

# BUGATTI TYPE 55

Super Sport 1932





### The Bugatti Sports Car

**The Bugatti Type 55 embodied all a grand prix car could offer with the added touches of luxury touring style. Speed had never been experienced in such comfort as in a Type 55.**

The Type 55 was the ultimate sports car, fitted with the same twin-cam supercharged engine used on the Type 51 Grand Prix car and cloaked in a sleek racing body accented by the refined touches of a luxury coach.

Only thirty-eight Type 55s were produced, and remarkably, twenty-eight remain in

existence today. Bugatti designed the model to replace the Type 43, and it is generally considered the road version of the Type 54 Grand Prix car. Jean Bugatti, Ettore Bugatti's extraordinarily gifted son, who conceived many of the marque's sleekest and most fashionable coaches, designed the standard factory two-seat roadster body. His prowess for sporty, luxurious lines is seen in this grand prix-style coach: long, sweeping fenders, grand prix wheels with integrated drum brakes, a rounded tail, and a spare wheel mounted on the rear. This car looked and ran like a

racecar and set a standard for sports models of the day.

Chassis 55208 was originally bodied as a Roadster Luxe by the coachbuilder Georges Gangloff. Over the years it received two additional bodies, including its current two-tone Jean Bugatti roadster model—the original must have looked similar to this one. Many Gangloff bodies were near replicas of the factory-designed bodies, with subtle accents that reflected Gangloff's personal touch.

**Chassis 55208 was built in February 1932—ordered by the Parisian Bugatti agent Dominique Lamberjack—and delivered as a chassis on April 14, 1932.**

It was purchased by amateur racecar driver Charles Brunet, who had it bodied as a Roadster Luxe by Georges Gangloff. Brunet raced Chassis 55208 at many events, and he stored the car in Monaco during World War II before selling it to a Mr. Pijer in Lyon. At some point it received a new body and was registered as 2178-AB5. In the late 1950s it was given the body of another Type 55, Chassis 55218 (initially designated as 55227), whose chassis was sold to French textile industrialist Fritz Schlumpf. Robert Baer bought the car in Switzerland and later sold it to Edward Gilmour of New York. Gilmour restored the engine in 1961 before selling it to Bill Serri Jr. in Merchantville, New Jersey. The car fell into disrepair, and Serri's widow, Maureen, sold it to Pierre Bardinon via Christie's auction house in 2003. Bardinon restored parts of the engine and sold the car to Jaap Braam Ruben at the Bonhams auction in Monaco in 2008. The

Mullin Automotive Museum acquired Chassis 49377 in 2012.



## PROFILE

<b>Coachbuilder</b>	Factory
<b>Chassis number</b>	55208
<b>Profile type</b>	Sport
<b>Body type</b>	Super Sport
<b>Number made</b>	38
<b>Production span</b>	1932-1935
<b>Acceleration</b>	0
<b>Top Speed</b>	110

## BODY | CHASSIS

<b>Wheelbase</b>	2.75 m
<b>Front tracks measurements</b>	1.25 m
<b>Rear tracks measurements</b>	1.25 m

## ENGINE

<b>Engine number</b>	12
<b>Type</b>	Inline
<b>Number of cylinders</b>	8
<b>Bore x stroke</b>	60 mm x 100 mm
<b>Displacement</b>	2262
<b>Distribution</b>	Double-overhead camshaft; Supercharged
<b>BHP at 5500 RPM</b>	135
<b>Gearbox</b>	Manual
<b>Number of gears</b>	4
<b>Overdrive</b>	0

