



**THE HISTORY OF THE BUGATTI ATALANTE TOIT OUVRANT  
CHASSIS # 57432**

**Kees Jansen  
12 September 2020**

## The history of Bugatti 57 1936 Atalante Toit Ouvrant; Chassisnr 57432

### Summary

This document describes the history of Bugatti 57432 Atalante Toit Ouvrant (one of four built by the factory) built in 1936 for Charles Olivero, a successful jeweller in Marseille. He drove it for three years and participated with it in several rallies. When he had decided to get a new car, a one-off cabriolet made by Gangloff (57749), according to his wife he drove the Atalante almost every weekend to Colmar (over 700 km driving each way) to monitor the progress of his new car.

In 1939 he sold the Atalante via a dealer to Léon Givon, a famous aviation pioneer and director of the Marignane airport (at that time the second airport in France) near Marseille. He used it for daily driving.

The next owner was Rudi Cloos, an industrialist in Luxembourg who had the car modified to a sleek aerodynamic coupé with a closed roof with larger front window for better visibility and a brand-new engine and gearbox, changed the chassis number to 57457 and skipped 'phase II'<sup>1</sup> of its life, using it for Bugatti rallies in the fifties. He sold the car to his friend Albert De Lay, an architect.

Albert took it with him to the (then) Belgian Congo. The car saved both his life and that of his wife Renée when the civil war broke out, many Belgians were killed and he had to flee in the car to Zambia.

Back in Belgium he sold it back to Rudi Cloos, who in turn exchanged it for a new 12-cylinder Jaguar with extra payment to Gaston Greven, owner of the '*Royal Bugatti*', a famous nightclub in Luxembourg and meeting place for Bugattisti.

Gaston felt forced to let it go to a gipsy who more or less threatened him and offered him a cash payment he could not refuse. The car was restored again and the open top was restored by the new owner after which it was sold at auction to Bernard Merian, an entrepreneur.

Bernard had it restored again- this time professionally- when the roof was returned to its original shape. He ordered Pierre Yves Laugier to research the car as a result of which it got back its original chassis number.

Subsequently, the car was sold to Victor Müller, a Dutch entrepreneur, known for his adventures with the sportscar Spyker and Saab.

Finally, the car came in custodianship of Kees Jansen, a gynaecologist who owned it from 2003. Kees with his wife Kathleen Tucker also participated in a number of rallies.

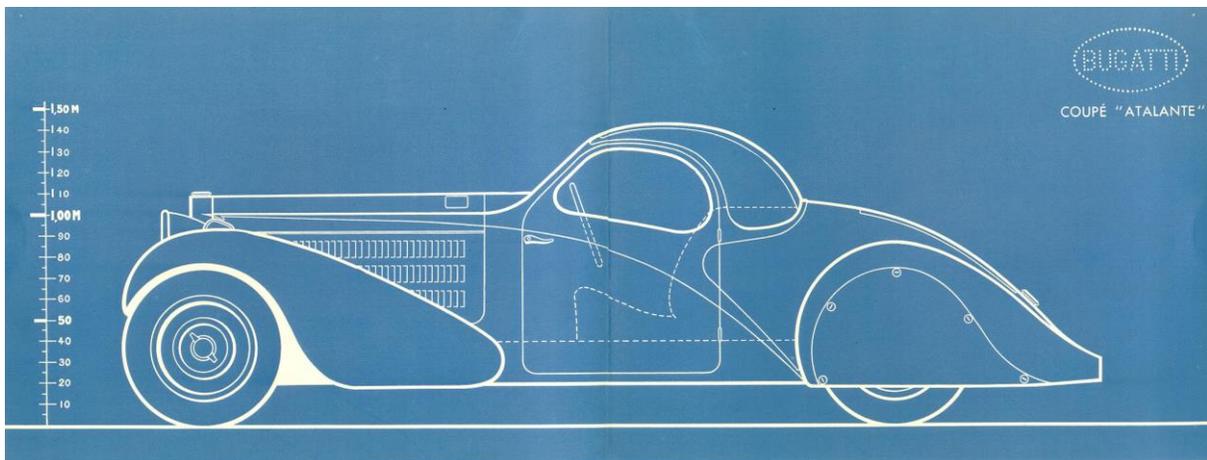
Every owner left their mark on the car and personalised it. As such the car does not have '*matching numbers*' which is usually reserved for cars with a boring history. However, it all the more she did not have an unadulterated life. The latter will turn out to gain importance in the future.

## Introduction

This document describes the history of the roll top Bugatti Atalante 57432. It aims to tell the story of all her owners and its adventures. The type 57 Bugatti was a logical successor to the type 49, a reliable and powerful 3.3 litre, 8-cylinder engine with a single overhead camshaft. The 57 featured a 3.3 litre double overhead camshaft which gave it more power. Initially, there were three different bodies: the Ventoux coach, the Stelvio cabriolet and the Galibier, 'Conduite Interieure', all named after mountain passes in the Alps and all four seaters. Later, the Atalante was built, a 2-seater 'Grande Routiere'; rather than an out-and-out sports car. She was named after the goddess known for her speed in the Greek mythology.

The Bugatti Atalante was one of the daring designs of no other than Jean Bugatti himself in the thirties. Whereas the build of the Stelvio and the Ventoux body were outsourced to the coachbuilder Gangloff from 1936 on, the 57 Atalante was the only body that was not built by another coachbuilder. Most Atalantes were closed but there were also four original factory-made '*Toit ouvrant*' or '*Coupé découvrable*' (bureau roll top) open bodies made. However, many cars were later modified or built to this specification.

Bugatti 57432 was one of the few original open Atalantes and ordered as an original factory built Atalante '*Toit ouvrant*'. The car has a turbulent history. It has experienced a lot of ups and down but when it really counts, it was there for the owners. This is the history of this special car.



*From the 1936 Folder where the 2-seater Atalante sports car had been added to the gamma. The accompanying text states:*

*'Patented sliding roof that retracts into the rear tip. Fixed upholstered seats for 3 places - independent metal seats with removable upholstery for 2 places. Upholstery: fine leather. Contoured enveloping wings with detachable cheeks in the rear fenders and large trunk and tool compartment in the rear point. Front bumper.'*

## Construction and first owner: Charles Olivero

Bugatti 57432 was produced in July 1936 with engine 315, gearbox 315 and rear axle 315. It was one of the few Atalantes that were produced by the factory with a sliding roof: It was also called 'Atalante Toit ouvrant' or 'Atalante Coupé découvrable', and at present in English often referred to as 'Bureau top Atalante' named after the sliding top of nineteenth century bureau desks.

