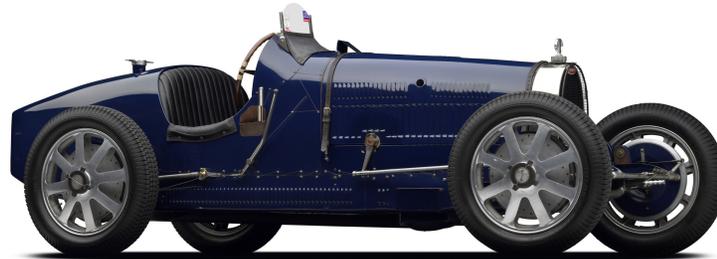




BUGATTI TYPE 37A

Grand Prix 1926





Bugatti Horsepower

A French thoroughbred in traditional blue livery, the Type 37A features a powerful engine that showcased a new generation of Bugatti racing technology.

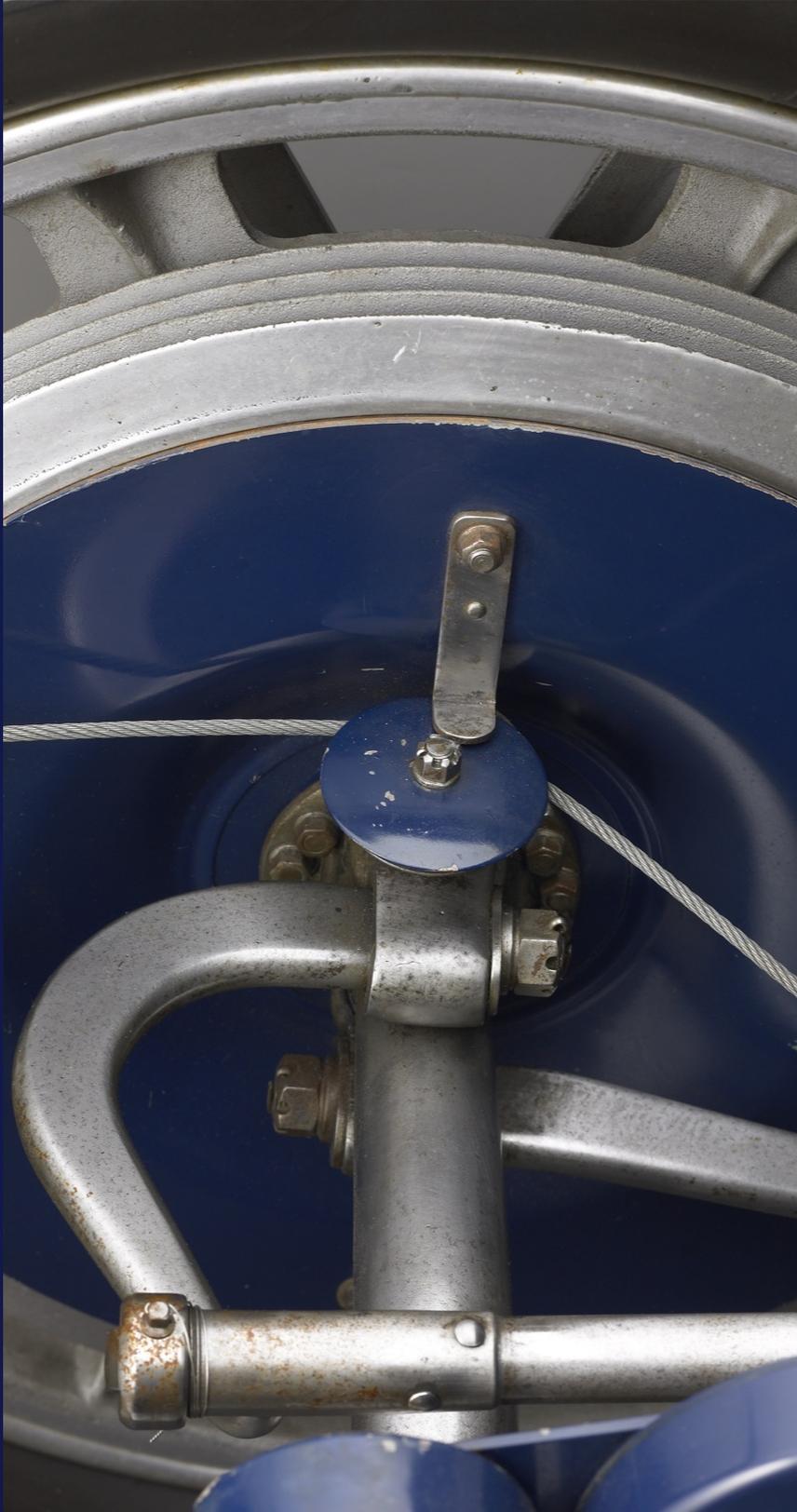
With the success of the Type 35, the Bugatti firm decided to expand its repertoire of racecars.

