ALL BODY MATERIAL TO ORIGINAL SPECIFICATION..... YES NO
- (d) IF NO STATE CHANGES.....
- (e) IS BODY ORIGINAL TO THAT CHASSIS..... YES NO
- (f) IF NO IS BODY TO ORIGINAL SPECIFICATION..... YES NO
- (g) IF NO STATE CHANGES.....

6.2 AERODYNAMIC AIDS (CARS BUILT AFTER 1966 ONLY)

- (a) FRONT : HEIGHT FROM GROUND..... OVERALL WIDTH.....
WIDTH, LEADING TO TRAILING EDGE.....
- (b) REAR : HEIGHT FROM GROUND..... OVERALL WIDTH.....
WIDTH, LEADING TO TRAILING EDGE.....
DISTANCE CENTRE LINE REAR WHEEL TO REAR OF WING.....
- (c) ARE WINGS TO ORIGINAL SPECIFICATION..... YES/NO
- (d) IF NO STATE CHANGES.....

6.3 LIGHTING (Art. 3.2.2. ; 3.3.3.j ; 3.5.5.a & e ; 3.8.4. a & c)

- (a) IS LIGHTING SYSTEM TO STANDARD SPECIFICATION..... YES NO
- (b) IF NO STATE CHANGES.....
- (c) IF GENERATOR FITTED IS IT : DYNAMO..... YES NO
ALTERNATOR..... YES NO

CREDENTIALITY OF COMPONENTS
 AND CONFIGURATIONS
 INCLUDING TECHNOLOGICAL DATA
 DATA



SECTION 7 DIMENSIONS

(Art. 3.3.3.m ; 3.5.5.q ; 3.6.1.i)

(a) WHEELBASE..... 2.4 Meters
(b) TRACK (Measured between centres of tyre treads)
ORIGINAL : FRONT..... 1.2 meters REAR 1.2
CURRENT : FRONT..... REAR
(c) WEIGHT : ORIGINAL CATALOGUED OR HOMOLOGATED MINIMUM WEIGHT..... 750 Kilos
CURRENT WEIGHT.....
IN WHAT CONDITION (with or without fuel, oil, water, spare wheel, etc.)... Without fuel

SECTION 8 HISTORY

8.1 PREVIOUS OWNERS (Art. 2.5) - Where known list car's previous owners :

giovanni A Hoati of Molsheim
Jack L^{emman} BURTON
Allan ARNOLD
Ernest NUTTIE Joe Magin
Peter W. Mullin

8.2 DOCUMENTARY REFERENCES (IF CAR WAS NOT HOMOLOGATED) - List technical and descriptive references to the car in contemporary books or periodicals.

American Bugatti Club Registrar
English Bugatti Club Registrar

8.3 COMPETITION HISTORY (Art. 2.5) - as "contemporary" car.

~~Raced by Allan Arnold~~ Raced by Allan Arnold "Aero 1d Special 1940"
Raced Laguna Seca 1996, 1995
Raced Seal Point 1996, 1995

SECTION 9 APPLICANT'S DECLARATION

I CERTIFY THAT THE ANSWERS GIVEN ARE CORRECT AND I UNDERTAKE TO NOTIFY THE AUTHORIZING CLUB SHOULD ANY CHANGES BE MADE. I ALSO CERTIFY THAT ANY ENTRY FORM FOR INTERNATIONAL COMPETITION PURPOSES WILL BE FILLED IN ACCORDING TO THE INFORMATION ON THE PRESENT FORM.

APPLICANT..... Peter W. Mullin ADDRESS : 644 - S. Figueroa St
LICENCE NUMBER IF APPLICABLE..... Los Angeles, CA 90017
APPLICANTS SIGNATURE..... [Signature] DATE : 3/31/97

ORIGINALITY OF COMPONENTS
AND/OR SPECIFICATIONS
INCLUDING CHRONOLOGICAL DATA
NOT NECESSARILY MADE

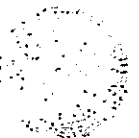


SECTION 10 CHANGE OF OWNERS LIST

THIS PAGE TO BE FILLED IN BY THE ASN TO INCLUDE THE OWNER AT THE TIME OF INITIAL APPLICATION AND EACH NEW OWNER WHENEVER THE CAR'S OWNERSHIP CHANGES.

NAME	ADDRESS	DATE OF ACQUISITION
Peter W. Mullin	644 - S. Figueroa St. Los Angeles, CA 90017	2/28/94

CHANGING OF EQUIPMENTS
AND/OR EQUIPMENTS
INCLUDED IN THE ORIGINAL DATA
FOR THE YEAR 2008



SECTION 12 RECORD OF ELIGIBILITY CHECKS

THIS PAGE TO BE USED WHEN A RECORD IS NECESSARY OF ACTION TAKEN RESULTING FROM SCRUTINEERING AT INTERNATIONAL EVENTS FOR HISTORICAL CARS (FOR EVENT OFFICIALS ONLY).

DATE	VENUE/EVENT	REMARKS	STATUS AND NAME OF OFFICIAL
		NOT REPORTED BY - 1986	

David Sewell
Independent Bugatti Consultant

Green Farm
Middleton-by-Youlgreave
Bakewell
Derbyshire DE45 11S
Tel/fax (01629) 636288

Fax to Peter Mullin and Jim Stranberg from David Sewell

Dear Peter and Jim,

15th September, 2003

Please find appended herewith as promised a copy of my recent report on Fitzroy Raglan's Type 51 Bugatti in which I conclude that, in addition to its engine-crankcase, gearbox and rear axle, its chassis frame is also the original from Chassis No 51153, whilst the chassis frame of Peter's Type 51 is I believe the original from Chassis No 4775.

Since completing this report in July I inspected Peter's Type 51 briefly at Laguna Seca and have spoken further with Sandy Lett. In consequence it is now acknowledged that Peter's car has the original factory chassis plate from Chassis No 51153 mounted on its bulkhead, the entire structure of which is also original to Chassis No 51153. Furthermore, not only does it have the original supercharger drive casing numbered 32 on top of its rear flange above the crankshaft centre-line, its supercharger numbered 79 is also stamped 32 in smaller digits and is therefore also sourced from Chassis No 51153.

However I still do not have the Assembly No which is found on the front face of the left front bearer arm of the lower crankcase, just under the water pump, and also on the lower face of the oil filter flange on the upper crankcase. The only way to be certain that an upper and a lower crankcase are an original matched pair is if these Assembly Nos match, so if Jim could check them for me I would be most grateful. The only other significant number I am missing is the one on the front face of the camshaft tower drive, near the top on the sloping portion. If this number is 32 then it too, unlike its camboxes, is sourced from Chassis No 51153.

One further amendment ought to be made to my report, I stated that Raglan's was the last Type 35/37/51 chassis still with Jones when he bought it in 1979. This is untrue, he still had one more, Frame No 702 which Ian Fintator, accompanied by Geoffrey St John, bought from Ray in about 1983, but it lacked any engine parts. This car then passed to Geoffrey who completed its restoration as a Type 51 (using Type 51 Engine No 34 ex-Chassis No 51155) in 1986 and sold it to Alain de Cadenet in 1987 who in turn sold it to present owner Roger Buxton in 1995. This car has an almost equally confusing history!

Do please go through my report thoroughly to see if you can identify any errors, and if so I shall be most grateful if you would advise me of any amendments I should make in response.

Kindest regards,

David

David Sewell.

David Sewell
Independent Bugatti Consultant

Green Farm
Middleton by Youlgreave
Bakewell
Derbyshire 13145 115
Tel/fax (01629) 636288

REPORT ON BUGATTI TYPE 51, CHASSIS No 51153

HISTORY

The first mention in the factory production records of this Type 51 Bugatti, Chassis No 51153 fitted with Engine No 32, is when it appeared as the first of five Type 51's with the consecutive chassis numbers 51153 - 51157 on a page headed April 1933. For the record, the previous two produced, Chassis Nos 51151 & 51152 (the latter being a conversion of Count Czaykowski's Type 35C, Chassis No 4957) were listed in May 1932 whilst the next three, Chassis Nos 51158 - 51160, the last to be produced, did not appear until February 1934. These same records indicate that Chassis No 51153 was invoiced one whole year later, on 13th April 1934, to Giovanni Alloatti of Molsheim.

