



BUGATTI TYPE 43/44

Grand Sport 1928





A Versatile Design

After beginning life as a Type 43 Bugatti racecar, this car was made over with one of the first Bugatti coaches designed by Joseph Figoni and an upgraded Type 44 engine.

The Type 43 and 44 were two of Bugatti's most successful models, known for their innovative engines and artfully built factory coaches. The hybrid Type 43/44 was created in 1929 when Chassis 43272's outdated engine was replaced with a Type 44 engine. The neat machine has exceptionally smooth road handling and is a prime example of Bugatti's application

of grand prix designs to touring models.

This car began life as a Type 43 race car largely based on Ettore Bugatti's masterpiece, the Type 35 Grand Prix. In 1927 Type 43s with supercharged engines were among the first supercharged models to be offered to amateur drivers. The combination of the light chassis' short length, narrow wheelbase, and supercharged engine made it suitable for a variety of track races, hill climbs, and long-distance touring. When the Type 44 was originally announced in 1929, it had a



chassis similar to the Type 43 but with a brand new three-liter straight-eight engine.

After an unsuccessful race in Ireland in 1929, Chassis 43272 was stripped of its factory Grand Sport body and rebodied by Joseph Figoni, the promising coachbuilder who later became famous for the sumptuous coachwork introduced on the 1935 Delahaye Type 135. The Figoni-designed open body features a continuous cycle-style fender that flows from the top of the front wheel and drops toward the rear. The signature Bugatti styled two-tone paint accents the subtle curves that became Figoni's trademark design.

Chassis 43272 began life on August 6, 1929, as a Type 43 with a factory-built racecar body and engine number 159.

The factory body was replaced in late 1929 by a new, Figoni-designed open body, recorded as Carrosserie Roadster Luxe. On December 23, 1929, Mondan et Wilson, the Bugatti agent in Paris, sold the Type 43 to Count Jean Bruno d'Harcourt.

After the count's death the following year, Chassis 43272 was sold and reregistered in May 1931 as 8005RE by an unknown owner. In 1936 a Mr. Ferry of Paris purchased the car and owned it until 1948. By that time, however, the car's chassis had become outdated, and as a result, the Type 43 disappeared from the official record until 1957, when it was found in a junkyard by Dr. W. Granoff of Neuilly-sur-Seine, France. The doctor completely restored Chassis 43272, and in 1959 he replaced the original engine with a new Type 44 engine, which he purchased from the Bugatti factory. When Granoff died in the early 1960s, his estate sold the car to Daniel Rogwiller of Paris, who later sold it to Bruno Vendiesse and

Jaap Braam Ruben. Peter Mullin bought the car in 2010, and it is now owned by the Mullin Automotive Museum.



PROFILE

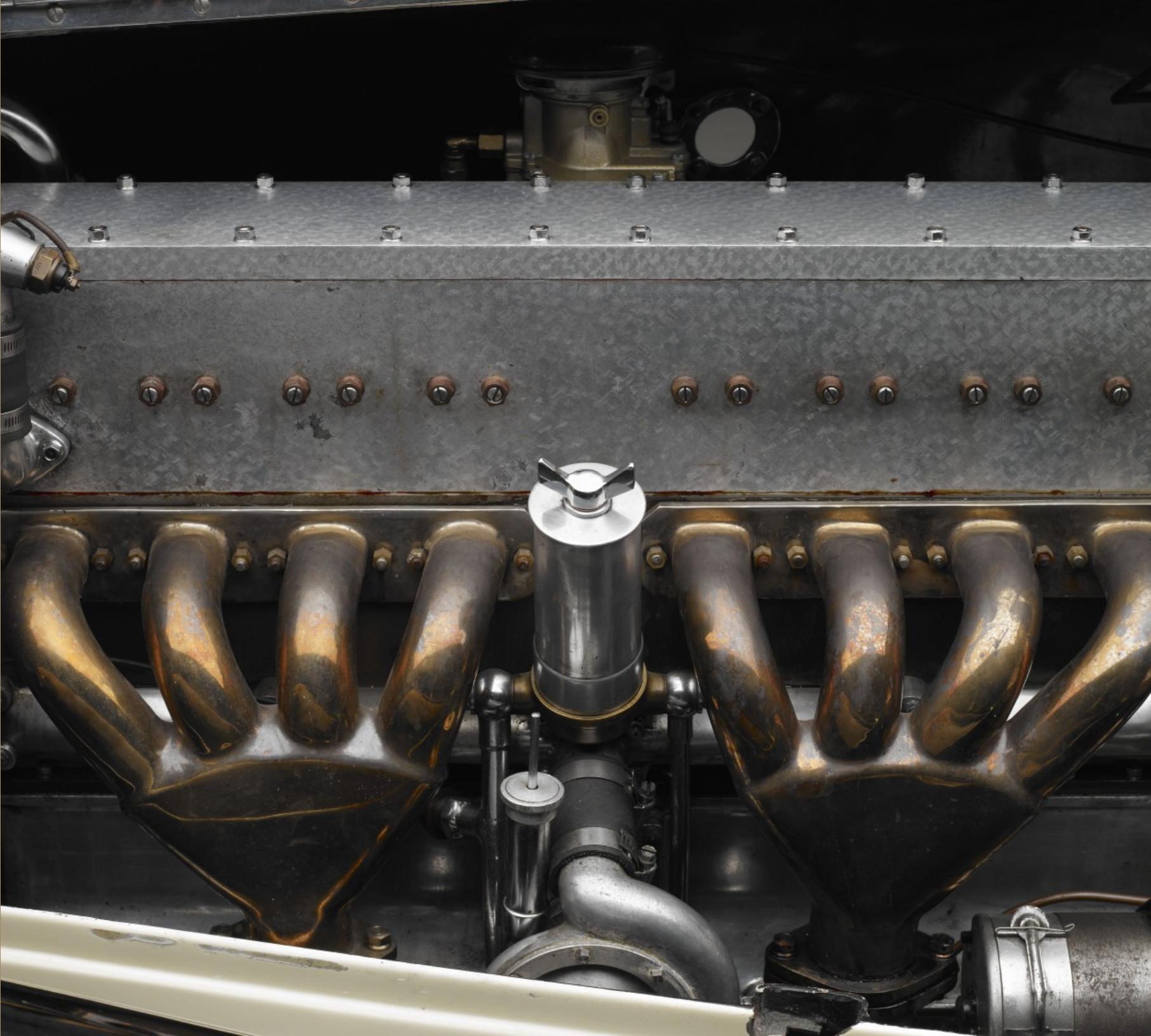
Coachbuilder	Figoni
Chassis number	43272
Profile type	Sport
Body type	Grand Sport
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Front brakes type	Cable-operated drum brakes
Rear brakes type	Cable-operated drum brakes
Front suspension type	Live axle with semielliptical leaf springs
Rear suspension type	Live axle with reversed quarter-elliptical leaf springs
Length	13' 5"
Height (Ground line to highest roof)	4' 8"
Width	5' 3"
Wheelbase	2.97 m
Front tracks measurements	1.25 m
Rear tracks measurements	1.25 m

ENGINE

Engine number	Inline
Type	8
Bore x stroke	69 mm x 100 mm
Displacement	2991
Distribution	Single overhead camshaft
BHP at 4000 RPM	80
Gearbox	Manual
Number of gears	4
Overdrive	0





© Mullin Automotive Museum
All photographs courtesy of Michael Furman