

BUGATTI TYPE 40A

1931





Hidden Treasure

As one of only 50 Bugatti Type 40As ever made, the discovery of Chassis 40902 in the Schlumpf Reserve Collection after forty years was quite a find.

The Mullin Bugatti Type 40A was a special-edition model of the Type 40 produced in 1930. Only about fifty of these sporty models were produced, and few have survived to the present day.

The Type 40 chassis marked a unique era in the history of Bugatti. It replaced the Brescia as the new Bugatti four-cylinder touring car and introduced Jean Bugatti

as a worthy successor to his father, Ettore Bugatti. Jean would become the head of the coachbuilding department and go on to devise many of the marque's most impressive models. His earliest designs were explored on Type 40 chassis, including a unique fiacre design. His nostalgia for this body style, reminiscent of horse-drawn carriages from the 1860s, had a lasting influence on his subsequent designs.

The Type 40A was slightly larger than the Type 40, and generally fitted with a



two-seat roadster body. Most came with a folding rumble seat in the rear, and many featured a hatch for golf clubs. As with the majority of Jean's experimental Type 40 designs, the roadster body became a popular variant on later models, in this case the eight- cylinder Type 43A.

Chassis 40902 came to the Mullin Automotive Museum as part of the Schlumpf Reserve Collection—a group of sixty-two unrestored but fine cars previously owned by French textile giant Fritz Schlumpf and stored in Malmerspach, France, for many years. The Mullin Museum is now home to many of the cars, including this rare Bugatti Type 40A.

Chassis 40902 was produced in April 1931 and delivered to Swiss Bugatti agent Bucar SA in Zurich on July 3 of that same year.

The identity of the original owner is unknown, but in 1962 the car was purchased by John Shakespeare. He owned the car for two years before selling it to Fritz Schlumpf. Schlumpf's collection was confiscated by the French government in 1977. After twenty-two years, sixty-two of the cars were returned to Fritz Schlumpf's widow, Arlette, and remaining family in what is referred to as the Schlumpf Reserve Collection, from which Peter Mullin purchased this car in 2008.



PROFILE

Coachbuilder	Factory
Chassis number	40902
Profile type	Touring
Body type	Roadster cabriolet
Number made	31
Production span	1930-1931
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Front brakes type	Cable-operated drum
Rear brakes type	Cable-operated drum
Front suspension type	Live axle with semielliptical leaf springs and friction shock absorbers
Rear suspension type	Live axle with quarter-elliptical leaf springs and friction shock absorbers
Length	12' 3"
Height (Ground line to highest roof)	4' 7"
Width	5' 5"
Wheelbase	2.71 m
Front tracks measurements	1.2 m
Rear tracks measurements	1.2 m

ENGINE

Engine number	4
Type	Inline
Number of cylinders	4
Bore x stroke	72 mm x 100 mm
Displacement	1623
Distribution	Single overhead camshaft
BHP at 4500 RPM	50
Gearbox	Manual
Number of gears	4
Overdrive	0