However the Alsatian registration records fortunately survive in Strasbourg and reveal that Chassis No 51153 was registered for road use on 4th July 1933 with the number 3732 NY2 in the name of Automobiles Ettore Bugatti of Molsheim, thereby confirming that it served as a works car for the nine months between these registration and invoice dates.

The factory workshop manager François Seyfried kept meticulous notes of the repair work done on each Bugatti which passed through his workshop, and when used in conjunction with the well documented competition appearances of the factory-entered cars it is sometimes possible to deduce which particular car contested which particular race, and perhaps also which works driver had driven it. This task naturally proves easier when a car is recorded in race accounts as having retired for some specific mechanical reason and the component in question is subsequently repaired or replaced by the workshop. In these notes the cars are referred to solely by their engine numbers, or their component parts by their own individual numbers. As it happens the engine, gearbox and rear axle of Type 51 Chassis No 51153 are all numbered 32 making work done on the car easier to check.

The first four references to this car in these workshop notes are all dated 14th June 1933, the first noting that five rear axles including this car's had been checked and fitted with 15 x 54 ratios, the second that five gearboxes had likewise been checked. The third noted that this car's engine had been checked over, seven piston rings replaced and everything else found to be in good order, so it had obviously already done at least some testbed running. Finally the chassis of five cars including this one were checked and fitted with standard front axles. It is clear from these notes that a new batch of team cars was being prepared for the balance of the 1933 season's Grands Prix.

The above work, which must surely have taken several weeks to complete, had evidently taken longer than intended to judge by the fact that all the factory entries (three Type 51's and a singleton Type 59) for the French Grand Prix held at Montlhéry three days earlier, on 11th June 1933, failed even to turn up at the venue.

2.

The next work done on Chassis No 51153 was the fitting of a 14 x 54 ratio to its rear axle which was completed on 3rd July, the day before it was first road-registered by the factory. Three other Type 51's were similarly equipped, and three Type 51's, together perhaps with the fourth of these cars as a spare, were then entered for the Belgian Grand Prix held at Spa on 9th July and driven by Varzi, Dreyfus and Williams to 2nd, 3rd and 6th places respectively. The Dieppe Grand Prix was held only six days later, on 15th July, so the cars were probably not returned to the factory between these two events. Following the Dieppe Grand Prix in which the Type 51's of Dreyfus and Williams took part, finishing 2nd and retiring respectively, the engines of this car and one other were dismantled and checked over, and on 18th July both declared to be in good condition. It is therefore likely that Chassis No 51153 took part in both these Grands Prix, further analysis suggesting that if so it was most probably driven by René Dreyfus because the identities of the regular mounts at that time of his fellow works drivers Varzi and Williams are already known.

As the factory drivers usually retained their same cars from race to race it follows that Dreyfus probably also drove this car to finish 2nd in the Nice Grand Prix held on 6th August and the Coppa Acerbo at Pescara the following weekend, then finally the Czechoslovakian Grand Prix held at Brno on 17th September when he finished in 4th place. To conclude the 1933 work on this car its engine, gearbox and rear axle were overhauled in December.

Then on 5th March 1934 its engine was stripped, its stub axles changed and an 11 x 55 ratio was fitted to its rear axle, the only recorded instance of the use of this ratio. The car's engine was dismantled again and reassembled on 26th March, presumably in preparation for the Monaco Grand Prix held on 2nd April when the factory entered a single Type 51 for Pierre Veyron to support their three Type 59 entries. Being entered for the Monaco Grand Prix would explain the fitting only to this particular Type 51 of this remarkably low axle ratio. In the race Veyron finished in 9th place, however photographs of his car reveal that it displayed Keg No 3734 NV2, that of another of the batch of five 1933 cars. This suggests that either the car's original registration had already been misappropriated and it was displaying in effect a flag of convenience, hence its re-registration the following week, or alternatively that for some reason another car was substituted by the factory for Veyron to drive at Monaco.

A week or so later, on 11th April, the car was re-registered in Strasbourg with the number 6545 NV2, its previous registration having either lapsed or, more probably, been switched to another car. Then work completed on the car two days later, on 13th April, included a further strip down of the engine to check the pistons and connecting rods when a number of piston rings, valves and guides were replaced, its radiator was changed, its brakes adjusted and its rear axle fitted with a 13 x 54 ratio, it being noted that the previously fitted 11 x 55 ratio had been scrapped. As already noted, this same day the car was invoiced to Giovanni Alloatti of Molesheim, although in fact Alloatti lived in Turin so presumably visited Molesheim to collect the car which he had ordered and had just been overhauled and re-registered for him.

Alloatti is known to have contested the 1934 Targa Florio held on 20th May in a Type 51 Bugatti, just five weeks after he took delivery of this car. Paul Shelton's "A Record of Grand Prix and Voiturette Racing" notes merely that he crashed after one lap whilst he does not even rate a mention in the reports of the race in the contemporary English motoring journals.

3.

However one Italian journal (Auto, Moto, Avio) records that, after starting so swiftly that he was close behind Varzi's P3 Alfa Romeo at the end of the first lap, Alloatti rolled his car over terrifyingly on the next lap, sustaining injuries so serious that there was concern for his survival. Indeed, there is no known record of Alloatti ever having raced again. The condition of his car was not mentioned, but it follows that it might well have been damaged sufficiently badly to require a major rebuild including possibly a change of frame.

For the record, Alloatti is known to have previously contested only two major events, the Circuit of Alessandria in both 1933 and 1934. For the 1933 event, held on 30th April, he had driven a privately entered Type 51 Bugatti but had crashed after four laps of the first 8-lap heat. Whilst it is just feasible chronologically that his car could have been Chassis No 51153 it is clear from the foregoing that it could not possibly have been. For the 1934 event, held on 22nd April, shortly after he had taken delivery of Chassis No 51153, he drove his Alfa Romeo 8C-2300 but retired for unspecified reasons on the opening lap of the first heat.

The next specific reference to this car appears in Jack Lemon Burton's prewar stock book where it is recorded that he imported the car to England, together with the Gaupillat car Chassis No 51150, on 9th December 1936. He paid £235 for each car plus £78-10s import duty, making a total for each of £313-10s. Whilst the other Type 51 was noted as "Gaupillat" this one was referred to as "Comminges", the venue of a contemporary Grand Prix held at St Gaudens. Now Jack almost invariably imported his cars through his Spanish racing driver friend Genaro Leoz, and checks of the Comminges records for the years 1933 to 1936 reveal that the factory did not enter in 1933 but Leoz had entered a Type 51 for the 1934 event held on 26th August, but had failed to appear. The only Type 51 to finish the race was Robert Brunel's which took 7th place, Louis Delmot's retiring and Blondiaux non-starting.

Only one Type 51 took part in the 1935 event held on 4th August, this being Mme Anne-Cécile Rose-Itier's Type 51A which is known to have been Chassis No 51142, whilst the 1936 the race held on 9th August was run exclusively for sports cars, Wimille winning in a road-equipped Type 59 and Benoist's retiring, but no Type 51 took part. Accordingly it is unclear why this car was given its Comminges attribution unless because Leoz had entered it for the 1934 event, presumably just after having acquired it from Alloatti and perhaps being responsible for its repair. Leoz had several Type 51 Bugattis through his hands so to refer to this one as Comminges suggests that he did not race it again before retiring from motor racing at the end of the 1935 season and selling it to Lemon Burton the following year.

By the outbreak of war in September 1939 Lemon Burton also owned several other Type 51 Bugattis, his efforts to sell some of them during the previous couple of years having met with failure. Accordingly they were all stored for the duration, however Chassis No 51153 was disposed of in 1942 to Allan Arnold, a member of the William Arnold of Manchester coach-building family, as recounted in his article published in the 4th October 1946 issue of The Autocar. Once hostilities had ceased Arnold set about modifying the car the better to meet his wish for a competitive mount in sprints and hill-climbs. The most striking change he made was to scrap the original bodywork, radiator and fuel tank in order to reduce weight, replacing the body with a functional two-piece structure doubtless fabricated in-house by his family business and resulting in a weight saving of 150lbs.

Engine-wise the cylinder block was replaced, high-compression pistons were employed and the supercharger drive gearing raised to 1.5 to 1 by means of special gears in a newly made casing, thereby yielding a boost of 17psi and an estimated power output on methanol of 190bhp. A locked rear axle was used for sprints. The car was fitted with alloy cycle wings enabling it to serve also as a road car for which it was registered in Manchester with the number GXJ 96 on 5th July 1946. Nevertheless it remained a spartan machine, being entirely devoid of weather protection, lighting equipment and a spare wheel. Sometime before the end of 1947 the car was re-registered as GIP 1000.

