

1926 Bugatti Type 35TC Chassis 4814

- Chassis 4814 is believed by many including internationally respected Bugatti historian Pierre-Yves Laugier to be the first 2.3-litre Grand Prix Type 35 to be supercharged by the Bugatti Factory, the first Type 35TC (35B) ever made.
- The continuous history and lineage of this car has been expertly documented by renown Bugatti Historian Pierre-Yves Laugier.
- Its illustrious period competition history includes the Klausen Hill Climb in both 1926 and 1927, Swiss Champion in Class D, Racing Category 1927 and Targa Florio 1928.
- Featured in Bob Kings and Peter McGann's book '*Bugattis in Australia and New Zealand*'.
- Restored by Geoffrey St John in the early 1980's and again recently by Auto Restorations.
- Returning to Europe for the first time in 30 years.

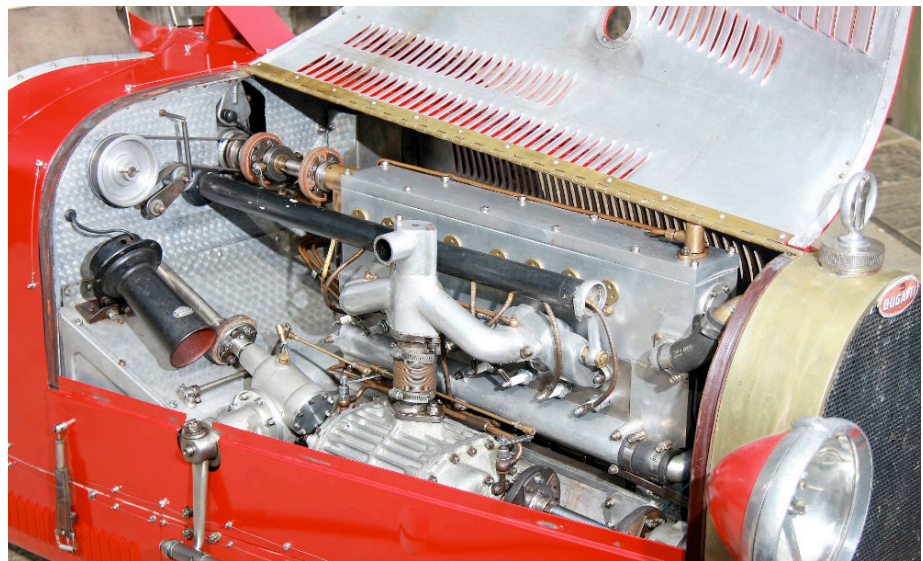
Nothing combines art, engineering and racing pedigree to the same extent as the legendary Bugatti Type 35TC or 35B as it became known. The straight eight 2.3-litre supercharged engine resembles a piece of art as much as a racing engine. With that distinctive sound that you only get from an eight cylinder Bugatti, their raw speed and legendary road holding, it is not difficult to see why they captivate peoples passion and hold their position at the pinnacle of motor racing history.