8 Juillet 1936 1

1	Monestier	805	424	217x	Coach	20.6.36
2	Lamberjack	806	425	155x	Cab	11.7.36
3	Worth	802	426	318x	Coach	1.8.36
4	Rover	801	427	186x	AT	23.7.36
5	Hoch. Paris	901	428	308x	Atal.	9.1.37
6	Descollas	805	429	316x	Cab.	11.7.36
7	Léchant	802	430	312x		24.7.36
8	Muraille	801	431	314	cab	16.9.36
9	Descollas	806	432	315x	AT	23.7.36
10	Monestier	806	433	317x		17.8.36
11		807	434		x Coach	

Notation of 57432 in the 'Carnet no 4', one of the four handwritten notebooks of Ettore Bugatti that have survived the war. In these books he wrote down various production features such as the name of the dealer, the production date and the delivery date.



The Atalante Toit-Ouvrant was exhibited at the Concours d'Elegance in the Bois de Boulogne in 1936. This one had the garage plates 1202-W5

Next to this car, only two originals are left. There are more open Atalantes but these were all made recently in the seventies and later as copies of the originals. The factory made the body in July 1936; the colours, which were noted, were 'Noir/ Ivoire' and the interior was leather 'Havane'. The body number was # 17, which was stamped on all parts belonging to it such as the non-visible side of the hinges. One of these cars was exhibited at the Concourse d'Elegance in the Bois de Boulogne in that year.



The marking in the factory engine book type 57 where the engine number is written on the left and the chassis number on the right.

Fevillet 1936	Cabriolet 1935	571344	10/2	57423	mélange	C rouge	40
	coupe Atalante	571345	18/2	57432	mélange	noir/ivoire	41

The Atalante in the carrosserie/ farbenliste of July 1936: colour black and ivory with Havane coloured leather interior. ('cuir havane')

This particular car had been ordered by a very successful jeweller, Charles Olivero<sup>2</sup> and was delivered on 23 July 1936. The customer was allowed his specifications: he wanted hydraulic brakes and telescopic shock absorbers (!) which later would become standard in 1938; therefore, this car was a trendsetter. The car was licensed as 8357 CA 8 on his name on the day after the delivery, 24 July 1936.



The business card of Charles Olivero (Pierre Yves Laugier)

Charles Olivero was a staunch rally driver. He participated with the car at various rallies such as the Rally des Alpes par Aix-les-Bains in 1938, with starter number 14, the Rally Liège- Rome- Liège and the Rally de Monte Carlo in Monaco in 1939. His wife had no affinity with these speed events so he took a female companion *Daisy*, a good piano player, and on other occasions his brother Jean. His wife was not at all jealous or afraid that this would lead to unwanted developments as- according to his wife- *Daisy*, in spite of her name, was devoid of any female characteristics, so there was no animosity at all.



*The car in Marseille when new with its first license plates in 1936.*

The car was maintained by a Bugatti specialist, a mechanic with the name of Paragallo who had a garage on the Boulevard d'Aix in Marseille, independent from Descollas<sup>3</sup>



*During the Rallye des Alpes with start number 14 in Aix Les Bains 1938, where Charles Olivero participated with his female companion Daisy (his wife had no affinity to rallies at all)*



*Somewhere along the road in the Alps during the rally*

After about two years Olivero wanted a new and another special car. Thus, he ordered the construction of a new Bugatti with a one-off body at the coachbuilder Gangloff, similar to the body of a 12-cylinder Delahaye. Olivero had seen that particular model at the Salon de l'Automobile in Paris in 1938 at the stand of Figoni and Falaschi. His agent Gaston Descollas

had written to various coachbuilders for a quote: Figoni, Saoutchik and Gangloff in Colmar. The one from Figoni was the most expensive: even more expensive than the complete rolling chassis, and finally Olivero chose for Gangloff. They built the one-off body for the supercharged Bugatti 57749, at the request of Charles Olivero. His widow claimed that he visited the coachbuilder in Colmar every weekend (a distance of 600 km one-way!) with the Atalante to monitor its progress.



*His new car, Bugatti 57749 after the war with Olivero's daughters Josette en Janine*

Following the delivery of his second Bugatti, Olivero sold the Atalante to a car trader; Garage E. Réveillé located on 1 Rue de Générac in Nîmes, who registered it on August 24, 1939 as 6008 FN 4. It was there that a famous aviation pioneer Léon Givon bought it. Léon had been looking for another car, a 57S and wrote a letter on July 9, 1939, stating that he had bought this Atalante *Toit ouvrant* so already before Réveillé registered it. Givon offered to exchange it for the 57S, which was not acted upon.

## The second owner: Léon Givon

Léon Givon<sup>4</sup> was a famous pilot at the time. He was 54 years of age on buying the Atalante He had become the director and chief pilot of the airport *Marignane* near Marseille, at the time the second largest airport in France. Givon registered the car on October 25, 1939 as 7262 CB1. He lived in the *Villa Santos Dumont*, (named after his plane), Impasse des Gattons in Bonneveine near Marseille. He was in charge of the airport together with his friend and colleague Lucien Bossoutrot<sup>5</sup>



He used the Atalante for daily driving; but it is not known for how long due to the outbreak of World War II and how long the airport in the unoccupied zone of France kept on functioning.

*Léon Givon and fellow Bugatti owner Lucien Bossoutrot who together successfully crossed the Atlantic flying the Air France plane 'Santos Dumont' on 21 September 1934. (Photo Pierre Yves Laugier)*

During the war, the car must have been hidden during which the papers must have been lost and it ended up in Luxembourg in the ownership of Rudi Cloos<sup>6</sup>.

It was then that it was given another chassis number: '57547'. This is a complicated story, which is unravelled below, describing how this has come about:

## The third owner Rudi Cloos

Just before the outbreak of the war, Arthur Thill<sup>7</sup>- an architect from Luxemburg- had travelled to the Bugatti factory with his friend and Bugattiste Dr Last<sup>8</sup>, a lawyer from the Hague. During this visit, Arthur Thill had bought a non-numbered and non-finished rolling chassis without a body. The engine was numbered 547, so was the rear axle and likely the gearbox. However, the chassis number-, which normally was only given at the very last moment, just before a car left the factory- was not given in this case, such as with all other *Bordeaux orphans* (rolling chassis without bodies). This occurred probably as a result of the hectic situations at that visit.