In 1925 it introduced the Type 37, which was an instant success with racing enthusiasts.

The Type 37 replaced the renowned 1.5-liter Brescia and proved to be an excellent competitor in hill climbs and club

races. For many celebrated racecar drivers, the Type 37 was the model that started their careers.

Outwardly, the French blue, narrow two-seater with a tapered rear does not look different from other Grand Prix models offered by Bugatti in the 1920s, but under the hood the vehicle's powerplant featured an improved engine and chassis that increased power output and overall aerodynamics. The Mullin Type 37A is a 1927 model upgraded with a supercharger and a magneto on the

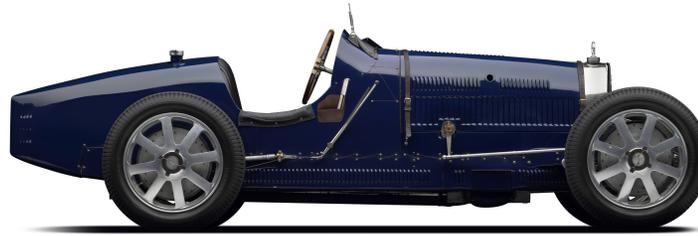


dash. The brake drums were enlarged and the lubrication systems were increased to full pressure feed. With these modifications the Type 37A scored a top speed of 100 miles per hour, making it very successful on the voiturette racing circuit.

This Bugatti was sold new to Basle Karrer of Zurich on March 26, 1926.

Little more is known about the car until 1958, when it was discovered by Amsterdam-based Bugatti collector Guy Huet near the Swiss–German border, where it was being used in a circus act. The body had been altered and extra seats were welded to the rear. Huet purchased the car, along with several Type 37 engines, from the circus owner. Returning to Amsterdam, Huet restored the Type 37 with the parts he had, installed motor number 23, and added a supercharger. As a result, the car was upgraded to a Type 37A.

In 1975 Huet sold the car to James How of Bexley, England. How commissioned Dick Crosthwaite of Crosthwaite and Gardiner to rebuild it. Peter Mullin purchased the car in 1991, and since then he has driven it in vintage car events throughout the United States. It is owned by the Mullin Automotive Museum.



PROFILE

Coachbuilder	Factory
Chassis number	37129
Profile type	Grand Prix
Body type	Grand Prix
Number made	21
Production span	1927-1930
Acceleration	0
Top Speed	unavailable

BODY | CHASSIS

Front brakes type	Drum
Rear brakes type	Drum
Front suspension type	Live axles with semielliptical leaf springs
Rear suspension type	Live axle with reversed quarter-elliptical leaf springs
Length	12' 8"
Height (Ground line to highest roof)	4'
Width	5' 3"
Wheelbase	2.4 m

ENGINE

Engine number	23
Type	Inline
Number of cylinders	4
Bore x stroke	69 mm x 100 mm
Displacement	1496
Distribution	Single overhead camshaft
BHP at 5000 RPM	90
Gearbox	Manual
Number of gears	4
Overdrive	0