Although raced principally at northern venues, during the 1947 and 1948 seasons the car competed twice at Shelsley Walsh (best time 42.75 secs, 12th June 1948), thrice at Prescott (49.15 secs, 11th May 1947) and covered the standing half-mile at Brighton in a time of 26.25 secs on 7th September 1948. Other successes included a new course record of 14.8 secs at the Hartlepool 1/4-mile sprint on 2nd August 1947, and a circuit-racing interlude was enjoyed at the Yorkshire Sports Car Club's Thothorpe meeting on 28th September 1947. On occasion the car carried a cine-camera so that the driver could later study his performance.

Over the winter of 1948-49 further modifications were carried out to the car. An ENV pre-selector gearbox was fitted, Newton telescopic shock absorbers were fitted all round, the brakes were converted to externally actuated Lockheed hydraulics and a pair of torque-resisting cables ran from the tops of the newly made stronger kingpins to mounting points on the chassis frame sides about a foot behind the rear trunnions of the front springs. The bodywork was slightly amended, and twin external exhaust pipes were employed.

The car was used in this form in a few events during the 1949 season, notably sprints at Weston-super-Mare and at Queensferry near Chester, but Shelsley Walsh and Prescott were not revisited. During this year Arnold experimented with two-stage supercharging utilising a Type 50 supercharger mounted in the passenger footwell driven by chain from the input shaft to the ENV gearbox. Although 25psi was achieved and the performance was reportedly fantastic, the installation proved troublesome and was eventually abandoned.

Arnold placed a half-page advertisement for the sale of his car in the March 1950 issue of *Motor Sport*, and in due course it was purchased by one J Wilkins. He did not compete much in the car, his only event which has yet been located being at a minor race meeting held by the Nottingham Sports Car Club at Gamston in 1951. However many years later he told Lord Raglan that during his period of ownership he had reinstalled the car's original gearbox.

The car next passed to Type 37 Bugatti owner J H Pratt who ran a garage at Brampton near Huntingdon. Exactly when he acquired it is not known but he was listed as the car's owner in *The Bugatti Book* published in 1954 which register compiler Harrie Eaglesfield closed for press on 1st April 1953. Although Pratt continued to race his Type 37 at VSCC race meetings and once or twice at Prescott no record has been found of him ever competing in this car. However two close-up photographs of the car during his ownership which appeared in the February 1955 issue of *Bugattites* confirm that when taken, presumably in 1954, the car still retained the Arnold bodywork, wings and other features, and suggest that Pratt had at least used the car on the road.

5.

In Englosfield's register files, in which this car's ownership is credited not to J 11 but to G Pratt of Weldon, Northants, this name is deleted and substituted in hand-writing by that of J Berry of Jesmonde House, Links Road, Heywood, Lanes. The next owner after Jim Berry, who as far as is known never competed in the car, was J 11 "Tom" Thomas of Baldock, a close friend and associate of Peter Stubberfield of monoposto Type 35B fame. Thomas in turn passed the car on to S F I. Sturgeon of Lishor, after which the next recorded owner is William Quinn who, according to Hugh Conway's files, purchased the car in 1959 or 1960 from New York's Vintage Car Store. By the date of Conway's 1962 Bugatti register the car had passed from Quinn to Lynn Mayfield of La Jolla, California, from whom it was acquired in 1963 by Ray Jones of Michigan.

That arch-enthusiast Jim Berry had owned several Bugattis, notably the ex-Byron Type 35B, Chassis No 4965, and the ex-Pierpoint Type 55, Chassis No 55223, Reg No AUI. 23. In February 1955 Berry sold Derry Mallalieu an unblown Type 51-engined GP Bugatti which he had fitted with the ex-Arnold bodywork from Chassis No 51153, as Derry recounted in the Autumn 1957 issue of Bugantics. This is another car the identity of which has long been an issue of some contention. A couple of years later Derry added a supercharger, and then took the car with him when he emigrated to the USA in early 1959. Photographs of Chassis No 51153 displaying Reg No GP 1000 taken shortly before it was sold to the USA and also whilst in Quinn's ownership show it with a lower side exhaust and confirm without doubt that Arnold's bodywork had been replaced by the short-tailed two-seater which Harry Souter had fitted in 1946 to his ex-Esson-Scott Type 51 single-seater, Chassis No 51152, before which it had been fitted to Kenneth Bear's Type 44-engined GP later known as the Raven Special. This body remained on the car until being removed by Jones.

It has generally been accepted that Chassis No 51153 was exported to the USA in 1955 but the above ownership sequence, with the earliest known American owner being recorded as Quinn in 1959-60, suggests that it may have been somewhat later.

For the record, Berry had also owned a Type 51-engined Bugatti single-seater with independent front suspension and a pre-selector gearbox with which he set fastest time of day at the Great Aulcum hill-climb in August 1953. He is also depicted in the May 1954 issue of Bugantics driving this same car at the Prescott Testing Weekend on 27/28th March 1954 but he had by then evidently already sold it to a man named Evans, however this appears to have been the ex-Michael Chorlton Type 51A special so plays no part in the present account.

Despite the lack of specific contemporary evidence it has nevertheless long been believed that Engine No 32 from Chassis No 51153 was fitted to Peter Stubberfield's PJS-Bugatti, an HAR (Horace A Richards)-based single-seater with parallel twin-tube chassis and all-round independent suspension by torsion bars within the tubes which, according to the Winter 1955 issue of Bugantics, Peter had been building with the help of P J Green for the last three years. Despite the PJS-Bugatti's evident potential it would appear not to have met with any notable success, passing in due course to Stubberfield's friend Thomas who drove it at the VSCC Oulton Park race meeting in June 1959 before selling it, less its engine, in 1960 or 1961 to David Styles. Motor Sport described the car as "an exciting Type 51 Bugatti-engined special". Styles, who fitted it with a Kiley engine and now resides on the Isle of Man, recalls that Thomas still had the Bugatti engine but refused to sell it to him.

6.

In his 1962 register Conway quoted no engine number for Mayfield's Chassis No 51153, however he did attribute Type 51 Engine No 32 ex-Stubberfield as being fitted to a Type 55 Bugatti, Chassis No 55207, owned by David Hale of Welwyn. This Type 55 was purchased engine-less from Continental Cars in 1948 by G Hammer who duly fitted a Hudson power unit. Thomas later bought this Type 55 from Hammer and sold it to Type 37 owner Hale who in the June 1962 issue of Motor Sport sought a Type 3511/43/51/55 crankshaft. It would thus seem that Thomas passed this Type 51 engine, or at least its 51153-numbered sump, on to Hale. If the sump of Type 51 Engine No 32 was indeed still in England in 1962 after Chassis No 51153 had been exported to the USA several years earlier, the obvious question arises as to which sump was in the car when it was exported.

On the other hand it might be argued that a Type 43 crankcase with its equal-width bearing arms would have been more readily accommodated in a parallel-tube chassis such as that of the PJS-Bugatti, and indeed it is known that by 1964 just such a crankcase (No 113 ex-Chassis No 43238) was installed in Chassis No 55207. This Type 55 was sold by Hale in about 1963 to Type 37A owner Pat Carmichael of London and Dick Crosthwaite's partner John Gardiner remembers Carmichael bringing him for line-boring a Type 43 crankcase to be fitted to his Type 55 utilising packing pieces for the rear engine bearings. Surely he would not have contemplated doing this if he then had a Type 51 crankcase available.

However if Hale did not own the Type 51 crankcase No 32 in 1962 it is difficult to explain why he claimed that he did, or at least why he might have believed that the remainder of his engine parts might have been sourced from this particular engine. Equally, Conway is unlikely to have accepted Hale's claim without some confirmatory evidence. As at various times Thomas had owned Type 51 Chassis No 51153, Type 55 Chassis No 55207 and the PJS-Bugatti he is obviously pivotal to the central issue of determining the exact movements of Type 51 Engine No 32 and its constituent parts during this period of time.