The rolling chassis with engine 547 was in the inventory of the Bugatti factory just before the outbreak of WW II, (the so called '*Bordeaux liste*'). At that moment, the French government summoned Ettore Bugatti to make parts for airplanes and to move his factory to Bordeaux. The reason for this was that it was expected that the Germans could easily bomb the Alsace- where Molsheim was located- and the Bordeaux area would likely be less vulnerable. However, just before its shipment this car was sold in Molsheim without chassis number, just with its engine number

Shortly thereafter the war broke out and Arthur Thill, the new owner decided to hide the rolling chassis down the street where he lived in the atelier R. Lecorsais, rue Goethe, Luxembourg city and later in Limpertsberg.

The car survived the war, was subsequently given a Ventoux body and was registered after the war as 57547, which was thought to be the chassis number- as the number 547 was stamped on the engine. It was registered as such on June 5, 1947 with the plates 5289. The car, basically a brand-new car with no mileage, was bought by Rudi Cloos in this condition.

Cloos, a wealthy industrialist, was famous for using numbers at his will. At that moment, he also had bought the Atalante, which he wanted to rebuild to an "as new" condition and also with a closed roof. He enlarged the front window for which he used a Ventoux windscreen.

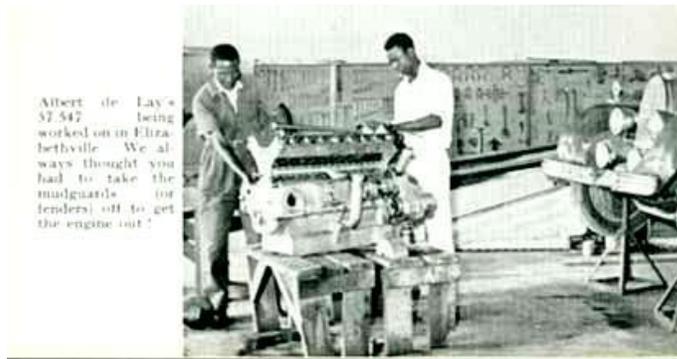
Rudi Cloos bought the Atalante in June 1948. The engine seems to have been repaired by the factory before the war but still carried the correct number 315

Cloos had the roof of the Atalante modified to his own taste by the carrossier Jos Metz and in the garage Loll Lambert in Luxembourg to a more aerodynamic closed roof. Additionally, the new unused engine (minus the lower crankcase) and new gearbox were used to complete the car. It was called the '*Milliounen auto*' as this project took ten months and a million Luxembourg francs to complete. The work was done between June 1948 and April 1949. During this period, also the lamps were lowered and partially imbedded in the wings according to the contemporary taste. When this was done, he needed a registration so he took the papers of the car then called '547' for this car with the Luxembourg plate 5289.

The Ventoux- thus in need of papers- was subsequently registered on the papers of a type 44, chassis number 44480, papers which he had obtained from a dentist Paul Decker. (The latter had bought the 44 as a 6-year-old car in 1934 and still had the papers in 1947 although the car itself was impounded in the war and has not survived it<sup>9</sup>. Cloos used it to register the Ventoux as a type 44 and then sold the car in 1949 to the same Paul Decker. The car is still registered as such; it was in Germany (although it now usually is called 57480) but now it is in Luxembourg again.

The Atalante was registered, first as '547' and later as '57547'. This- incidentally- is a Ventoux still existing in France. Thus 11 years after its production the Atalante shifted its identity to '57547', which it would keep for the next 48 years until it got its original identity back based upon the research performed by Pierre Yves Laugier.

## The fourth owner: Albert de Lay



Albert de Lay's 57547 being worked on in Elisabethville. We always thought you had to take the mudguards (or fenders) off to get the engine out!

*57432 in the Belgian Congo. The text says: 'Albert de Lay's 57547 being worked on in Elisabethville. We always thought you had to take the mudguards (or fenders) off to get the engine out!' (Bugantics 1963)*

The completed car was bought in November 1950 by the Belgian architect Albert Jean de Lay<sup>10</sup> from Liège, living in the Côte d'Eich in Luxembourg. He took the car with him to Elisabethville in the then Belgian Congo where he had started working in the construction of various government projects. However, he had trouble with the engine and tried to have it fixed locally. That was not a success: the local workers could not get it done. Therefore, he sent the car back to the factory in Molsheim where the engine was rebuilt. However, he still was not quite satisfied as the car still had a hard time starting.

Albert was in the Congo when it declared its independence in 1960.

The new prime minister became Lumumba, a sincere school teacher. He solemnly declared that black and white people should peacefully live together and build up the country.

Albert believed him.

However, shortly thereafter a civil war broke out, said to be instigated by the Belgians and the Americans, who suspected Lumumba of communist sympathies following the US's refusal to help. Everything changed to the worse.



*Albert de Lay, and his dog with the car in front of one of his creations in the fifties in Elisabethville before the outbreak of the civil war.*

Shortly after the outbreak of the civil war Lumumba was executed and the war deteriorated. In 1963 the rebels overtook parts of the capital and started to kill all white civilians.

In total, over seventy Belgians were killed during that uprising. Armed with sticks and knives, the rebels entered the street where Albert de Lay and his wife lived. They decided to flee.

He was at limbo what car to take: his brand-new MG-B or the Atalante which had a hard time starting. If it would not start or fail halfway, this would mean a certain death. Nevertheless- to his astonishment, this time the car started on the button and without missing a beat it drove them at a speed of 140 km per hour safely to neighbouring Zambia. The rebels were not able to catch up with them. Albert, his wife and their dog narrowly escaped thanks to the Atalante. He lost everything he owned, his house, and his other car. The Atalante was the only property he still owned.

Back in Belgium he was forced to sell the car for some start-up money, and his friend Rudi Cloos was willing to take it back in 1963. The Congo became Zaïre, Elisabethville later became Lumumbashi en Albert lost all his possessions there. However, with the money from the Atalante Albert could make a new start

The car was registered in Luxembourg, now with the licence plate 4005. At weighing the car now weighed 1622 kg and the colour was changed to two tone black and blue.

