

The history of 43306

Kees Jansen

The Roadster Grand Sport Luxe type 43a with chassis number 43306, engine number 143 and Compressor was produced in April 1929, but remained unsold until May 21, 1931,

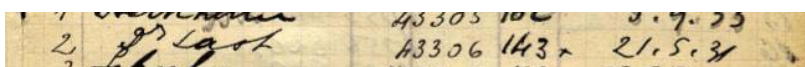
when it was bought straight from the factory by the Dutchman Dr. Last from The Hague, an enthusiastic Bugattist of the first hour.

He kept the car for two years the car after which he brought it back in exchange for another Bugatti, but 43306 remained destined for Holland: The Dutch Bugatti agent Van Ramshorst paid a price of FF 35.000 (Hfl 3500. -) for it on March 14, 1933. At that moment he had already sold the car on March 6 for Hfl 5000. - to Mr. J.W.G.M. Staal, living at the Heulstraat 17, Den Haag and who later moved to the Markt 85 in Delft.

Staal had already made his name in rally's such as the Rally de Monte Carlo that he drove in January 1933 with another Bugatti, 441313, which he traded in for this faster car.



Advertisement for the roadster type 43a



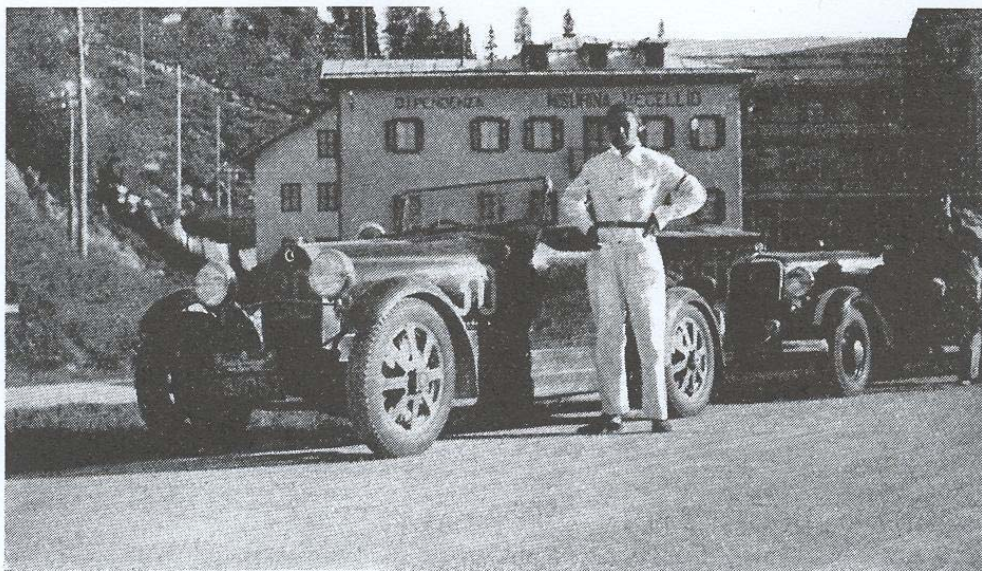
'Carnet de Livraison' of Mr Pracht, administrator of the factory.

430158/501	11/3	Dr. Kocher	Valence	95.000.-
43306/801	14/3	+ reprise Landaulet van Ramshorst "Albatros"	Amsterdam	35.000.-
43304/501	15/3	Chamard	Grenoble	47.500.-

From the Carrosseriebook 1933: 'Albatros' was the company name of the Dutch Bugatti importer van Ramshorst

With this car- which was considerably faster and which had a compressor- he was determined to make his mark in Rallies: he entered the 5th International Rallye des Alpes in August 1933. However on the second day the car broke down which led him to abandon the rally.

In the thirties it carried licence plate H-2959. Staal drove with the car for about four to five years when the bearings seized and the engine broke down.