Nevertheless the strongest argument in favour of this Type 51 crankcase having remained with Chassis No 51153 when it was exported to the USA, despite the above conflicting evidence, is that otherwise it is seemingly impossible to account for how several years later its sump came into the possession of Uwe Hucks if not from his then friend and near neighbour in the south of France, the aforementioned Ray Jones who had purchased Chassis No 51153 from Mayfield in 1963. Furthermore, an inspection of Type 55 Chassis No 55207 conducted in 1993 revealed not a single component part, not even its upper crankcase, which could identifiably have been sourced from Type 51 Engine No 32 which casts doubt on the claim that this Type 55 was once fitted with this engine, or at least parts from it. Accordingly it is concluded that the entire No 32 engine remained with Chassis No 51153 throughout.

Following the publication of Hugh Conway's 1962 Bugatti register which became available in early 1963 the current whereabouts of all recorded surviving Bugattis became more widely known so prospective buyers were more readily able to pursue their intended quarry. The brothers Schlumpf were the most successful in this respect, accumulating over one hundred Bugattis over the next few years. Second most successful buyer was Ray Jones who managed to purchase at least fifty Bugattis over this same period. The first of these cars are listed in his own hand inside the front cover of Conway's 1962 register, the fourth acquisition in this list being Chassis No 51153.

7.

In 1967 Jones sold what was believed to be this Type 51 fitted with Engine No 32 to his local friend Ed (Jack) Nuttle of Ann Arbor who restored the car over the next seven years during which he exchanged with Jones several major components including its crankcase for corresponding ones in better condition. American registrar Sandy Leith, who questioned Jones and Nuttle at length on this issue several years ago, maintains that the frame of Nuttle's Type 51 was that of Chassis No 51153 as acquired by Jones in 1963 and which, indeed, remains on the car to the present day. It is Frame No 256 which dates from mid-1926 so is obviously far too early for an original Type 51 frame, suggesting that the car had at some stage been reframed. A detailed knowledge of the car's history suggests that the only occasion when this might have occurred was following Allouati's accident on the 1934 Targa Florio.

The only other possibility is that Jones was either mistaken or chose to conceal his actions when asked whether he had ever changed this car's frame, whilst Nuttle no doubt knew only what Jones had chosen to tell him, and in any case on the above evidence was clearly unconcerned about his car's exact provenance. If Jones did change its frame, then Frame No 738 which Raglan acquired from Jones in 1979 and remains on his Type 51 to the present day is almost certainly that from Chassis No 51153. Besides, as this Type 51 had left the factory as a new car only one month before its Targa Florio accident, if reframing was then necessary it is on balance more probable that a new one (No 738 perhaps?) supplied by the factory rather than an eight-year old one from a scrapped Type 35 would have been employed.

The crankcase which Nuttle exchanged with Jones for that of his No 32 was No 20 from Chassis No 51127, the third of Jones's acquisitions from which allegedly Nuttle's exchanged gearbox and rear axles were also sourced. However the exchanged gearbox was in fact a much earlier one, No 184, which accordingly could well be the original from Nuttle's Frame No 256, thereby raising doubts as to whether any exchange ever took place.

Around this time Nuttle's chassis frame was reportedly also returned to Jones for straightening, shot-blasting and painting, but when later questioned Jones again denied ever having exchanged frames. Upon completion of its mechanical restoration Nuttle's car was fitted with reproduction GP coachwork whereupon he used it over the next decade before selling it to Bob Shaw in 1983. The car next passed in rapid succession to Bill Jacobs of Illinois in 1986 and then to Peter Giddings of California before being acquired by Joe Masin, also of California. In 1994 it passed to its present owner, Peter Mullin of Los Angeles.

Jones was befriended by Bugatti authority Uwe Hücke in the early Seventies and eventually persuaded to move from the USA in 1975 to live at Menton in the south of France, not too far from Hücke's home at Roquebrune, and several Bugatti deals were effected between them. Meanwhile, encouraged by Geoffrey St John, Lord Raglan was contemplating Type 51 ownership, and during a trip in 1979 with Geoffrey and others to Monaco for the Grand Prix, Raglan purchased from Jones a GP rolling chassis suitable for restoration as a Type 51 which he had first been shown the previous year. The chassis had Frame No 738 and was fitted with Gearbox and Rear Axle Nos 32, and its late type hollow axle beam featured oversize (21mm) kingpins and modified buckplates. It had a Jones replica fuel tank but no radiator, bulkhead or bodywork, and Raglan elected not to take its alloy wheels. Engine parts in the sale comprised a Type 35 lower crankcase No 7, a Type 51/55 upper crankcase, a Type 55 crankshaft and rods, a blower drive casing, a camshaft lower drive casing and a pair of camboxes.

8.

This was the last remaining example of the numerous Types 35, 37 and 51 Bugattis which over the last two decades had passed through the hands of Jones who thereafter concentrated his Bugatti interests exclusively on the Types 54, 55 & 59. Accordingly it is manifestly untrue to suggest, as has been alleged, that Raglan had a choice of chassis frames from which to select and that St John recommended Frame No 738 because of its likely Type 51 origins. *

Shortly thereafter Raglan, in a three-way deal, obtained from Hucke the Type 51 sump No 32 ex-Chassis No 51153, his Type 35 sump No 7 possibly ex-Chassis No 4894 going to St John for fitment to the Type 39 he was then constructing whilst Hucke received Type 55 sump No 8 ex-Chassis No 55209 sourced via St John and Hans Matti which was considered more appropriate than his Type 51 sump for fitment to his Type 55, Chassis No 55235. Lord Raglan, with the help of Geoffrey St John and Martin Dean, completed the restoration of his car in 1981, just in time to take part on that year's Ettore Bugatti centenary celebrations.

INSPECTION OF PETER MULLIN'S TYPE 51 BUGATTI

A colleague who knows Peter Mullin well and chanced to be visiting California during the last week of May was deputed to inspect Peter's Type 51 on behalf of the author of this report. As it happened the car was not present on the day so the proposed inspection had to be abandoned. However most of the sought data which it had been hoped to confirm has already been documented as follows, and is believed to be accurate:-

Chassis Frame No 256;
 Engine upper crankcase and sump Type 51 No 20 ex-Chassis No 51127 (but with the number 51127 erased from the latter, allegedly by Nuttle);
 Blower drive casing Type 51 No 32 ex-Chassis No 51153; Blower No 79;
 Inlet cambox No 6; Exhaust cambox No 21;
 Gearbox No 184; Rear Axle 1-51 No 19 ex-Chassis No 51127.

Sought data which is not already recorded includes the following:-

Chassis plate details (if one is fitted to the car);
 Upper and lower crankcase Assembly Nos;
 Matching numbers above the output from the blower drive and its front cover;
 Engine No on the camshaft lower drive casing and its cover;
 Front axle No (if there is one, hollow axles are generally not numbered);
 Radiator - original or reproduction? Bulkhead original or reproduction?
 Alloy road wheels - original or reproduction?
 It is accepted that the coachwork of this car is all reproduction, sourced by Nuttle.

INSPECTION OF LORD RAGLAN'S TYPE 51 BUGATTI

Inspected at Cefnilla on 19th May 2003

GENERAL. Lord Raglan recalled that, accompanied by Geoffrey St John, he had purchased the car as described above from Ray Jones of Menton in May 1979.

9.

Upon closer inspection the chassis frame longcrans were found to feature many non-standard holes, and the frame was later found to be 10mm wider amidships than standard, with correspondingly wider gearbox mounting cross members. The rear of the frame featured the modified mounting points for the securing straps of the larger fuel tank fitted to many later models. The whole assembly was plastered in castor oil so conveyed the impression that it had last run as an entity rather than having recently had any of its major components changed or replaced. Indeed, Geoffrey St John has independently advised that Jones, whom he had then already known for several years, generally kept his numerous Bugattis in rolling chassis form rather than dismantling them although he did often remove and strip their engines.

The overbored eyes in the front axle beam were thought to have seriously weakened it but luckily, after having purchased a Mounsdon replica as a replacement, another genuine late type hollow axle beam was sourced from Alain Spitz via Martin Dean, the original then being sold to Barrie Price for his Type 35 (Ch No RC6). The supplied pair of unused original cambuses which had been incorrectly machined were repaired by St John. Up-rated blower drive gears taken from a Type 43 drive supplied by Hugh Conway were fitted to Raglan's casing which was remachined to suit. Other parts, original and replica, were supplied by numerous other people and restoration of the car proceeded briskly, being completed just in time to take part in the Eloro Bugatti Centenary Rally held in Alsace in September 1981, being driven there by road over the Alps from the Milan start point.