## The fifth owner: Gaston Greven



*The Atalante with the new plate 4005. The car has its headlamps alternatively lowly placed or higher placed (1963)*



Gaston Greven<sup>11</sup> was the owner of a nightclub 'Bugatti Royale' frequented by many Bugattisti, amongst which Rudi Cloos, a friend of Gaston. During one of Rudi's visits in 1973 he told Gaston that he wanted to buy the new 12-cylinder Jaguar for which however there were long waiting lists. Gaston had just obtained a brand-new one and offered to exchange it with the Atalante with extra payment by Rudi of Bf 500.000 (25.000 guilders). In those days, a brand-new Jaguar 12-cylinder cost about hfl 40.000.-, so the Atalante was valued at about hfl 65.000.-. Rudi accepted this offer, took the Jaguar and left the Atalante. Gaston had it sprayed yellow and dark blue and started driving rallies again such as the *Rallye Monte Carlo Des Voitures Anciennes* in 1974. Gaston owned the car for two years and drove in total about 10.000 km with the car.

The car never gave him trouble except with the gearbox, which he had fixed. Being the owner of a bar, he was a staunch smoker and consumer of alcohol.

At one of his rallies, he met a gipsy- a second hand car dealer- with the name of Lucien Mette.

Lucien asked him whether he could buy the car. Gaston jokingly replied: '*I am married to my wife Addy and not to the Bugatti*' and quoted- in his view- an exceptionally high price, expecting Mette to drop the case. Gaston asked 1,2 million Belgian francs (Hfl 60.000.-) for the car. However, the next day Lucien stood in front of his hotel door with the money cash in hand. Lucien had two big and threatening accomplices flanking him. Immediately Gaston regretted having promised this and wanted to withdraw.

Lucien Mette, however, did not accept his withdrawal and proclaimed: *sold is sold and I have two witnesses here to confirm your statement*. Gaston felt so intimidated by the gorillas flanking Mette that he finally approved.

After the sale he went back to his hotel room filled with sorrow. He drank a full bottle of whisky and decided that he deserved a punishment: to quit smoking 'cold turkey'. He has never lit up a cigarette in his further life, and that for the owner of a nightclub!!



*Gaston Greven, his wife Addy and their dog with the Atalante (Photo Gaston Greven)*



57432 during the Rallye Monte Carlo Des Voitures Anciennes in 1974, driven by Gaston Greven and Pascal Matthieu



After a new paint job and 'modernisation' by Gaston Greven. The lamps are placed lowly here



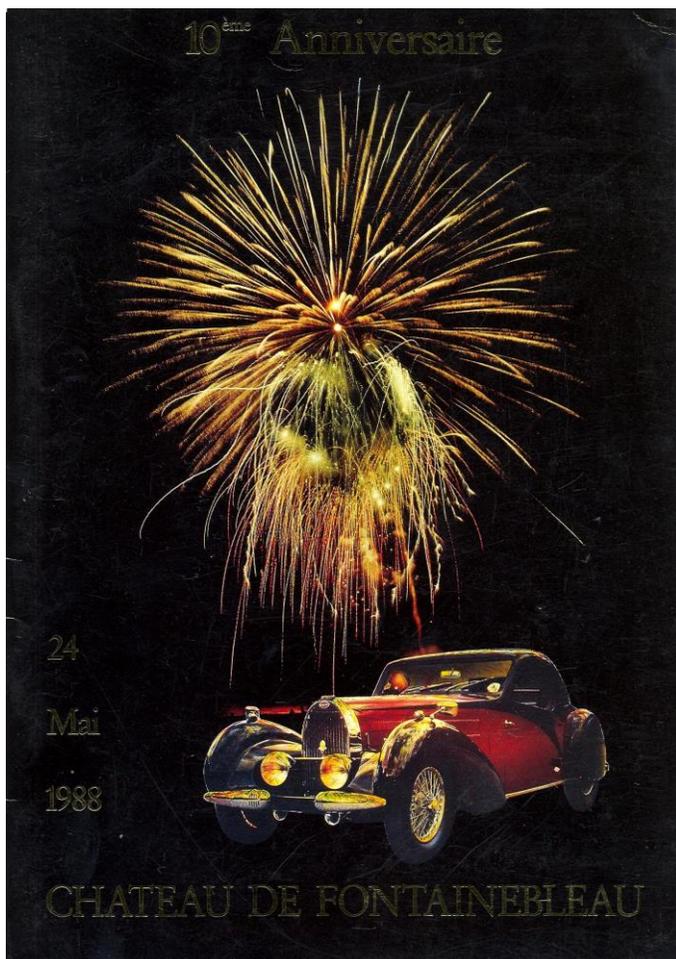
Gaston Greven with his obligatory cigarette at the start of his leave for the 'Rally des Voitures Anciennes Monte Carlo' in 1974 in front of the door of his nightclub 'Royal Bugatti'. The club had a door to the garage where he had parked all his antique cars. Later he would quit smoking 'cold turkey' in mourning of having sold his Atalante. (Photo Gaston Greven)

## The sixth owner: Maurice Teisserenc

Lucien Mette turned out to be the 'middleman' for Maurice Teisserenc<sup>12</sup>, who became owner on Sept 12, 1974 under the clear stipulation that he was aware of the fact that the engine needed revision. On the official sales act, a price is agreed of Frs 27.000.- (Hfl 9000.-); the remainder may be provided outside the books or part of the money paid by Lucien to Gaston was of uncertain origin.



57432 here with the borrowed license plate 678 KR 40 of the Galibier also owned by Maurice Teisserenc; The car has now become black and red. (Photo Ronald van Ramshorst)



was Bernard Merian.

Teisserenc participated at various rallies and concours (such as the Concourse d' Elegance in Deauville) and various Bugatti related meetings. Sometimes he borrowed the license plate of his Galibier 57807 for this: named 678 KR 40 but in the end, he had the car registered as 2202 ME 40.

In the meantime, the car needed another restoration, which was performed in the UK by the company 'Historique Car' owned by Colin Crabbe<sup>13</sup>. The company has since disappeared.

They want to restore the original sliding roof 'Toit ouvrant', which was completed but in an unprofessional way. The roof of a Citroën *Traction Avant* was used for this purpose. It has become red and black.

Colin Crabbe was until recently still in the "old car" business; owning the company 'the Vintage Automobilist'.