Staal met zijn Bugatti (moest helaas reeds den tweeden dag opgeven)

It was customary to wear white overalls for races and rallies in the thirties. This picture is from the 'Autokampioen' 12 August 1933, page 1174



43306 in the thirties seems obviously out of place in front a DKW dealer which was what the firm Stam had become after Ettore had kicked them out, with Grebel search light and type 51 wheels. (Photo Guy Huet)

This happened in 1937 or 1938. In this condition the car was sold to Stam in Soestdijk (previously also a Bugatti agent), who replaced the 43 engine with a type 44 engine 693 ex 44915, a Berline, delivered to agent Stam in Soestdijk in 1930. He put the dealers plate L-674 on it when it was photographed in the above and below pictures. The engine hood was also replaced as the size did not match the new engine, but the old hood remained together with the car.



With the new 44 engine the exhaust was located on the outside, much to the dislike of the wife of the new owner, Mrs Huet-van der Wijck, a Lady of noble descent, who frequently complained about burning her legs when stepping out. (Photo Jean Prick ©)



43306 with the Godfather of the Bugatti Clan in the Netherlands, Guillaume Prick, in his younger days at the former Bugatti dealer Stam in Soest. He contemplated buying the car but was held back because of the gigantic price of 1800 Guilders. At the same time a type 44 was for sale for Hfl 120. - (Photo Jean Prick ©)

From 1937-38 the car was for sale at Stam in Soest when in 1939 Paul Huet (Guy Huet's father) bought the car. He could not drive for long though: he was forced to have it dismantled, stocked up and hidden in parts during World War II.

The original engine was revised and installed in a speedboat. However that pleasure did not last for long: the boat sank on the river 'de Eem' in the province of Utrecht, where it lies buried in the mud ever since.



The river 'De Eem' where the wreck of the speedboat with the supercharged Bugatti engine of 43306 still is buried (photo [www. de-eem.nl](http://www.de-eem.nl))

After the war the car with the 44 engine was assembled again and put to use. Paul had moved to the new address at the Wittebrug in Scheveningen in 1946 where it stood in his garage. He did not spare the car, used it heavily and participated in the first rally after the War: Scheveningen- Lisbon in 1946 or 1947. At first during the rally they did very well: although they could not beat the famous mr Gatsonides- later immortalised but also criticised heavily by rally drivers because of the invention of the police speed gun- for a long time they were in the second place. However on one of the bad roads in an upland plain Portugal they lost the dynamo during the ride, leading to a pitiful delay.



Paul Huet with hat, and his brother in law George van Dam Merrett with cap with 43306 during the rally Scheveningen- Lisbon in 1946 or 1947 at the start. This was the outfit the two guys wore during the rally! (Photo Guy Huet)

