

The Bordoli Bugatti

Back in April 1932, an Italian wholesaler of salt, Gianluca Bordoli of Bologna, bought a brand new Bugatti T43A. It was one of the last chassis of the T43 that were made with the roadster coachwork.

Gianluca Bordoli built his fortune by dealing in salt, which was in the twenties and thirties a costly ingredient for conserving food in the North Italian meat- and vegetable industry. He had a lot of important friends and moved around on the early racing circuits, where he caught his interest for the Bugatti brand.

He bought the Bugatti as a present for his own on his 50 th birthday and gave her a stunning white and black pattern, the white referring to the salt and the black for the deep contrast. Gianluca liked to cruise it on the sunny hills of the beautiful and virgin Italian landscape. The only picture of that time that was preserved is the following :



He liked nice and luxurious cars : he used daily an Isotta Fraschini Tipo 8A, a wonderful limousine that was only driven by rich businessmen like he was.

The Bugatti however, was treated like a baby. She never left in bad weather and was always stored nicely in a warm garage, where she was carefully surrounded by a couple of huge Danish dogs, who would have defended the Bugatti with their lives....

Years passed by and the Bordoli family continued to prosper, although during the war they were a bit on the wrong political side of the spectrum, causing troubles after the fascist regime came to an end. Some of their properties were confiscated and the old house with the garage for the Bugatti came in other hands.

Gianluca Bordoli died in 1949 at the age of 67. He never really recovered from losing his trade licences and a great deal of his patrimonial. His only son Carlo was building up a new business in the meat industry, using his father's contacts from the fruitful interbellum.

The Bugatti was still in his hands, and kept as a treasure that never should leave the family. He proudly continued to drive her from time to time, for the pleasure of the sound and for the memory to his father.

Business went well and the Bordoli name was repolished bit by bit in the fifties, when the heated spirits that condemned his father came to reason again. Carlo rose a family and got three children.

The old house where he was born in 1921 had been sold to a school director who kept it in the original state. It never went out of Carlo's mind and he became determined to bring it back into his hands. He had to give this determination to the next Bordoli's as he never came to buy it back himself.

Decades passed by, generations of Bordoli's came and went and the only consistent member of the family was the Bugatti, still in original condition, with only some new upholstery that replaced the completely worn out original one in 2014. After more than eighty years, the furious Grand Prix-engine turned still like a Swiss watch, only having replaced a water-pump and some clutch parts since it was new.



Vincenzo Bordoli, 49 years of age and after grandson of Gianlucca, finally succeeded in 2015 to procure the old house where Carlo was born in 1921. It required some restoration but it had still the character of the old days.

On a dry and sunny evening in february 2017, Vincenzo drove the magnificent, very well conserved T43A to the house, where both relicts of the past were re-united for a beautiful picture.

Vive La Marque, Viva Bordoli.



Note : Although this story could be very near to reality, it was written as a fantasy of what could be true for this car, which is in fact a 1/24 scale model.....

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