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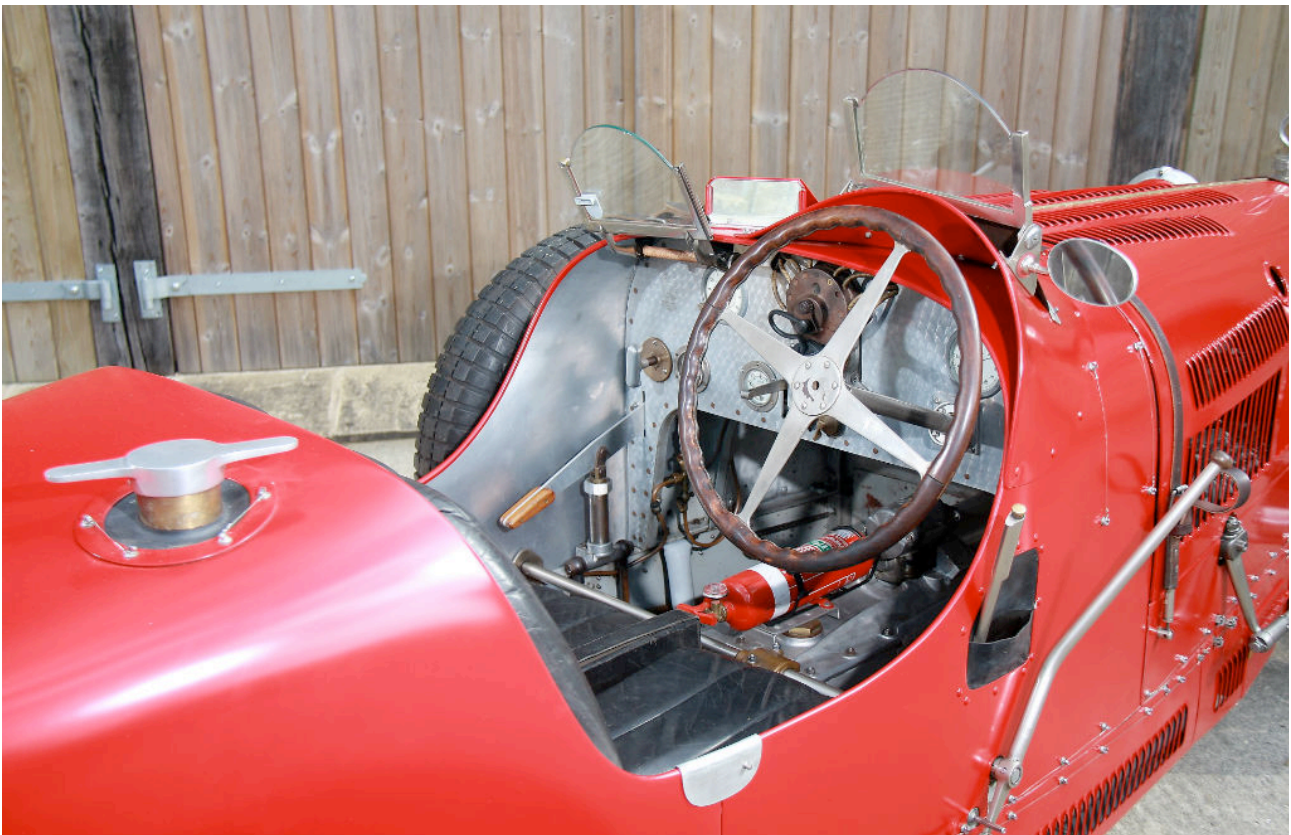


The Type 35 made its debut at the 1924 Paris Motor Show and embodied all of Ettore Bugatti's experience, talent and sense of aesthetic beauty. With its sleek streamlined body and trademark horseshoe radiator, it is one of the iconic designs of the 20th century. Its beauty was matched by its performance. With its debut at the 1924 French Grand Prix at Lyon marred by a defective batch of tires the Type 35 soon realized its potential at the San Sebastian Grand Prix later in the season. In its second season the Type 35 really started to show its true form.



Until early 1926 the Type 35 had only been run either as a 2-litre or 2-litre Supercharged (35C). In early 1926 in preparation for the Targa Florio, Bugatti lengthened the stroke of its 2-litre engine to 2.3-litre to produce the 35T. Bugatti's superior road holding meant the team of three works cars entered into the event, driven by Constantini, Goux and Minoia, finished 1st, 2nd and 3rd at a record speed and contributed to Bugatti winning the 1926 World Championship. The Type 35T was to become the start of the 35 in its ultimate format, the supercharged 35TC or 35B as it is better known. It is believed that all of this started with this car, Chassis No. 4814.