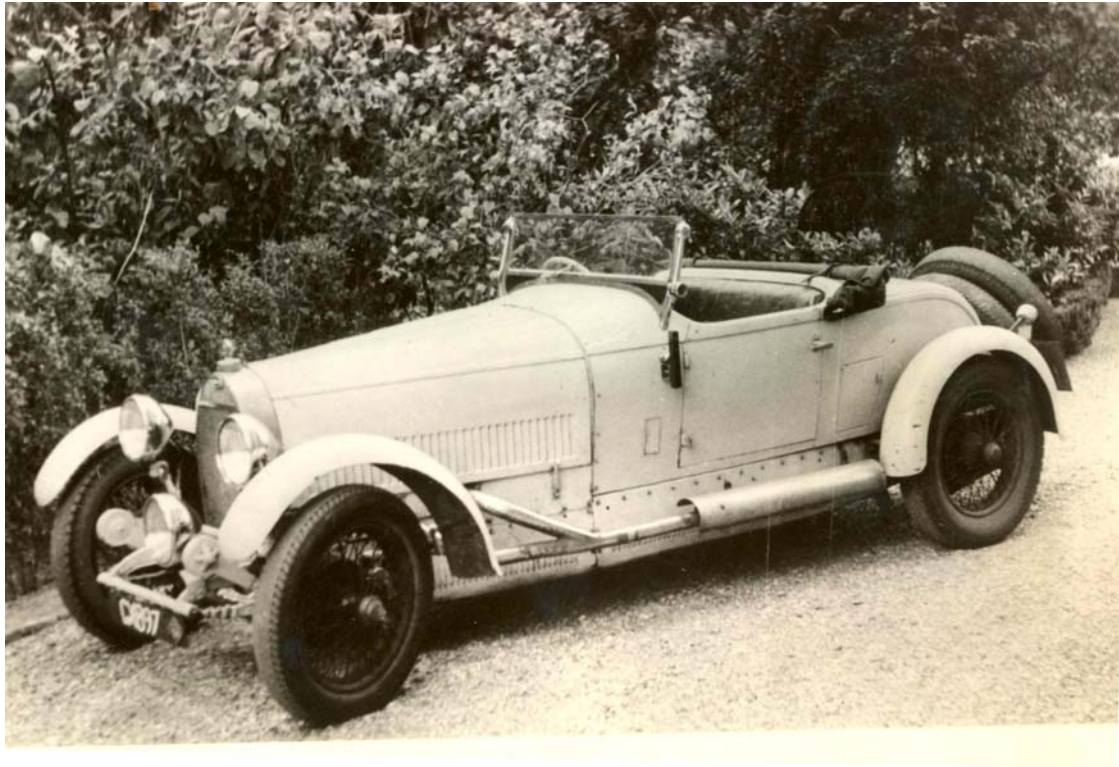
When they arrived in Lisbon they desperately tried to catch up by taking a shortcut going down the stairs instead of on the road. (That later has been imitated in Hollywood films with Austin Mini Coopers) but to no apparent avail. The heavy use however paid its toll, as once again the engine seized- this time the 44- in 1949.

He sold the car to van Ramshorst, who made the car drivable and in turn sold it on March 15, 1949 to Louis (LF) Gast, Soestdijkerstraatweg 52, Hilversum for Hfl 1850.-. The type 51 wheels had been taken off and replaced with the wire wheels, and also the Grebel searchlight had been taken off before Gast bought it. Gast was a 23-year-old medical student- totally Bugatti mad- who had also raced- and wrecked the engine of 37355 in Zandvoort . 44306 was registered with Gasts personal plate CX 897.



The car with the personal licence plate of Louis Gast, CX 897, that was allotted him in march 1948 (Photo Louis Gast)

Louis Gast ordered a major engine rebuild by A. Klene and K. van Eldert of the NV Motorenrevisie 'Amersfoort' which was completed on April 22, 1950, and which set him back the vast sum of Hfl 450.-.

