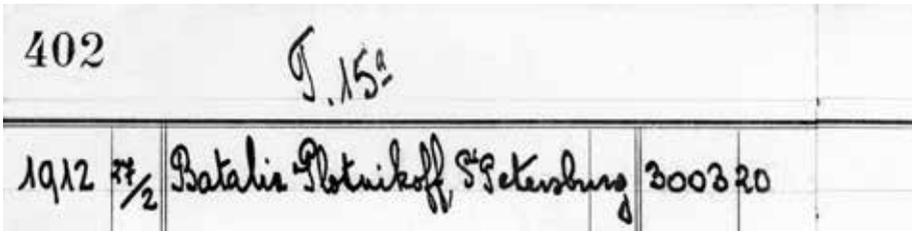


Bugatti 8-valve Engine no.55



Now on display in the Bugatti Trust

As early as the 1980s there were rumours emanating from the Soviet Union that there was a Bugatti engine somewhere in the St Petersburg area. This was eventually found out to be true and having been shipped to Hamburg it was eventually acquired by Dr Ted Waugh in 1993 through the good offices of David Sewell. The engine turned out to be of the earliest Bugatti type, namely a 1911 8-valve. Whilst being in a pretty sorry state it lacked only the crank handle and magneto.

A detailed examination of the factory records confirmed that it was engine number 55 which had been fitted to chassis number 402 and invoiced on 12th February 1912 to Bugatti's St Petersburg Agency Batalin and Plotnikoff. Chassis 402 was a long version of the Type 15 (15A) with heavier rear springs and was supposedly fitted with a saloon Berline body. With this information there are strong indications that the car was shown at the 1911 Berlin and possibly Paris Salons. It is also believed that it may have been acquired by Czar Nicholas II as it has been ascertained that he owned such a car.



There are only two Bugatti motors still surviving with an earlier date of manufacture, one being in the Prague Technical Museum and the other at Beaulieu.

Despite being in a bad state of repair Dr Waugh arranged for it to be fully restored with maximum originality the prerequisite. A new crank handle was made and a ZF4V magneto located. The engine was reassembled and run

successfully on a dynamometer at 2500 rpm. For 20 years it sat comfortably on a cradle near his 8-valve chassis number 693, with the intention of fitting it if needed.

However earlier this year Ted Waugh decided that this was not to be and most generously donated it to the Bugatti Trust where it now resides proudly in a section dedicated to Ettore Bugatti's earliest work.