At the request of the current owner French Bugatti Historian Pierre-Yves Laugier has brought to light the amazing history of this car. In a letter to Bob King and Peter McGann when researching their fabulous book *'Bugattis in Australia and New Zealand'*, Laugier wrote *"There is no doubt in my mind that the Cameron car is the continuous history of 4814 - on 1929 replacement frame."*

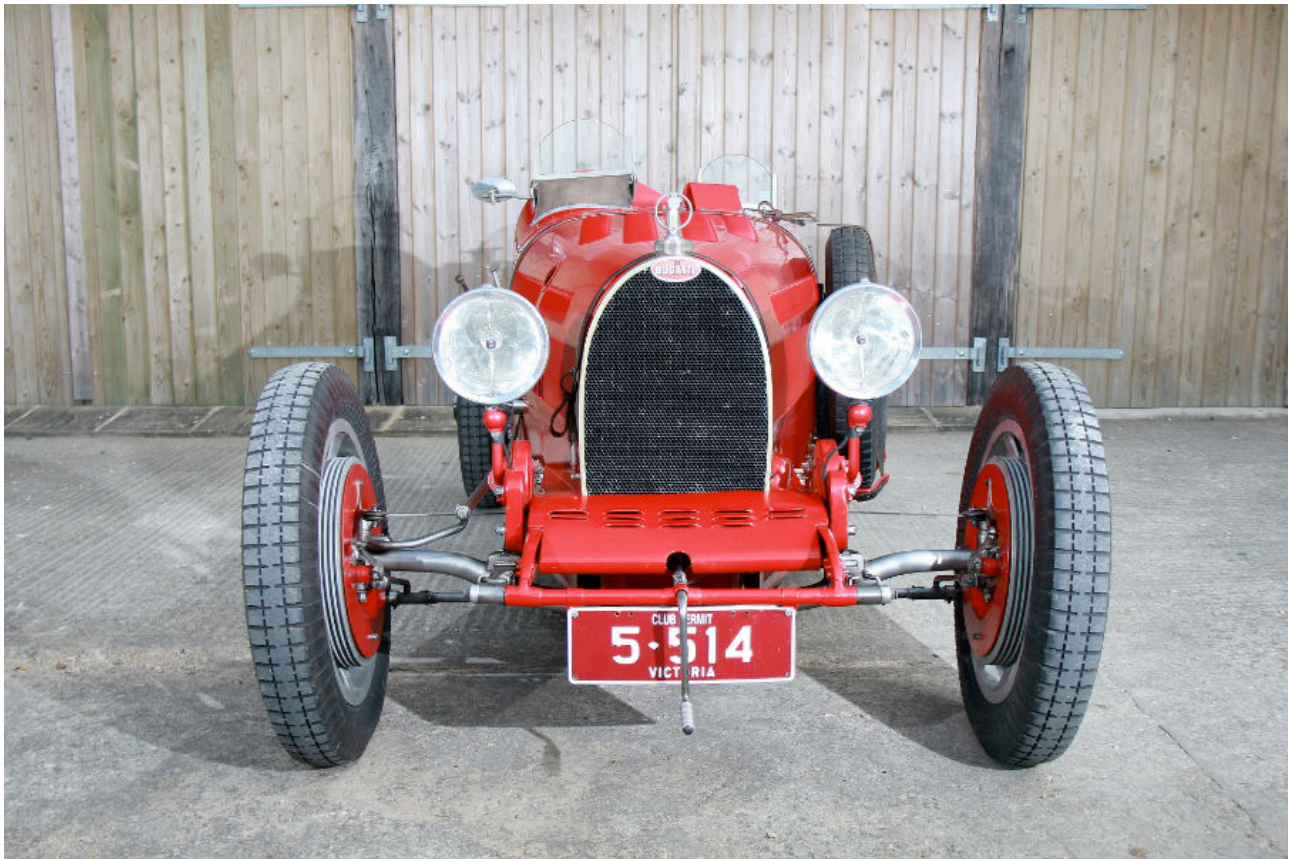


Chassis 4814 is believed by many including internationally respected Bugatti historian Pierre-Yves Laugier to be the first 35TC (35B) ever made. Assembled in July 1926 and fitted with the 35T specification engine Number 94T. Initially assembled as an unblown 35T, the Factory Engine Records read '*Targa 2300 s.com No.94*' (Targa sans Compressor). However, by the time the car left the Factory the Factory Register of Sale clearly stated : "*Kracht comp Targa 4814-94T 25.7.26*". The fact that it left the Factory fitted with a compressor is bolstered by the bill of sale mentions a "*prix special*" of 121,300 Franks to the Swiss Bugatti Importer Karrer. On the same day Type 35 4809 (unblown) was sold to Sorel in London for 61,600 Franks, quite a difference.