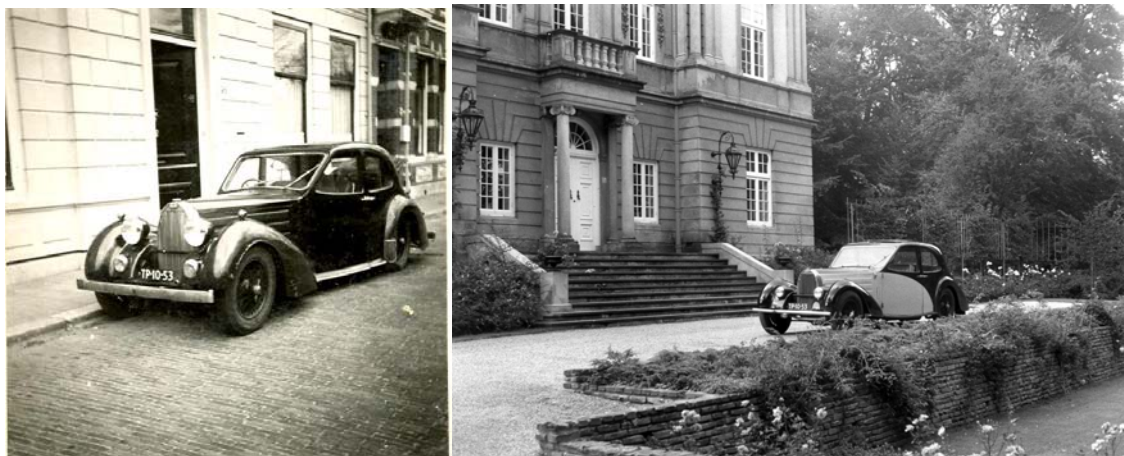


*43306 after Paul Huets ownership was given the licence number CX-897, and later H-596. For the convenience of his wife Paul had made a protective cover over the exhaust.
The car was notorious for not wanting to start in the cold: Paul had to heat up the oil and the bougies in a pan on a gas fire to get the car running. (Photo Louis Gast)*

After having done his semi-final medical exam Louis decided to continue his medical studies and specialty in Montreal in Canada. However shortly after the war there were severe monetary restrictions in place for exporting money from Europe into the new world, and there also was an inverse relationship between the standing of the University and the remuneration of the residents. His income as a fresh resident amounted to 25 Canadian dollars a month. However one was allowed to take their mode of transportation, so he planned to take a Rolls Royce and the Bugatti 43 to Canada in order to sell them and supply his income.

This plan did not work out though: due to the time constraints he sold the Bugatti to Robbie Bosschaert, a geologist, just before he left for Canada. Shortly afterwards Robbie moved to Corsica and took the car with him. 43306 did not fare very well over there, suffering from overheating all the time and when Robbie had returned to Holland with the car he took it to the car breaker and junkyard *de Ridder* in Soest in 1953 for demolition. This car- at present 2006 worth over one million Euros- would have been demolished if fate would not have interfered with the visit of Peter Leeuwen. If nothing else- although he could not pay the restoration- he kept it dry in a shed in the Hague for three years

Paul Huet later bought 57770 which dr. T. Wieberdink had personally bought at the factory, and driven as a chassis to the coachbuilder Veth in Arnhem where he had made his personal body, and owned from new.



57770 in original outfit in front of the practice of Dr Wieberdink in Haarlem and later with 'modernized' headlamps in the fender, outside the estate 'Ivicke' in Wassenaar- a copy of a country house of the Danish Royal family 'Ermitage', that Guy's mother had inherited in 1958. (Photos Jan Cohen, Guy Huet)

In 1953 Peter J. Leeuwen, living at the Rozenstraat 61, Den Haag rescued the car from demolition, and bought it with wire wheels and the broken engine with the intent to rebuild it. However he could not get it done: the car remained in this state for three years until Dr. Ir. Burnaby- Lautier from Ede, bought it in 1956, reportedly two weeks before the first meeting of the PAC (Pionier Automobiël Club).