After fourteen years, the car was brought in at the Chateau de Fontainebleau Auction of the auctioneer Jean Pierre Osenat in 1988 at May 24, (lotnr 24) when it was shown on the front page of the catalogue. The fortunate new buyer

At the front cover of the auction Catalogue of Jean Pierre Osenat at the Chateau de Fontainebleau Auction on May 24, 1988

## The seventh owner: Bernard Merian

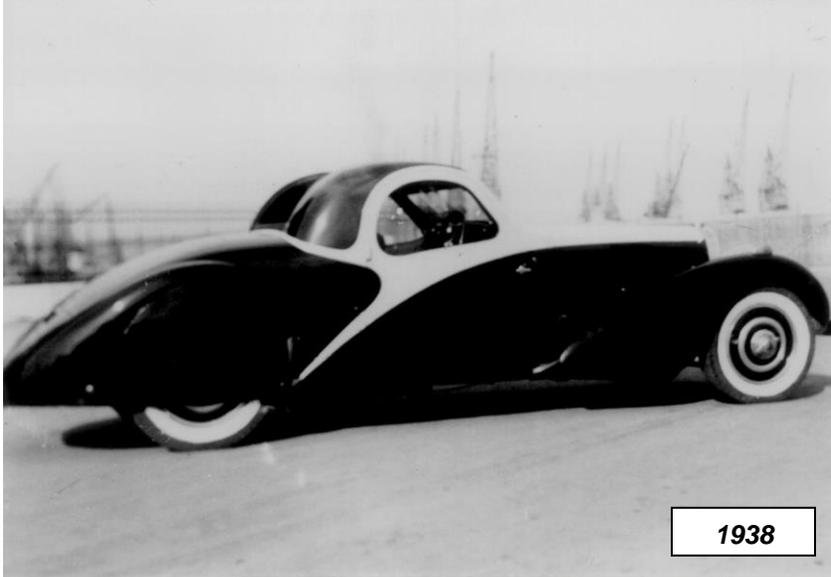
In 1988 Bernard Merian<sup>14</sup> became the new owner. His was the first starting a business in the exploitation of erotic telephone lines in France. With that, he made a fortune when he sold his company. Having bought the car, the engine proved stuck whilst he intended to display the car at an auto show in Japan one year later. He thus ordered a complete restoration. The engine was done by Mr Pailler, a Bugatti specialist in Tours, the body by Jean Claude Tisserand<sup>15</sup>, a coachbuilder in Sarcelles and the mechanics by Bernard Afchain in Houdan. Claude Tisserand is a friend of Mr LeCoq, the famous restorer and was recommended by the latter. The hood was brought back to its original configuration. The Citroen roof was taken out and replaced by an exact copy made from another original Bureau top Atalante. This Atalante, Bugatti 57330, was owned by Mr Ogliastro and was at that moment restored by Mr LeCoq himself. The restoration became an entire family enterprise. Very soon Tisserand realised that time was extremely short. However, the owner was adamant about the deadline. So, Tisserand and his entire family worked on the car for 14 hours a day and seven days a week. His wife did the interior with new Connolly leather from the firm *Decorauto* in Montmagny. Also, his daughter and son worked on the car until the restoration of the car finished just in time.

Bernard Merian made several personal adjustments such as the stainless-steel covers on the fenders after optional examples in the thirties. But in the end, Merian decided not to send it to Japan! He has owned the car until August 2001.



*These photos were made during the restoration by Jean Claude Tisserand and his family in 1991. The roof was completely brought back to its original state. (Photo's Claude Tisserand)*

In retrospect it can be observed that the present angle of the roof is slightly steeper than the original slope of the rear roof.



*Evolution of the  
roofline between  
1938, 1963 and  
1992: The angles  
differ slightly*





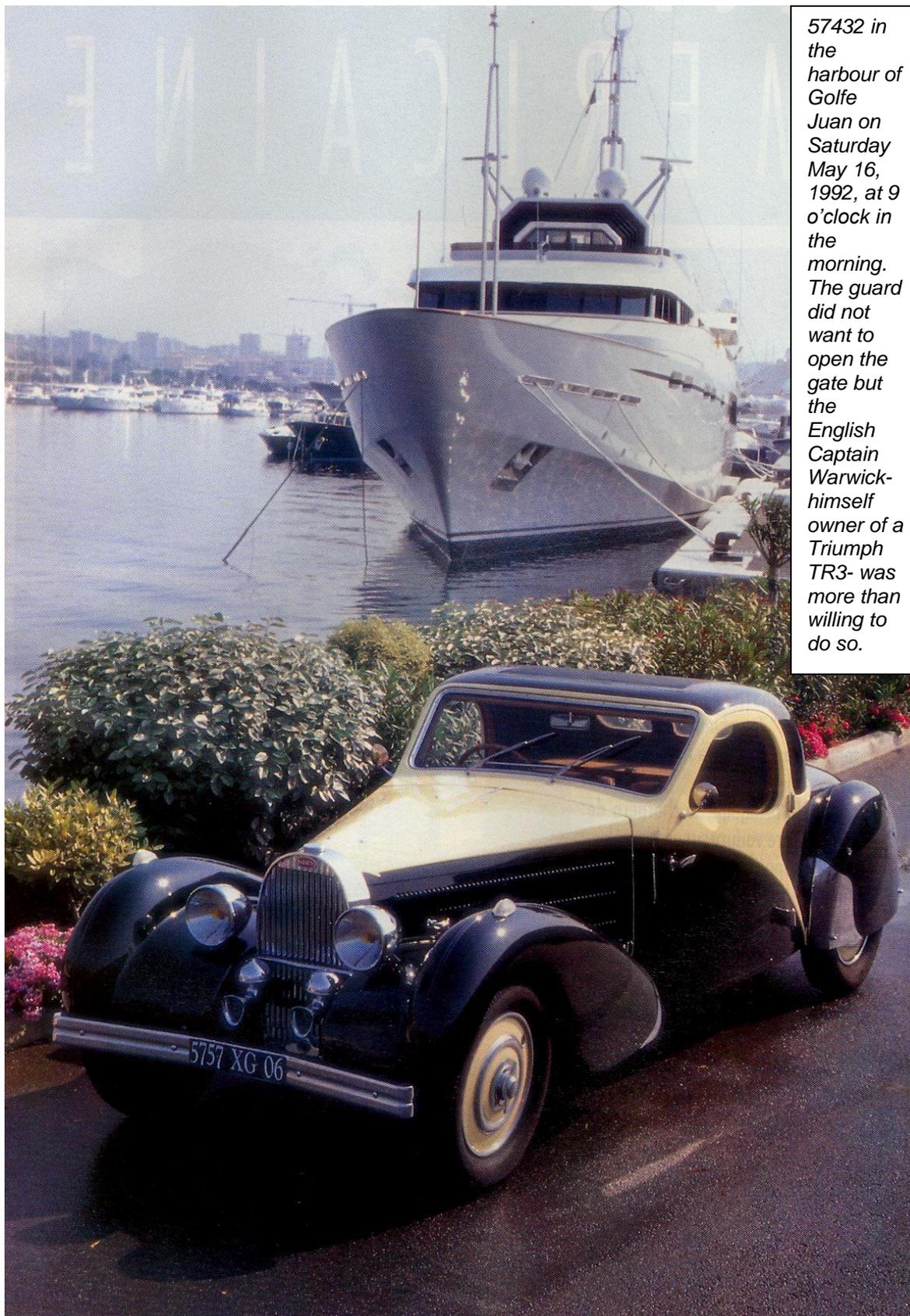
*Janine Benas- Olivero and Josette Castillon- Olivero, the daughters of the first owner, with the car in a similar position as with 57749. In fact, it is an anachronism: they were not even born when he owned this car.*