CHASSIS The chassis frame is standard in all respects and is uniquely identified by its frame number 738 stamped, right way up rather than the usual upside down, inside the rear cross-member. No chassis plate is fitted to the car. The replacement radiator was supplied by John Ward, and is fitted with a black mesh stoneguard. The bulkhead was made by Lord Raglan himself using steel base pieces supplied by Richard P'Anson and copying the exact profile of the dashboard from an original. He also made the large diameter Type 51 brake cross-shaft assembly which had to be 10mm longer than standard to suit the frame. The Jones replacement fuel tank is fitted with a pair of replica slip-top fillers were also made by the owner and numbered 966 and 967 by Tula Engineering, whilst the radiator cap is numbered 965. The blower oil tank on the right front face of the bulkhead came with the car.

FRONT AXLE & STEERING The front axle beam is an original later hollow type which Alain Spitz had found on a farm cart near Strasbourg, as recounted in Bugattics (48/3/14). The front springs are the originals fitted to the chassis when obtained from Jones but with most if not all the shorter leaves, many of which were broken, replaced and new spring clips fitted. The front shock absorbers are of the Hartford-Repusseaux type and were made up from parts supplied by Alastair Templeton. They replaced the previously fitted Bugatti units so that easy adjustment could be obtained. One of the original front brake backplates was necessarily replaced after being damaged when a front wheel came off. The Type 51 pattern well-base alloy wheels were supplied by Eric Koux and are fitted with 5.00 x 19 section Dunlop racing tyres and secured by the usual four-crested wheel nuts. All the steering arms, rods and levers are the originals which came with the car, as also is the steering wheel and column. However the steering box itself was replaced because it had a tendency to lighten up in service so the internal parts were transferred to the presently fitted new casing supplied by David Harrison. The box is fitted with a shorter than standard Type 55 drop-arm.

10.

ENGINE The lower crankcase or sump has had three of its four bearer arms broken and welded, the undamaged one being the right rear, adjacent to the steering box. Both the left rear and right front arms have been plated, the former boxed internally whilst the latter is enclosed in steel plate. The left rear bearer arm has also been metal-stitched and welded again in recent years, as a result of which the original engine number stamping 32 has been lost and only the 153 of the corresponding chassis number 51153 remains visible. Fortunately Hugh Conway examined this casing before restoration of the car was completed, and in a note to Raglan dated 28th January 1981 confirmed the authenticity in his judgement of the numbers 51153 and 32 which he had just inspected.

Welding on the left front arm adjacent to the radiator mounting bracket has also resulted in the loss of the assembly number which is always found stamped there. This assembly number is also found on the lower face of the oil filter mounting flange on the upper crankcase and internally on its three main bearing caps, matching assembly numbers thereby providing confirmation that two half casings are indeed an original matched pair. The sump has the usual two rows of cooling tubes, five above six, and a dipstick has been fitted to the left rear bearer, whilst a hole where a previous one was once fitted remains and slightly overlaps the lower flange of the upper crankcase. The brass oil pick-up plate on the left of the sump is stamped 26 in both the usual central position and also on its top flange. A standard brass oil pump and large alloy water pump complete the lower engine accessories.

The upper crankcase is a correct Type 51/55 pattern replacement with deep 9mm studs which was fitted a few years ago after the original developed serious cracking, principally at the rear beneath its top flange but also extending considerably into the side walls, so considered beyond further repair. Accordingly this new casing is not numbered anywhere. The original remains with the car and was also inspected. The assembly number on its oil filter flange is 75, in small digits as often the case on the Type 51, and there is an original 51 stamping near the front of the left lower flange, closer inspection revealing that it had originally been stamped 55 suggesting the possibility that it might have been a factory replacement.

For the record, the surviving crankcase and sump from Chassis No 51155, invoiced in the same month as Chassis No 51153, are both stamped with Assembly No 80 in similarly small digits. The original upper crankcase has the small boss on its front face for securing the oil pipework and also the heavier bosses into which the cylinder block mounting studs are fitted, both features unique to Types 51 and 55 crankcases.

The presence of the inner edge of the disused dipstick hole in exactly the same position on the flange of the crankcase as the remainder of the same hole in the sump confirms without doubt that this upper crankcase is the original matching partner to this sump, despite the loss of the matching assembly number on the sump. However the three main bearing caps still fitted to this upper crankcase are all numbered 78 indicating that they were sourced from a Type 43 or a Type 55. The centre one is also numbered 3, the rear one 1 and the front one 2, and these corresponding numbers have been stamped alongside each on the mating face of the lower mounting flange. It is worth noting that the Type 55 with Chassis No 55207, with which this engine was apparently once associated, had Engine No 7, so is most probably the source of these three main bearing caps.

11.

As already recounted, the original crankshaft supplied proved to be a Type 55 unit with the later firing order. By replacing two double sections it was thereby returned to the correct early firing order, and the original connecting rods were replaced by a set of new ones from Brinco. The cylinder block is a Brinco replacement, identifiable by its scalloped lower sides designed to strengthen the mounting flanges. It is equipped with 18mm spark plugs. There is a mark which may or may not be a number on the supercharger drive flange immediately above the crankshaft centre-line where the engine number normally appears, whilst the number 57 appears on the same casing and its cover above the output shaft.

The original supercharger drive casing supplied with the car is now higher geared, courtesy of a set of special gears supplied by Hugh Conway. The ex-Type 35B supercharger numbered 183 was modified to suit, its outlet port was opened out from the original 46mm to 56mm diameter and its mounting flange stud spacings increased as necessary. The inlet port was also later increased in diameter, but without changing the stud centres. The carburettor presently fitted is an S.U. but a Zenith 48K remains available with the car. The replacement primary inlet manifold was supplied by Frank Wall whilst the secondary pair are originals.

The inlet cambox and its lid are stamped 2 at the front of their inner faces, whilst the exhaust cambox and its lid are correspondingly numbered 6. These non-Molsheim numbers intended to assist assembly are repeated on each side of the camshaft drive casing and the respective camshaft gear covers whilst the camshaft drive casing and its front cover are numbered 7 on their front faces. These are therefore presumably also sourced from Engine No 7 ex-Type 55, Chassis No 55207. Although not noticed on this inspection but since confirmed by photograph, an earlier but far briefer examination of this car at Prescott in September 1998 recorded that, in addition to the numbering noted above, the exhaust cambox lid was also numbered 11 so is presumed to be ex-Type 55, Chassis No 55219 which also once passed through Jonck's hands.

The special 1 : 1 magneto drive housing on the rear of the exhaust cambox was supplied by Brinco, whilst an air pump is driven from the rear of the inlet camshaft. The magneto is a standard half-engine-speed Scintilla Vertex in its own mounting fitted in the standard cradle. Breathers from the camboxes and the breather flange just behind the supercharger are fed into the bearer just behind the blower whilst the two breathers on the exhaust side of the engine have been greatly increased in height in order to help reduce loss of oil, no catch tank being fitted.

TRANSMISSION

Drive passes from the engine to the gearbox through the Bugatti multi-plate clutch contained within the flywheel. The clutch is fitted with five dry plates, one more than usual, and is operated by the standard Bugatti over centre linkage. The flywheel is liberally drilled with large holes to allow for the egress of clutch dust. The gearbox is numbered 32 in large digits above its rear bearing housing. The gearbox is fitted with an original lid of the type designed to accommodate a period Bosch geared starter motor which is powered by a battery concealed beneath the driver's seat cushion. No dynamo is fitted to the car.

12.

Drive continues to the rear axle via a modern propshaft, sourced from a Land-Rover. As expected the rear axle centre casing is of the later three-bolt type and is stamped with the number 32 on the front of its nose-piece beneath the axle ratio 13 x 54, the "3" clearly being stamped over a "4" indicating that it had originally been stamped 14 x 54. Above this ratio stamping are the capital letters RT, the meaning of which are not known. No stamping could be detected alongside on the torque arm where the axle number is usually repeated. The axle is fitted with a Brinerton limited slip differential but the original remains with the car.

The axle tubes which on removing the rust were found to be chromium-plated, like the rear springs and the radius rods, are the originals fitted to the car when supplied, and show no evidence of having been bent or repaired in any way. The car's original rear springs were found to be higher set than normal, doubtless to compensate for its original large capacity fuel tank, so were reset 30mm lower some years ago. Damping is provided by a pair of period Mouilleville hydraulic shock absorbers which were found to give a more comfortable ride than the previous Bugatti units. The rear brakes are equipped with the standard alloy back-plates and the rear wheels exactly match those fitted to the front axle except that they are fitted with wider section 6.00 x 19 Dunlop racing tyres.