The factory list for temporary plates lists the delivery of 4814 by road - "*Plate 1650 WW 5, issued to H. Kracht Zurich, 28.7.26 et 7.8.26, to go from Molsheim to Zurich*".

The first owner of 4814 was Swiss Hotelier Herman Kracht. His first outing with the car was at the **Klausen Hill Climb** on the 7th and 8th of August 1926 (incidentally the day the factory plates ran out). Already the owner of an unblown Type 35 the official results for class D 3000cc show him as averaging 97,297km/h. He did not keep his blown Type 35 for long opting to keep his less powerful unblown Type 35. In no later than May 1927 he sold it to his good friend Josef Merz.

Merz ran a food business in Zurich selling meat. His first outing with 4814 was at the **Chaumont Hill Climb** near Neuchatel in the 5th of June 1927. The race records show that in Class D racing cars 2,000cc to 3,000cc he set the best time of the day at 3min. 42 sec. This was followed a week later at the **Mourget Hill Climb** where he again set the best time of the day in Class D of 9min and 3 sec.

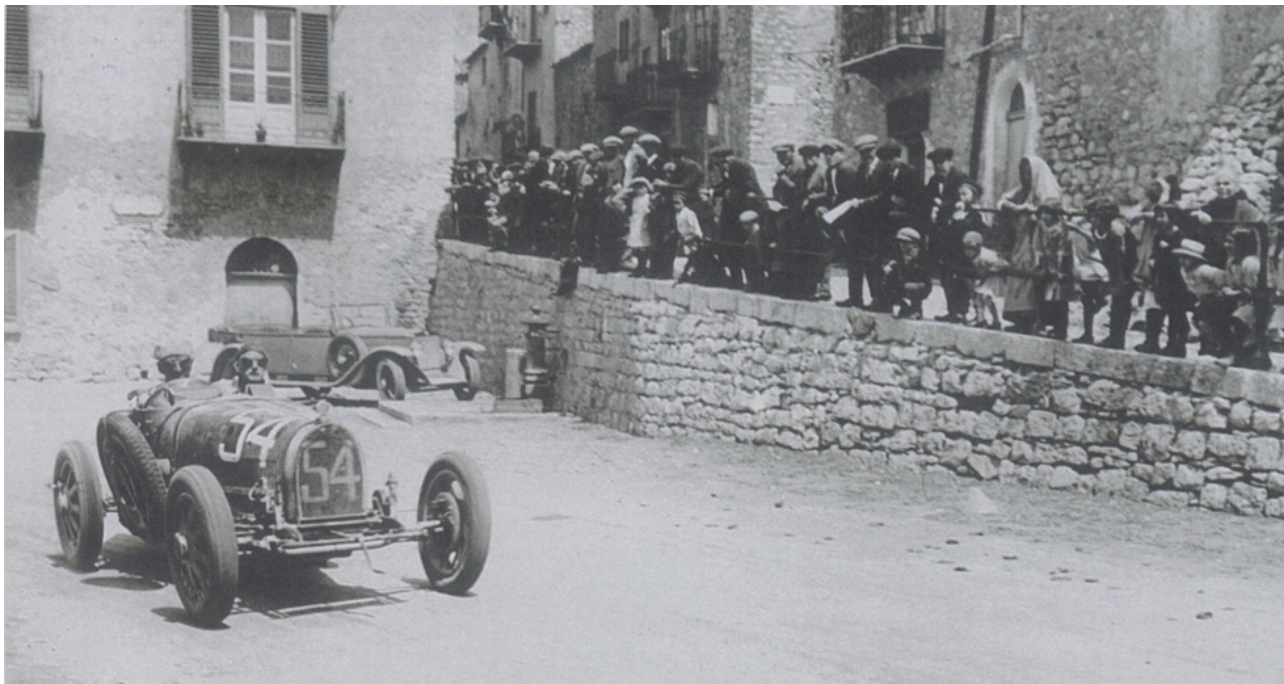


Success did not stop there at the **Alstetten-Schlieren Flying Start** on the 19th June 1927, the only entry in Class D, he averaged 159,200km/h. Next came the **Gurnigel Hillclimb** near Bern on the 3rd July 1927 where again, the only entrant in Class D, he set a time of 9min and 46 sec. At the **Rheineck Walzenhausen** race on 10th July 1927 he set the fastest time of the day in Class D, 5min and 58 sec before the car is sent back to the Factory in preparation for the Klausen Hill Climb.