From 1992 onwards, the car was exhibited in the 'Musée de l'Automobiliste' in Mougins, where first owner Charles Olivero's widow was invited to unveil it. It was also in the Musée de la Colline in la Défense. At this occasion the car was also photographed with the daughters of Charles Olivero Josette and Janine in the same pose as they had struck with the Gangloff cabriolet.

In 1995 the car was exposed at the Retromobile in Paris at the stand of *Christophe Pund, La Galerie des Damiers*.



*57432 stayed in the nineties in the Musée de l'automobiliste in Mougins and the Musée de la Colline in la Défense.*



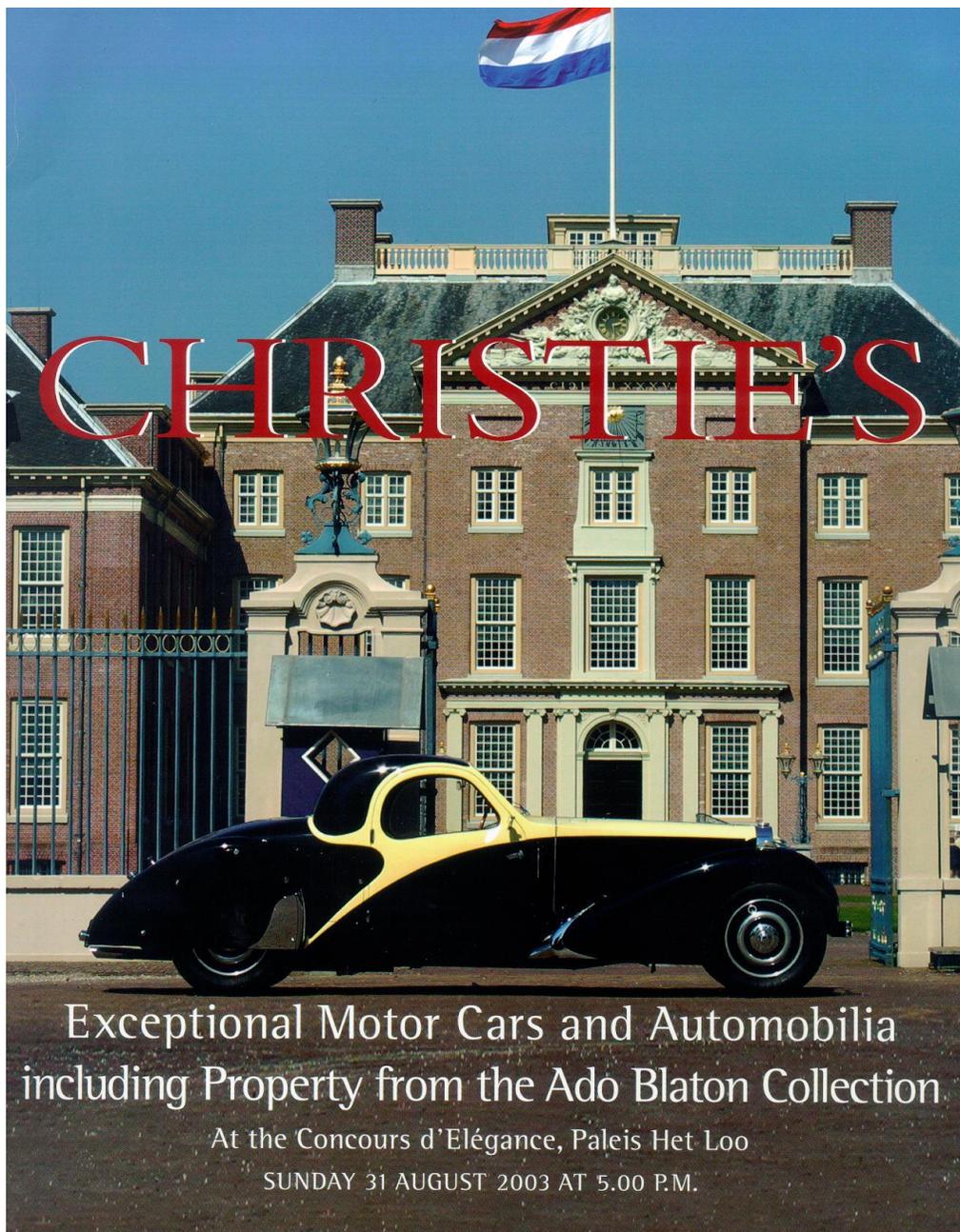
57432 in the harbour of Golfe Juan on Saturday May 16, 1992, at 9 o'clock in the morning. The guard did not want to open the gate but the English Captain Warwick-himself owner of a Triumph TR3- was more than willing to do so.

## The eighth owner Victor Müller

The Atalante was brought in at an auction with Bonhams & Brooks at the Nürburgring in Germany on 11 August 2001 where a young Dutch entrepreneur Victor Müller<sup>16</sup> bought it.

Victor participated at various *Concours d'Elegance*, such as Pebble Beach, California (2002), Winter Park, Florida (2002), Goodwood Festival of speed, England (2003) and The Villa d' Este, Italy (2003). He intended to drive the Liège-Rome-Liège rally with this car. For this purpose, he had added the "suicide door clips" to prevent these from opening in corners.

However, he had not realized that his body height (200 cm, 6 foot 7") made it very uncomfortable for him to drive the car. He decided to abstain and brought the car in at the Christies Auction, Concourse d' Elegance in 't Loo, Apeldoorn, The Netherlands (August 31, 2003). Once more, the car was shown at the front cover of the auction catalogue.