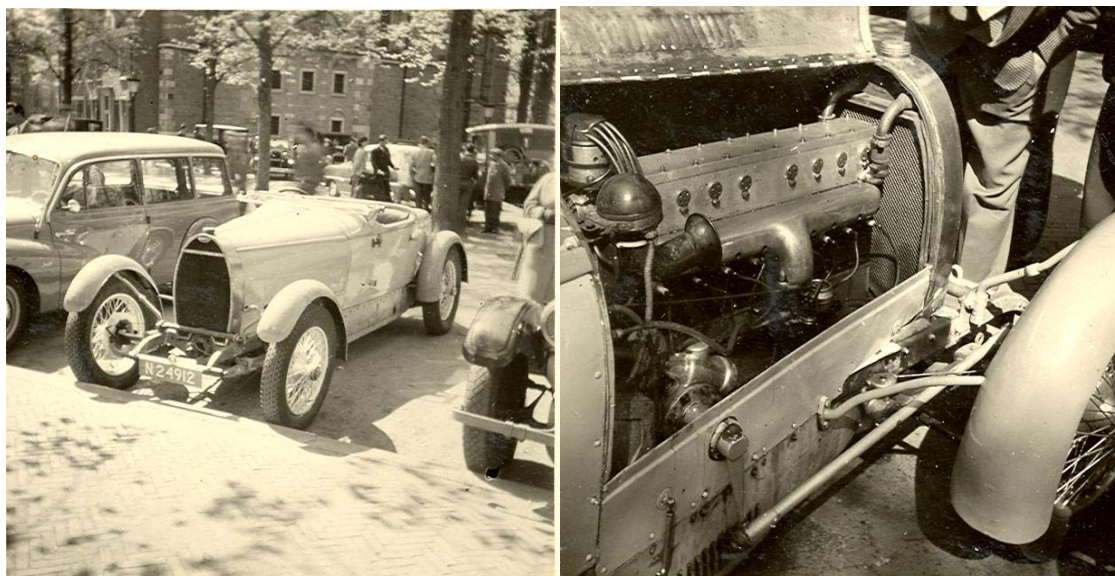


The unearthing of 43306 in 1956 after three years of hibernation, with the Bugattist Han Bouvy (Photo Halbe Tjepkema, Tjerk Stapel)



The 44 engine can just be seen (Photo Halbe Tjepkema, Tjerk Stapel)

Lautier restored the engine, resprayed the car and- according to what he told a journalist- had it running two weeks later, just in time for the PAC meeting at 13 May 1956.



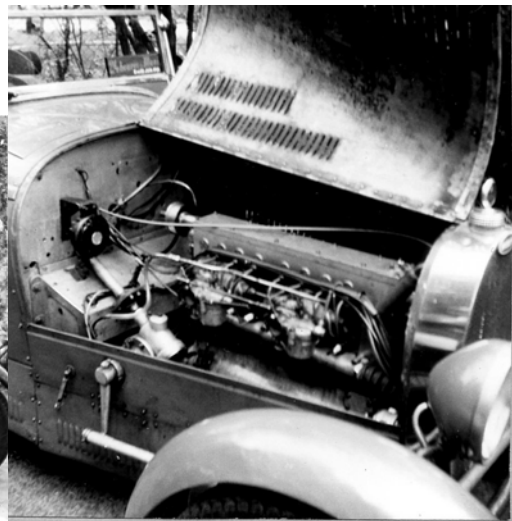
Finished just in time to attend the PAC meeting in Utrecht in 1956 (Photos Jan Cohen)

Probably for the occasion he borrowed the North Brabant licence plate N 24912 as it was neither a South Holland (Peter Leeuwen) nor a Gelderland (Lautier) number. Afterwards he got the new (national) plate UG- 26-76. Here the car can be seen at the PAC meeting 1957.



The PAC meeting one year later with a new licence plate (Photo Jan Cohen)

Shortly afterwards he replaced the engine with that of a 35B no 181T from chassisnr 4955 that was given to him by Bob Laming when it had seized too, and which Lautier had restored together with Han Bouvy. This engine can be seen at the first BCN meeting in 1957 in the garden of Lautier. He later added a compressor, bought from Bart Loyens.