At the **Klausen** on 13th and 14th August 1927, Merz was given race number 125, as seen in the title picture, with registration plate number 986 B. As you can see the car has no extra louvers on the bonnet and is still on small brakes. Merz set a good time in the race of the Saturday, just 6.4 seconds behind the winner of the day Rosenberger, driving his Mercedes in a time of 17min 17 sec. On Sunday, Chiron driving another early Type 35B, chassis 4817, made 17min 28 sec.

Merz also raced 4814 in **Wiesbaden** in 1927 and at the end of that season obtained the title of Swiss Champion in Class D, Racing Category.

Early in 1928 then sold the car to another enthusiast a Mr. H Heusser. According to historian E.Tragatsch, Heusser was Swiss living in Germany. He had numerous successes driving in hill climbs between 1924 and 1927. This continued into 1928 when he bought 4814. We must assume that around this time the car went back to the Factory as the Factory list of temporary plates reads : *“Plate number 1765 WW 5 is issued to Heusser in Kehl between 15th to 18th February 1928 ,to go from Molsheim to Kehl”*.

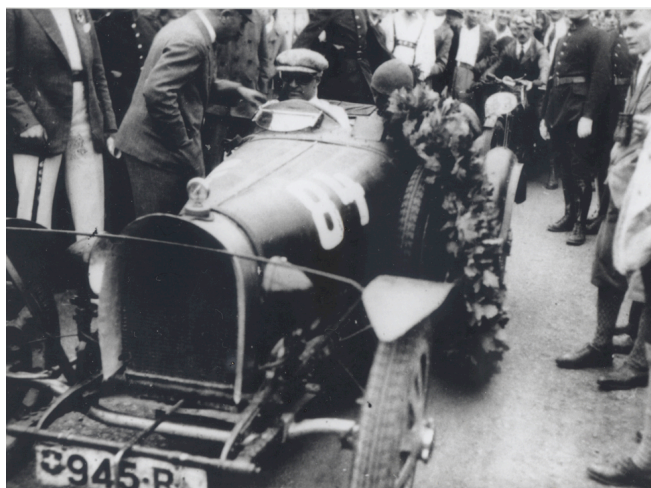


On the 6th of May 1928 Heusser raced 4814 in the Targa Florio. Car No. 54 it sadly retired on the 4th of 5 laps. From the picture above we can see the radiator is the 350mm size, there are no extra louvers on the bonnet but the blower hole is visible. The car is also darker as it is believed that Heusser painted it red.

A week later he entered the **Coppa di Messina**, car No. 17 he retired on 2d lap of 7 laps, but not before setting the fastest lap of 37 min 30 sec at the average of 57,69 mph.

On the 20th of May 1928 he entered the **Coppa Etna**, car No. 18 he sadly again retired on 5th lap of 10 because of connecting rod trouble.

On the 5th of August he entered the 12km race at **Schauinsland** (Freiburg) where he set the fastest time of 9min and 44.2 sec. 5. The car has race No. 84. As you can see from the picture to the left, the radiator has a cowling fitted which seems to be of the 400mm size. It is also noted that the swiss registration plate is **945 R**. Although Heusser was living in Germany in Klein the car was still registered in Zurich where Heusser had a factory making electronic components.



Sadly just over ten days later on the 19th August 1928 at the **Buckower-Dreieck** race, Heusser and his mechanic Fritz Feldman were killed driving 4814. The car left road trying to overtake another car.

