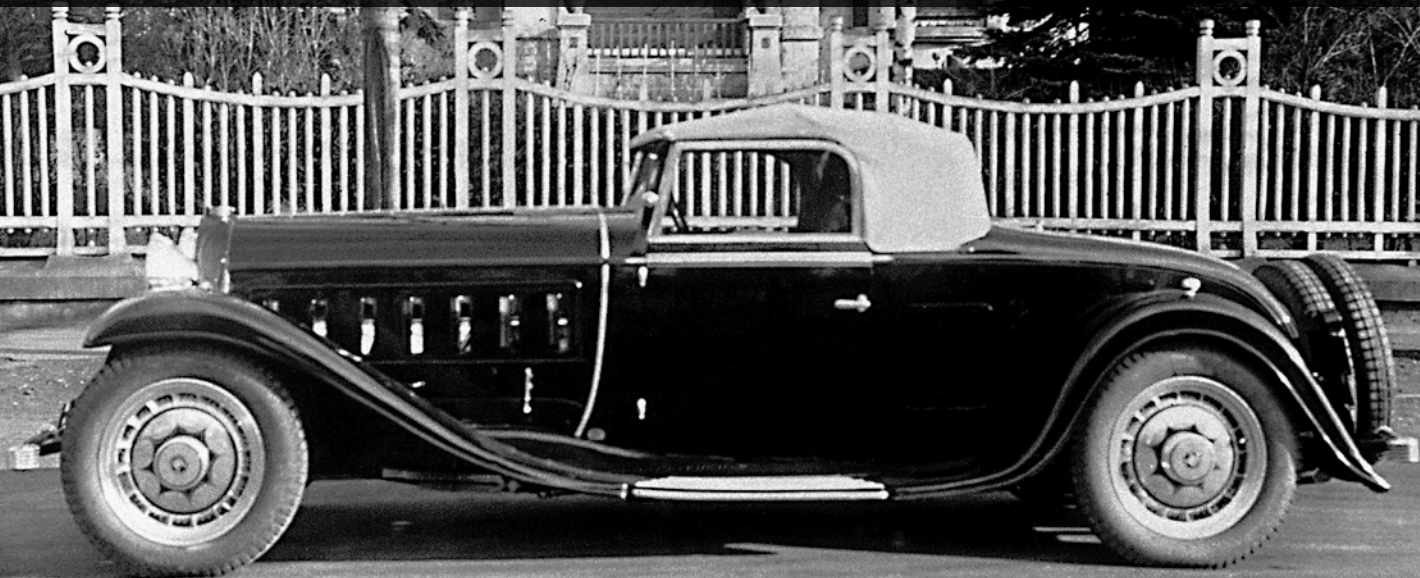





# • BUGATTI TYPE 46 •

LA PETITE ROYALE



## ● Exclusive first look inside the book:

Excerpt from the Register of Existing Cars chapter covering all still existing Type 46 Bugattis



Million-Guët made several bodies for T 46

**CHASSIS No**    **46 523**

<p>Original Engine No.    394            Production Date    October 1930            Factory Date        16 Nov 1931            Delivery to Agent    Bucar Zürich            Coach Work         Bertline            Coachbuilder       Million-Guët</p> <p>Registration            133 W</p> <p>Present Owner        MNA Mulhouse            First Owner         Peter Escher            Further Owners      JW Shakespeare [USA]                                         Fritz Schlumpf [F]</p>	<p>Not much is known about the car's early history. According to Barry Price, the first owner was Peter Escher. It had received a second aluminium body built by Million-Guët under the de Viscaya pattern between 1933 and 1935.            John Shakespeare of Illinois brought the car into the USA before 1962. He was the wealthy heir to a factory that made fibreglass rods, whose interest in Bugatti had been inspired by his friend from university, Dr Gen Scherer.            In 1964, all 30 Bugattis were sold to Fritz Schlumpf, the Malmerspach linen industrialist, who had sent a letter to all owners mentioned in the 1928 Bugatti Register, requesting them to sell their cars to him. He bought them all 30 in a batch for a price that nowadays may buy you just one Bugatti. He has been mentioned as owner in 1973. The car is located in the ANA in Mulhouse.            See also 46125 and 46287 in this book.</p>
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46523 with engine 394 and gearbox/rear axle unit 402 was produced in November 1930 as number 6 of 15 chassis (46518-46532). It was ordered by the Swiss Bugatti Agent Bucar in a batch of 29 cars, Types 46 and 49, some of which were delivered to others. This one was delivered as a chassis on 6 Nov 1931 for Frs 53000 with the optional alloy wheels after it had received a Gangloff body of unknown type, which had been ordered and paid for by Bucar on 10 Sep 1931.

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Entry of each individual car in this chapter shall contain:

- a brief overview of the history
- a listing of car particulars
- period and actual photos of the car

## ● Authors' comments:

The first chapter of our book consists of a Register of all actually existing Type 46. No other Bugatti Type motivated so many European bodymakers in the thirties, to build such exclusive bodies, as this one did. About 40 different workshops created a huge number of dream bodies of which we could find many unpublished pictures. All these bodymakers are presented with examples of their works. In a society part many personalities are mentioned which owned or drove a Type 46 in those days. Finally we could compile a complete list of more than 450 ever produced cars.

Our book will contain approx. 400 fully illustrated pages and will be possible to preorder via the following suscription form.

## ● Contents:

Introduction by David Sewell  
The Story of Bugatti Type 46  
The Register of Existing Cars  
The Coachbuilders  
Technical Matters and Road Tests  
Those Were the Days  
“Bugatti Motoring Adventure 1997/1998”  
Brochures and Advertisements  
Pêle - Mêlé  
The Complete List of all Produced Cars  
Acknowledgements  
Bibliography