Once again on the front cover of an auction Catalogue, this time at the Christies auction at paleis 't Loo in 2003, Apeldoorn, The Netherlands.

## The ninth owner: Kees Jansen

The car was purchased at that auction by the present owner Kees Jansen<sup>17</sup>. He participated with it at a number of Bugatti meetings such as the International Bugatti Rally, Brockworth, UK (2004) and the Ardennes, Belgium (2005). The car was exhibited at the Concourse d' Elegance, Paleis 't Loo (2005) where it became first in class after the other Olivero car 57749 owned by Frans van Haren, the overall best of show. He also participated at the European Bugatti Association (EBA) meeting in Molsheim, Germany (2005) and also in 2011 when it won the *Trophée Fondation Ettore Bugatti*.



*Bugatti T57 Atalante - 1936*

*At the Concourse d' Elegance in t' Loo in 2005 first in Class*

The car was maintained by the specialist Ab van Egmond who also found the cause of the starting problems that had plagued Albert de Lay 50 years before: this was due to the suppressors of electromagnetic interference on the ignition cables- that had become obligatory in the fifties- and were still on in 2003. In addition, as a result of an earlier restoration, the ground clearance for the exhaust pipe was just about 10 cm, so, the car touched ground on passing the bridges in the centre of Delft. Thus, Kees Jansen decided to adjust the exhaust system to a stainless steel with six tail pipes (allowing sufficient air flow whilst still giving enough ground clearance), just like the 57 SC tail pipes. However, the previous exhaust and all other parts taken off, are still with the car.

The car featured at the plenary opening lecture presented by Kees Jansen at the International Congress '*Authentication in Art*' at the Louwman museum in 2018, when he entered the stage in the car coming from the basement in the conference hall. (see video) [\[1\]](#)



*57432 in its  
state in 2003*





*The Pebble Beach Concours d'Elegance, the most prestigious concours in the world, used the car for its jacket in 2009. (photo Jaap Braam Ruben)*



*Painting by the respectable artist Francois Vanaret in 2004*

## Owners

The Bugatti 57432 had the following owners  
(via Bugatti agent Gaston Descollas, Marseille)

- 23 July 1936 – 24 August 1939:  
Charles Olivero,  
22 rue P. St Jean,  
Marseille, France  
Licensed: 8357 CA 8 (F)
- 24 August 1939- 25 August 1939:  
Garage E. Réveillé,  
1 Rue de Générac,  
Nîmes, France.  
Licensed 6008 FN 4 (F)
- 25 August 1939- about 1947:  
Léon Givon,  
*Villa Santos Dumont*  
Impasse des Gattons,  
Bonneveine, Marseille, France.  
Licensed 7262 CB 1 (F)
- About 1947 - 1951  
Rudi Cloos,  
Esch-Sur-Alzette  
Luxemburg  
Licensed 5289 (Lux)
- 1951- 1963  
Albert-Jean de Lay,  
25 blvrd Sauvenière,  
Liège, Belgium  
Exported to the Belgian Congo  
Licensed 22???? (Congo)
- 1963- 1973  
Rudi Cloos,  
Esch-Sur-Alzette  
Luxembourg  
Licensed 4005 (Lux)
- 1973- 1974  
Gaston Greven,  
27 Rue des Reservoirs  
Heisdorf, Luxemburg  
At present: Am Steffesgaart 31  
Sandweiller  
Luxemburg  
Telephone number withheld  
Licensed: 4005 (Lux)
- 12 Sept 1974- 24 May 1988  
Maurice Teisserenc,  
La Palue  
40260 Castets Des Landes,  
France.



- Later: Domaine de Mont Plaisir  
 Linxe, 40260 Castets  
 Telephone number withheld  
 Licensed 2202 ME 40 (F)
- 24 May 1988- June 2001  
 Bernard Merian,  
 52 avenue du Roi Albert  
 06 400 Cannes, France  
 telephone number withheld  
 fax number withheld  
 Licensed 5757 XG 06 (F)
  - 11 August 2001- 31 August 2003  
 Victor Müller  
 Address withheld  
 The Netherlands  
 Telephone work withheld  
 tel mobile withheld  
 fax withheld  
 e-mail: withheld
  - 31 August 2003 – at present  
 Kees Jansen  
 Van der Oudermeulenlaan 6  
 2243 CS Wassenaar  
 The Netherlands  
 tel  
 fax  
 tel Mob 0031.6- 50221948  
 e-mail [keesj@rdgg.nl](mailto:keesj@rdgg.nl)  
 Licensed AL- 61- 33 (NL)



## Restorations

First rebuild between June 1948 and April 1949.

Carrossier Jos Metz,  
Garage Loll Lambert  
Luxembourg

It was called the '*Milliounen auto*' as this project took ten months and over a million in local currency to complete.

The second restoration took place in 1988 by

Historique car  
Colin Crabbe  
United Kingdom

A third complete restoration took place between 1990 en 1992 at

Jean Claude Tisserand,  
Carrosserie Lagorde  
32 Rue Boivin,  
95200 Sarcelles.  
France  
tel 00 33 3 990 4297