COACHWORK & FITTINGS

The scuttle and its cowl are understood to be the originals from Chassis No 4950, the scuttle having to be widened to suit, whilst the aero-screen is an original. The standard rear-view mirror was made by the present owner and is supplemented by a modern circular mirror on the off-side of the scuttle. A grab-handle is fitted ahead of the passenger seat. The original tail section was obtained from Hamish Moffatt and is thought to have been sourced from Bob Roberts's Type 35C, Chassis No 4863, Moffatt having obtained its original panels after it was rebodied for Roberts in the Seventies by Crosthwaite and Gardiner.

The original rear undertray was obtained from Jack Newton, the bonnet was made in Barrie Price's workshops and the front undertray by Peel's whilst the owner himself made the front apron and the side valances. The lower edges of the scuttle and tail sections and the upper edges of the undertrays have been fitted with painted steel strips secured by rivets in order to strengthen their chassis frame attachment points. The coachwork is painted in a deep shade of red, and the car's registration number NY 7337 appears on the front apron and, together with a pair of old but non-period rear lights, on each side of the tail.

Dashboard fittings comprise, from left to right, the hand oil pump for transferring oil to the engine from the tank beneath the passenger seat below the hand air pump for pressuring the fuel tank, a pair of John Marks replica pressure gauges, Huile above Essence, and then the Scintilla magneto with the redundant advance-retard lever above to its right. It is fitted with a knob made from local ivory to replace the original lost when the car was raced in Thailand.

Next there is a Bosch ignition switch above which is a Type 43 four-way air tap obtained from Hamish Moffatt, a white-faced Jaeger 7000rpm tachometer above which is a Fournier water temperature gauge, its sensor being fitted to the replacement radiator upper pipe casting, and then a white-faced Jaeger 8-day clock above the steering column. Finally, just to the right of the steering column, is a Kigass unit

13.

The replacement seat back and cushions are upholstered in pleated black leather with matching armrests on the cockpit sides. A 90-degree tap with a circular knob is fitted in the fuel line alongside the driver's right knee, and just below the dash is an adjustable throttle stop. Attached inside the left of the cockpit are leather spare spark plug holders, with pockets on the right hand side. Although not fitted on the date of inspection, the car comes complete with a spare wheel and its carrier, a full set of cycle wings and stays, to the fronts of which are attached a pair of small Marchal headlights, the set of original Bugatti shock absorbers supplied with and initially fitted to the car, a spare Bosch magneto (for which the advance-retard lever would then be required) together with its standard 2 : 1 step-up gear drive assembly, the car's original differential and various other spare parts.

SUMMARY

Over the last two decades this 'Type 51 has enjoyed more successes on the British hill-climb scene and on the historic race circuits of Europe (and even as far afield as Thailand) than any other similar model. From taking part on the 1981 Bugatti Centenary Rally in Alsace to winning the Bugatti race held prior to the 1984 Monaco Grand Prix, competing a number of times at Monthéry, winning at the Nurburgring, breaking the Bugatti record at Shelsley Walsh, often competing at Prescott and on occasion at Wiscombe Park, to winning the coveted Williams Trophy innumerable times at VSCC race meetings held at various venues, its record is unmatched.

With its road equipment fitted the car can, and indeed often has been, used as a road car, even on occasion being driven to venues as far afield as Cadwell Park to compete in the Williams Trophy race, and more frequently to relatively nearby Prescott. If such usage rather than purely competition was contemplated on a regular basis, then it would be advisable to refit the Zenith 48K carburettor and of course switch to petrol rather than methanol for which the presently fitted S.U. carburettor is jetted.

The car naturally has F.I.A. papers enabling it to take part in all International historic racing events, and although it has never had F.I.V.A. papers as increasingly demanded over recent years for many International historic non-racing events and rallies such as the Mille Miglia, it would obviously qualify, the eligibility requirements being far less rigorous than those of the F.I.A. Nationally it has a valid VSCC buff form entitling it to compete in all VSCC events, and is likewise accepted by the Bugatti Owners' Club for all their meetings.

This report has confirmed the sources of all the car's major and many of its minor component parts, the former all being indisputably of Molsheim manufacture. The car has deliberately been kept in a ready-to-use in all conditions state rather than as a potential concours winner, nevertheless its overall condition is good throughout, not only cosmetically but also mechanically to judge by its numerous successes and proven long-term reliability. As such it is more than capable of meeting the requirements of any aspiring purchaser seeking a first class 'Type 51 Grand Prix Bugatti for either road or track use.

14.

CONCLUSION

For more than twenty years controversy has surrounded the true provenance of these two Type 51 Bugattis with each of which the Chassis No 51153 has been associated. Following Lord Raglan's decision to offer his Type 51 for sale the author of this report has sought to unravel the truth concerning these two cars by carrying out a thorough, all-embracing and rigorous analysis of all the available evidence in the hope of resolving the issue once and for all to the satisfaction of all parties.

Superficially there appear to be two alternative options to be considered which can be summarised briefly as follows:-

1. "The American Solution".

The Type 51 with Chassis No 51153 was reframed, maybe following Alloatti's accident on the 1934 Targa Florio, with a 1926 Type 35 chassis with Frame No 256, was then sold as a complete entity in 1966 by Jones to Nuttle who later exchanged its engine crankcase, its gearbox and its rear axle for equivalents supplied by Jones. Then in 1979 Jones sold all these exchanged parts, less the sump No 32 which he had already sold to Hucke, but now fitted on another chassis with Frame No 738, to Raglan who, after obtaining the sump from Hucke, proceeded to assemble another Type 51 using most of the original major components from Chassis No 51153. Nevertheless the Nuttle car, now owned by Mullin, can legitimately lay claim to being Chassis No 51153 on the basis of continuous history despite retaining none of that car's major components.

2. "The British Solution".

The car may or may not have been reframed but Jones, after selling the complete car to Nuttle in 1966, exchanged not only its crankcase, gearbox and rear axle but also, unbeknown to Nuttle or the ABC, its chassis frame. Then in 1979 Jones sold all these exchanged parts, less the sump No 32 which he had already sold to Hucke, to Raglan who, after obtaining the sump from Hucke, proceeded to reassemble what was perforce the original car. Therefore Raglan's car can legitimately lay claim to being Chassis No 51153.

The first option depends critically upon:-

- a) the car's original frame having been replaced, maybe in 1934 by one already six years old,
- b) the claim that no less than three of its original major parts were later exchanged, and
- c) the trustworthiness of Jones.

The second option does not depend upon a) but does upon:-

- d) the more remarkable claim that four of its original major parts were later exchanged, and
- e) the alleged untrustworthiness of Jones.

After lengthy analysis of the problem the author offers a third possible scenario which not only equally well fits all the recorded facts but is also patently less contrived, requiring as it does the exchange of only one major part (other than the crankcase which it is unanimously agreed was changed) and therefore is considered to be a more probable solution.

Suppose instead that in 1966 Jones sold Nuttle a Type 35 rolling chassis with Frame No 256 together with its own original gearbox and axles into which he had installed Engine No 32 from Chassis No 51153. This would leave him with the undisturbed rolling Chassis No 51153 which in 1979 he sold to Raglan. Nuttle then returned the complete crankcase No 32 because of its three damaged bearer arms, taking in exchange the complete Type 51 crankcase No 20 ex-Chassis No 51127 and Jones selling its sump to Hucks and including its upper crankcase with Chassis No 51153 which he sold to Raglan in 1979.

Nuttle later exchanged his car's rear axle with Jones because it had a bent trumpet, taking in return from Jones Rear Axle No 19, also ex-Chassis No 51127. Nuttle allegedly also exchanged its gearbox with Jones, but if so surely it is at least as likely that Jones merely replaced the worn gears about which Nuttle had complained and returned the gearbox to him, the one now in the car obviously not being the original from Chassis No 51127 but could well be that of Frame No 256. Note that this solution does not depend upon the car having ever been reframed and, more critically, that there is no known definitive evidence to prove precisely which chassis frame, gearbox and axles Nuttle received from Jones in 1966.

If this scenario should prove to be correct, Jones could with complete honesty have assured Nuttle, and later Leith, that he had never changed the chassis frame of Nuttle's car, the truth but not the whole truth as it were, his undisclosed deception having been to pass off the car he sold to Nuttle as Chassis No 51153 in the first place rather than some other into which he had installed its engine. So Jones's trustworthiness is less of an issue in this third option.