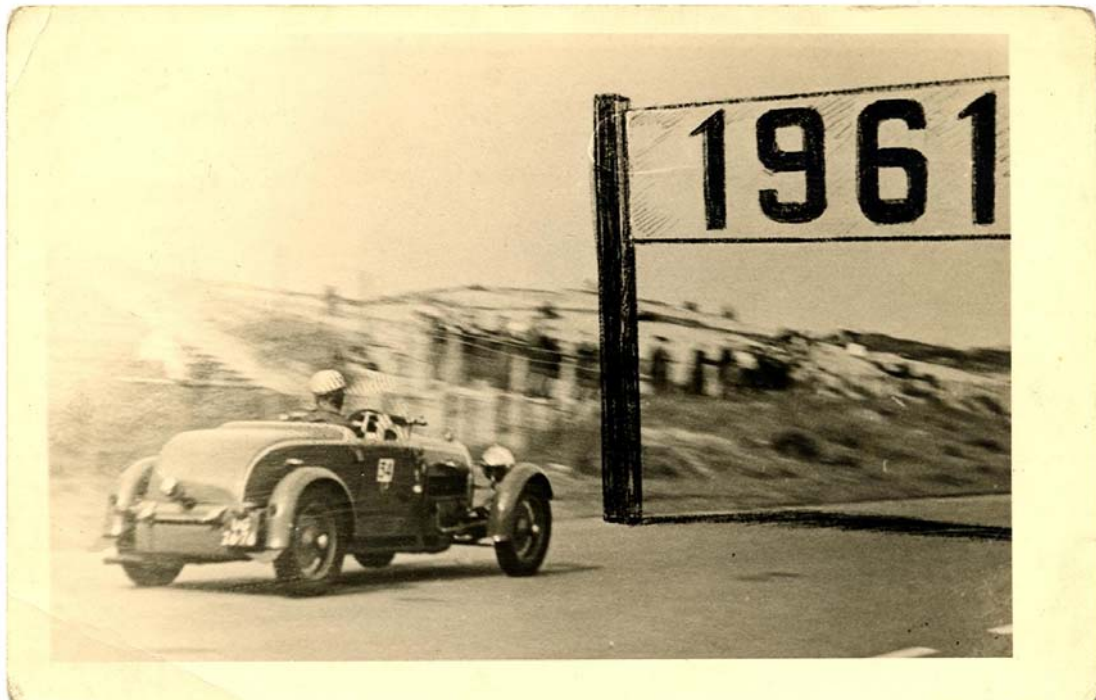
The first meeting of the BCN, in the garden of the owner in 1957. The car now has the 35 B engine. (Photo's Ronald van Ramshorst)



Mrs Lautier having great fun at the first meeting of the Bugatti Club Nederland. As can be seen here they called it a 43/44. (Photo Ronald van Ramshorst)

Bob Laming had bought the 35 4955 either with a BMW 6 cyl engine that was put in the car in Luxembourg or had put it in when the original engine had seized- in those days obviously not being frowned upon.

In 1960 the car was sold to Karel Sauerbier, who attended the International Bugatti Meeting in Dietz a.d. Lahn with it in 1962. Lautier still used a picture of a PAC meeting at Zandvoort for a Christmas and new years card that he sent at the end of 1960.



Lautiers Christmas card 1960 (Photo Ronald van Ramshorst)



With the Dutch contingent at the International Bugatti meeting in Dietz a.d. Lahn 1962, immediately in front of the Stelvio 57435 with the BCN flag (Photo Bernard Simon)

After that the car- together with a type 35- was exchanged by Karel Sauerbier for a large farm and grounds in Buis Les Baronnî, in the Provence, owned by Henri Chambon, St Paul de Vence. Karel always wanted to have a house in France, and the Bugattis gave him the opportunity. It had the plates KJ 41654 and 9677 TN 92 (F) Chambon participated with the car at the *Centenaire du Rencontre Mondiale Bugatti* in 1981, number 32, plate 2570 RE 63 (F). The car was later sold to the dealer Henri Novo in Paris, who sold it to mr Ogliaastro. It was photographed by Ronald van Ramshorst around 1970 when it had Grebel headlamps that were often seen at this type, but that were not present on this particular car when new. It once more type 51 wheels. These were replaced with different wheels later



43306 in the seventies: With type 51 wheels and Grebel headlamps but still looking for the Grebel searchlight. (Photo Ronald van Ramshorst)



With type 35 wheels and a new Grebel search light at the Ile de France in 2003 with Frederic and his mother Suzanne Novo (photo Jean Paul Michel)



43306

43306 as it now appears in great shape, here still with the type 51 wheels