In 1929 the fellow German driver F. H. Aurich purchased the crashed 4814 and had it rebuilt ready to race. In the crash the chassis frame was damaged beyond reasonable repair at the time and had to be replaced with a factory replacement in 1929. That frame is the frame in the car today and the frame number, 643, is in perfect sequence for such a replacement one of spring 1929.



4814 was apparently too fast for Aurich who had previously only been riding motorcycles. He used it in the 1930-1931 seasons but without any notable success. After 1931, the trace of 4814 is lost in Germany until 1951. It surfaced again in France in 1951 equipped with a BMW 328 roadster body, telling us about its second German life in the late 1930's. The car is described in *H.G.Conway 1962 register* as being "*chassis 4814 belonging to Garage Jundt in Vendenheim, next to Strasbourg. The car was used until 1954 and registered 11 AD 67*".

The Strasbourg Police Registration Documents give the names of two postwar owners in France : Mr Francois Schillinger, of 9 Haguenau Place in Strasbourg, on the 1st of September 1953 and Mr. Obert of 29 Quai Bruchhoff in Strasbourg on the 3rd of February 1960. Four years later in August 1964 the car was bought in Alsace by Antoine Raffaelli from the ex Bugatti Factory mechanic Amedee Ledoux for the amount of 4000ff. There is a picture of the car next to A.Ledoux. You can see the 328 BMW body and the Bugatti badge is visible at the front. The car is on garage plates **1978 W 4**.

Raffaelli took the engine and front axle from the car and used them in another and then sold the chassis still with gearbox, back axle, steering box and possibly another front axle to well known Bugatti collector and aficionado Geoffrey St. John back in 1968. He subsequently used the chassis and parts to build Martin Dean's Type 51. When in 1974 Martin was able to acquire an original Type 51 Chassis for his Type 51 the exchange was made and this chassis 4814, frame No. 643, came back to Geoffrey St. John.



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In 1982 John Fitzpatrick bought this chassis frame and all of the original factory parts to rebuild the car as you see it today from Geoffrey St. John. As Geoffrey put it *"I had enough original parts laid out on the workshop floor to build three cars and John got the pick of what he wanted"*. *"John chose a good original supercharger; GP gearbox, back axle and hollow front axle."* The engine was all restored using original parts. The upper and lower crank cases are from Type 38's as is the cam box. The origin of these parts have all been traced back to Type 38's that were originally imported to the UK when new. The cylinder blocks are original as is the numbered roller-bearing crankshaft and its bearing caps. The gearbox is original and judging by its number and features may well be of Type 51 origin.

Geoffrey restored the car for John Fitzpatrick before it was shipped down to Australia. He used the car regularly until selling it to Martin Tuck in 1990. Martin Tuck then sold the car to the current owner who commissioned Auto Restorations in New Zealand to restore and prepare the car for him. During the restoration the engine has been full rebuilt, with new blocks and a new upper crank case and roller-bearing crankshaft supplied by Tim Dutton. Accompanying the car are the original cylinder blocks, original numbered upper crank case, the original numbered roller-bearing crank and flywheel, the numbered bearing caps, the steering box and cam-shaft with followers etc.

4814 has now finally returned to England for the first time in 30 years, fresh from its restoration and the time has now come for someone else to continue the rich history of 4814.

The Bugatti Type 35 in different guises has to be one of the most successful Grand Prix cars of all time, especially in its most famous and evocative form the 35B. Piloted Works drivers and amateurs alike, convincingly winning the Targa Florio in 1925, 1926, 1927, 1928 and 1929; the French Grand Prix every year from 1926 to 1930 and what has to be the most significant victories in motor racing history when William Grover-Williams won the inaugural Monaco Grand Prix in 1929. So successful was the Type 35 that out of 23 cars on the grid for the 1930 Monaco Grand Prix 14 of them were Bugatti.

Type 35B's are still raced hard to this day at some of the most prestigious circuits around the world including competing for that same cup the Williams won all those years ago. This is your chance to own, race, enjoy and continue on the history of the car that set the way, the car strongly believed to be the first ever Type 35B, Chassis No. 4814.