Despite his best efforts the author freely concedes that he may have been unaware of or inadvertently overlooked some vital piece of evidence which might otherwise have modified his conclusions, and there may be those unwilling to accept his proposed solution. However until such time as irrefutable evidence becomes available which conflicts with this proposal the author remains inclined to believe it to be the most likely true sequence of events. It is vitally important to note at this point that American Bugatti registrar Sandy Leith has had a sight of a draft of this report and advised that he is unaware of any contrary evidence.

As an exercise it is worth considering at this point which of Jones's cars included in his listing in the front of his copy of Conway's 1962 register (given to the writer by Uwe Hucks several years ago), are potential candidates for being Frame No 256. There are in isolation but two, Type 35A Chassis No 4788, his tenth acquisition which he bought from L L McCart of Cincinnati, and Type 35C Chassis No 4817, his fifth acquisition which was not included in Conway's 1962 register but which Jones had clearly located and acquired.

However Frame No 256 evidently cannot belong to either of these two Bugattis because both are believed to exist elsewhere. Jones soon disposed of the former which, on Frame No 220, survives in Type 35B format in Switzerland whilst the latter, on Frame No 295, is Peter Williamson's Type 35B long accepted as being Chassis No 4939 despite its obviously far too low frame number. In fact the latter car is fitted with Engine No 1941' ex-Chassis No 4939, hence the confusion, whilst Engine No 1261' ex-Chassis No 4817 was part of a Type 35C kit on Frame No 231 (later shown to be ex-Type 37 Chassis No 37163) Jones sold to J Meadow of England in 1973 and survives in Canada to the present day fitted to Type 35A Frame No 179 (ex-Pat Carmichael's Type 37A) as Roger Howard's Type 35C.

16.

But it is clear that many of the Bugattis acquired by Jones from 1963 onwards are not included in his hand-written entry inside the front cover of his personal copy of Conway's 1962 register. For example, the afore-mentioned Chassis No 37163 does not appear, nor does Chassis No 37193 which is believed to be the true identity of a Type 37 on Frame No 313 which Jones sold as Chassis No 37163 (complete with its original bulkhead-mounted chassis plate) to John Southward of New Zealand.

Another possible omission is Type 35A Chassis No 4775 which was mistakenly listed in Conway's 1962 register with Burt Murphy of Pennsylvania (but was actually Chassis No 4652 with engine ex-4775 and is still in the USA). However Conway included in his 1973-74 update published in Bugantics another car which is believed to have been the real Chassis No 4775 owned by Hucke so most probably acquired from Jones. Understandably confusing the two cars the 1979 ABC register listed Chassis No 4775 ex-Murphy as untraced, believed Hucke, this confirmed in the 1988 register by which time it had evidently passed to Arnold Forster in England. Conway's 1983 GP Bugatti book lists the car as still with Hucke but he omitted it from his 1989 Magnum, no doubt because it had by then transpired that it was built on a replica chassis, as confirmed in the 1989 British register, so had presumably been built up in this form by Jones, thereby leaving him with its original chassis which is still missing.

Chassis No 4775 was one of 30 GP Bugattis invoiced in July 1926, prior to which month a grand total of 235 GP Bugattis had been invoiced, so Frame No 256 is clearly a potential candidate for being the chassis frame upon which this Type 35A was constructed. Although there is a fair amount of scatter in the correlation between frame numbers and the invoice dates of their chassis, July 1926 is nevertheless the most probable month during which the GP Bugatti with this frame was invoiced, with a probable error of at the most three months either side. The principal exceptions are those such as works racing cars which remained for some considerable time at Molsheim prior to being invoiced. For example, according to the factory records the afore-mentioned Chassis No 4817 was a 'Type 351' and the last of 30 GP Bugattis to be completed in July 1926 but was not invoiced until March 1927 by which time the factory had converted it to a Type 35B.

Significantly, a broader analysis of all GP Bugattis invoiced between April 1926, before which a grand total of 170 examples had been produced, and October 1926, by the end of which the total had reached 330, and thus covering the approximate frame number range 170 to 330, reveals that Chassis No 4775 is the sole example listed in Conway's 1962 register, the primary source of Jones's acquisitions, the whereabouts of which is presently unknown.

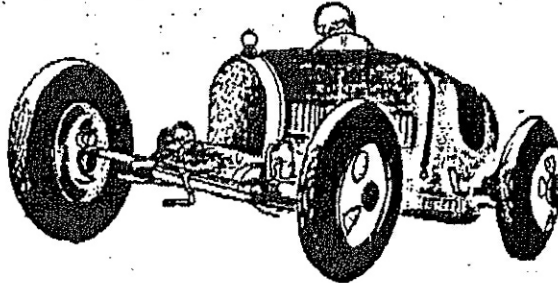
It is not claimed that the GP Bugatti with Frame No 256 was necessarily Type 35A Chassis No 4775, rather this is offered as an example to illustrate the feasibility of the proposed scenario, for it could have been that of some other car from Jones's extensive contemporary collection about which we know nothing further other than that it must have been invoiced in about July 1926. Nevertheless on all the above evidence and in the absence of any conflicting evidence there must remain a high probability that Frame No 256 was the basis upon which Type 35A Chassis No 4775 was constructed by the Bugatti factory in 1926 and also the frame upon which was assembled the Type 51 which Jones sold to Nuttle in 1966.

David Sewell, 8th July 2003.

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**BUGATTI
SPECIALIST**

February 24, 1994

TO: Peter Mullen
Fax No.

FROM: Donald Koleman
Fax No.

Dear Peter:

It was nice to speak to you today. Pursuant to our conversation, I am forwarding to you the write-up regarding Joe Mason's Type 51, which I ask that you keep confidential and for your own use. After you have reviewed it, if there are any further questions, I would be happy to assist you in any way possible.

With best regards,

Donald Koleman
Donald Koleman

"(51153)"
THE NUTTLE T-51

This chronology will attempt to describe how the ex-Nuttle T-51, known as (51153) came to exist in it's current configuration. This car and the British version which materialized from garage sweepings at Jones' in 1980 have tormented the various registrars for over 10 years. What follows is a brief sketch of the history of 51153 with commentary based upon hours of conversations with most of the major players involved with the car(s) since 1963.

51153 was invoiced to Giovanni Alloati on April 12, 1934. Very little is known about it's pre-war history, but it was imported to England by Jack Lemmon Burton December 9, 1936 and sold to a man named Atkins. It was best known in the ownership of Allan Arnold during the 1940's who had a lightweight 2-piece body built for it and raced it as the Allan Arnold Special. It was a very successful club racer and, after several other U.K. owners, it came to the U.S. in 1955. 51153 went through two or three California owners when, in 1963, Lynn Mayfield sold it to Raymond Jones of Michigan.

The car, at this point, had a strange, bob-tail G.P. style body with the U.K. registration "GP 1000" on the tail. Jones, who needs no introduction, retained 51153 from 1963 until 1966 during which time the car sat idle awaiting a buyer. The only item removed during this three years was the non-standard bodywork.

Enter Jack Nuttle. Neighbor, friend and good customer to Jones, Nuttle desired something better than his T-37A. The twin-cam T-51 appealed to him and Jones had two offerings, the bodyless, but otherwise complete, 51153 and the recently imported 51127, the Giovanni Coss car from Italy. As Jones had started to dismantle the Coss engine, Nuttle told Jones he would buy 51153 if it would start up and run reasonably well. This was accomplished with relative ease, much to Jones' surprise, as the car had not run for over 3 years.

It has been previously reported that Nuttle bought a kit of parts from Jones, but lengthy conversations with both Jones and Nuttle do not bear this out. The car was missing a body and clearly needed restoration, but this is hardly the definition of a kit. It may, however, have been Nuttle's definition, which would explain his earlier remarks.

It was Nuttle's goal, in purchasing 51153, to restore it to showroom condition. Over the next seven years, he dismantled the car, bit-by-bit, and rebuilt it completely. Where bits were broken or worn, Nuttle would turn to Jones for a replacement.

THE FIRST PIECE TO COME BACK TO JONES WAS THE LOWER HALF OF THE ENGINE. THREE OF THE FOUR LEGS ON THE NUMBER 32 CRANKCASE HAD PREVIOUSLY BEEN BROKEN AND REWELDED. THIS DISTURBED NUTTLE, WHOSE GOAL WAS A PERFECT T-51 UPON COMPLETION OF THE RESTORATION. RATHER THAN DISMANTLE THE CRANKCASES, JONES SWAPPED THE ENTIRE LOWER HALF OF THE ENGINE FROM 51127 (NO. 20) FOR THE NUTTLE LOWER HALF. THIS ELIMINATED THE NEED TO ALIGN BORE THE MIS-MATED UPPER AND LOWER CASES OF BOTH ENGINES. (THE UPPER HALF OF THE ENGINE THAT WAS WITH THE CAR WHEN JONES BOUGHT IT IN 1963 IS STILL WITH THE CAR TODAY, BUT THE ORIGINAL UPPER HALF TO 32/51153 IS BELIEVED TO BE IN NEIL CORNER'S T-55 (NO. 55207) IN THE U.K. AFTER A BRIEF STINT IN THE P.J.S. SPECIAL - PETER J. STUBBERFIELD - IN THE EARLY 1950'S.) NUTTLE, NOT JONES, GROUND OFF THE COSS NUMBERS, APPARENTLY NOT WISHING TO MISLEAD OTHERS AS TO WHICH CAR HIS WAS - THIS, IN RETROSPECT, IS REGRETTABLE, BUT WE KNOW IT TO BE THE EX-COSS ENGINE.

IN DUE COURSE, OTHER NUTTLE COMPONENTS CAME BACK TO JONES ON AN EXCHANGE BASIS FOR BITS OUT OF THE COSS CAR. THE 51153 GEARBOX, NUMBERED 32 NEEDED ALL NEW GEARS, NUTTLE HAD NEITHER THE TIME NOR INCLINATION TO DO THAT WORK; BACK IT WENT TO JONES FOR A FRESHLY RESTORED T-51 GEARBOX WITH ALL NEW GEARS.

THIS GEARBOX, NO. 10, IS SHOWN IN THE FACTORY LISTS AS ORIGINALLY BELONGING TO 51129 (NOW WM. SERRI), BUT, WITHOUT A DOUBT, OUT OF 51127, THE COSS CAR. THIS MUST HAVE BEEN A FACTORY SUBSTITUTION FOLLOWING TEAM RACING PRIOR TO PRIVATE SALE. THE ORIGINAL GEARBOX INVOICED IN FACTORY NOTES TO THE COSS CAR WAS NO. 17 AND IT HAS NEVER TURNED UP IN OTHER JONES' CARS. AS THESE TWO PARTICULAR T-51'S PATHS HAVE NOT CROSSED SINCE, THIS IS THE ONLY POSSIBLE SCENARIO.

THE NUMBER 32 REAR AXLE HAD A BENT TRUMPET AND CAME BACK TO JONES FOR THE NUMBER 19 REAR AXLE, AGAIN, EX-51127 (THIS AGREES WITH THE FACTORY NOTES).

THE CAR WAS NOW DOWN TO ITS BARE FRAME WHICH NUTTLE RETURNED TO JONES FOR STRAIGHTENING, SANDBLASTING AND PAINTING. IF A FRAME SWAP OCCURRED, AS THE NUMBER SUGGESTS, THIS WAS THE ONLY TIME FOR IT TO HAVE TAKEN PLACE. JONES CLAIMS, HOWEVER, THAT HE HAD NO MOTIVATION TO SWAP FRAMES; IT WOULD HAVE REQUIRED WELDING UP AND RE-DRILLING MUCH OF THE FRAME, BUT OBJECTIVELY, THE COMPONENT SWAPPING THAT HAD ALREADY TAKEN PLACE WOULD HAVE REQUIRED IT ANYWAY. THE FRAME NUMBER OF THE NUTTLE CAR TODAY IS NO. 256, JUST ABOUT RIGHT FOR A T-35A OR T-37, BUT CLEARLY TOO EARLY TO HAVE BEEN AN ORIGINAL T-51 FRAME.

FINISHING UP ON THE CHRONOLOGY OF EVENTS, NUTTLE WAS DONE RESTORING HIS T-51 IN THE 1973-1974 AREA OF TIME. IT SHOULD BE NOTED THAT THE CONWAY/BUGATTI REGISTER OF '73-'74 ACKNOWLEDGED NUTTLE'S RESTORED CAR AS 51153, AS DID THE 1979 AMERICAN BUGATTI REGISTER, FIRST EDITION, BY ANDRE RHEAULT.

NUTTLE USED THE CAR FOR SEVERAL YEARS IN ITS RESTORED CONDITION AND SOLD IT THROUGH JONES TO BOB SHAW IN 1983. SHAW ADVERTISED THE CAR IN AUTO WEEK THROUGH JONES IN 1985 FOR \$225,000 AND A YEAR LATER IN HEMMING'S FOR \$235,000.

To the Editor (Sports Car Market):

I commend Thor Thorson for his insightful profile on the Lord Raglan Type 51 Bugatti "bitsa". As someone who has spent over thirty years dissecting not only this version of "51153", but the US version as well, he succeeded perfectly in capturing the compromised aura of this car. It is important to understand when considering the investment merit of the Raglan T51, that it essentially began life as a Ray Jones T51 "kit" in Menton, France when purchased in bits by T51 specialist, Geoffrey St.

John on behalf of the late Lord Raglan in 1979. Through Geoffrey's contacts and his specialized knowledge of the Type 51, he was able to cobble up much of the surviving original fabric of chassis 51153 from several sources, save for, perhaps, the most important element of all...that of continuous history. This critical component was retained by the US version, which the late Ernest (Jack) Nuttle of Ann Arbor, Michigan bought in 1968 from Jones and restored over a ten year period.

Regrettably, my British Registrar friends and colleagues have listed Nuttle as a previous owner of the Raglan car which is utterly untrue, as while he traded back pieces of 51153 to Jones for rebuilt or better condition ex-Molsheim parts, he retained 51153 (the US version remember) until 1983 when he sold it via Ray Jones to Bob Shaw of Antioch, IL.

This car is, at this writing, in the Mullin Automotive Museum in Oxnard, CA.

A not-so-minor correction should be noted in the italicized market opinion for the car in the subsequent Retromobile auction review; the Raglan T51 is contrasted with the "much more authentic" Monterey "no sale" of chassis 51132 at a high bid of \$1.7m; in fact, the high bid was \$2.75m which may or may not bolster the "well bought" label affixed to the Raglan car in Jerome Hardy's report. To my mind, it appears to confirm Thorson's (and my) feelings on the Raglan car..."it's not a great car and never will be."

Sandy Leith
Registrar, American Bugatti Club
Dedham, MA

December 15, 2010

Bugatti Type 51 (Chassis 51153)

There has been some confusion in recent years relating to the identity of Bugatti Chassis 51153 caused by a competing claim by the now late Lord Fitzroy Raglan of England. Lord Raglan predicated his claim upon the presence of certain identifiable parts, once fit to what is now our car, that he purchased in the 1980s in order to assemble his racing machine. We have extensively researched the identity of our car, in response to this claim, in full cooperation with the American Bugatti Club Registrar Sandy Leith, and marque expert Jim Stranberg and both have found the Raglan claim to be baseless and without merit.

Central to any authentication is the subject of provenance. Significantly, both experts that we consulted noted the continuous history of our car in contrast to that of the Raglan construction. In recent correspondence, Mr. Leith states "I have maintained in the past and maintain today that the Nuttle T51, now with Peter Mullin, contains the single most important element of chassis 51153; that of continuous history. Whatever parts came and went over the course of its lifetime prior to the ownership of Raymond Jones and after the restoration by Jack Nuttle, the car was and is chassis 51153.

Raglan's car is an assemblage of parts, many of the ex-Nuttle's car. I am quite sure that Denis Jenkinson would agree if he were still with us." Mr. Leith goes on to state "While it is clear that many of the Raglan components that make up his T51 are ex-51153, the genesis of that car began with Ray Jones, not Aloatti. To list Nuttle as a prior owner, as the British Register does, is factually incorrect as Nuttle did not sell his car to Raglan. Nuttle's car was a car... chassis 51153; Raglan's car was a kit. End of story."

In consideration of our documentation and these findings we are very happy to present with confidence the Bugatti Type 51 Grand Prix Chassis 51153 – a shining example of Bugatti's grand prix capabilities, with well established provenance and race prepared by one of the United States' preeminent Bugatti mechanics.