Engine rebuild at M. Pailler, Tours

Chassis, drive train, brakes and electrical equipment by mr Avchin in Houdan

## Meetings:

- #14 Rallye International des Alpes par Aix-Les-Bains (F), 1938, Charles Olivero and Daisy
- Rallye Automobile Monte Carlo, Monaco, January 17- 25, 1939, Charles and Jean Olivero, DNF
- Rallye Liège-Rome-Liège, 1939, Charles and Jean Olivero
- #22 Internationales Bugatti-Treffen, Kleve (D), 1964, Rudi Cloos
- Veteran car rally, Munich (D), 1965, Rudi Cloos
- International Bugatti Rally (DK), June 19-25, 1966, Rudi Cloos, with 4005 (L)
- #29 Internationales Bugatti-Treffen, Wiesbaden (D), 1967, Rudi Cloos
- Club Bugatti France Grand Rallye, Molsheim (F), 1970, Rudi Cloos
- #47 Internationales Bugatti-Treffen, Bad Oeynhausen (D), May 1971, Rudi Cloos
- #102 Rallye Monte-Carlo des Voitures Anciennes, Monaco, July 3-5, 1974, Gaston Greven and P. Mathieu
- #89 International Grand Prix Bugatti 1924-1974, Lyon-Limonest (F), September 12-15, 1974, Gaston Greven
- #63 100 International Bugatti Meeting, Deauville (F), October 13-15, 1978, Maurice Teisserenc
- #91 International Bugatti Rally Cheltenham & Harrogate, (UK), June 5-9, 1979, Maurice Teisserenc
- Lot #24 Vente Huet et Osenat, 10ème Anniversaire Chateau de Fontainebleau (F), (sold as 57547), May 24, 1988
- #17 Rencontres Internationales Bugatti, Molsheim-Campogalliano (D), September 8-16, 1990, Bernard Merian.
- Musée de l'Automobiliste - Mougins (F) 16 May 1992 onwards
- Musée de l' Automobile a la Defense, la Colline, Paris (F) until 1995
- La Galerie des Damiers, 20ème Retromobile ( sold as 57432), February 10-19, 1995
- Lot #130 Bonhams & Brooks, Nürnburgring Oldtimer Grand Prix Auction (D), August 11, 2001
- Pebble Beach Concours d'Elegance, California (USA), August 18, 2002, Victor Müller
- Winter Park Concourse, First Prize Show Car, Florida (USA), 2002, Victor Müller
- Rally International, 2003, Victor Müller
- #40 Concorso d'Eleganza Villa d'Este (I), April 25-27, 2003, Victor Müller
- III° European Concours D'Elegance, Schwetzingen (D), First in Class, July 5-6, 2003, Victor Müller
- Concours d'Elegance, Festival of Speed, Goodwood (UK), July 11-13, 2003, Victor Müller
- TV Program SBS6 August 24, 2003, Victor Müller
- Lot # 34 Christie´s Auction, Paleis Het Loo, Apeldoorn (NL) , August 31, 2003, sold.
- #116 International Bugatti Rally (UK), June 20-26, 2004, Kees Jansen, Kathleen Tucker
- #64 XXII° Festival Bugatti, Molsheim (F), September 9-11, 2005, Kees Jansen, Kathleen Tucker
- Concours d'Elégance Paleis Het Loo (NL), 2005, (First in Class), Kathleen Tucker and Kees Jansen
- BCN Voorjaarsrit (NL) April 21-22, 2007, Kees Jansen and Kathleen Tucker
- BCN Najaarsrit (NL), 2008, Kees Jansen and Kathleen Tucker
- Presentation "Het lot van de slapende schoonheden", Raamsdonksveer (NL), November 21, 2008, Kees Jansen
- BCN Voorjaarsrit, Doorwerth (NL), April 25-26, 2009, Kees Jansen and Kathleen Tucker

- BCD Frühjahrstreffens, (D), May 13-16, 2010, Kees Jansen and Kathleen Tucker
- Concours d'Elégance (but not participated) Paleis Het Loo (NL), September 4-5, 2010, Kees Jansen, Kathleen Tucker
- Uniques Special Ones Concours d' Elegance, Firenze (I), September 24-26, 2010, Kees Jansen and Kathleen Tucker
- #139 XXVIII° Festival Bugatti, Molsheim (F), September 9-11, 2011, Kees Jansen, Kathleen Tucker
- Winner Trophée Fondation Bugatti Paul Courteois- Duverger, Molsheim (F), September 10, 2011, Kees Jansen, Kathleen Tucker
- #113 II° Alzheimer Rally, Ruurlo (NL), April 19, 2013. Kees Jansen, Kathleen Tucker
- #109 XVIII° Gelderland Rally, Doesburg (NL), June 8, 2013, Kees Jansen, Kathleen Tucker
- #139/2 XXX° Festival Bugatti, Molsheim (F), September 13-15, 2013, Kees Jansen and Kathleen Tucker
- BCN Najaarsrit, Berg en Dal (NL), September 28-29, 2013, Kees Jansen and Kathleen Tucker
- BCN Voorjaarsrit, Beekbergen (NL), April 12-13, 2014, Kees Jansen and Patrick Vervuren
- BCN Najaarsmeeting, Renesse (NL) September 20-22, 2014, Kees Jansen and Philip Streutgers
- #105 IV° Alzheimer Rally, Ruurlo (NL), April 17, 2015. Kees Jansen and Kathleen Tucker
- BCN Voorjaarsrit, Ekestein, Appingedam (NL), April 18 -19, 2015, Kees Jansen and Philip Streutgers
- BCN VII° Automne en Twente, De Lutte (NL) September 18-20, 2015, Kees Jansen and Rosemarijn Atalante Veenenbos
- # 30 XVIII° Nationale Rode Kruis Rally, Betuwe (NL) September 2, 2017, Kees Jansen and Bjorn Spiele
- XXIV° Oldtimerdag Voorschoten (NL), September 10, 2017, Kees Jansen and Marjoleine Kooper
- III° International Congress 'Authentication in Art', The Hague (NL), June 7-9, 2018, Kees Jansen see [\[1\]](#)
- XLV° Retromobile, Paris (F), February 5-9, 2020

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- See Bugatti Trust #153 and 160A (as being '57547') : [\[\[2\]\]](#)
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<sup>1</sup> **FIVA Classification:** Phase I: the car is used for daily driving, which usually takes 10- 15 years. Phase II: The car is laid up, often after a defect has occurred which may last tens of years, but it is kept, and not demolished. Phase III: the car is restored and used for rallies and concours but not for daily driving anymore.

<sup>2</sup> **OLIVERO, CHARLES.** (19xx died 1 April 1990) He was a very successful jeweller who produced his jewels on demand: *Creations Nouvelles; Pieces de Commande; Fabricant, Jouallier, Decorateur*. He had his jewellery store on the 22 Rue Petit St Jean in Marseille. He was married and they had two daughters, Janine and Josette. In 1936 they lived at 27, rue Fort Saint Jean and later moved to a villa on top of the Boulevard Michelet in Marseille. Charles also owned a house in a little old village *Les Pennes Mirabeau* in the countryside. After the Atalante, he owned a one-off Bugatti cabriolet with a body by Gangloff (57479) that narrowly escaped confiscation twice, first by the German occupiers and subsequently by the liberators.

<sup>3</sup> **VASSAL, JAQUES.** Article: Bugatti 57 Atalante 1936. Auto Passion 1992; 70: 68- 80

<sup>4</sup> **GIVON, LÉON** (born 5 April 1895). He was a famous pilot who had been awarded *The Légion d' Honneur* Medal, a military war cross for bravery in World War I. He had obtained his pilot license in September 1922, his seaplane brevet in February 1926 and his brevet of mechanicien in 1928. He had flown for various companies such as *Latecoere* in 1923 and *Chaudron* in 1926. Two months after Charles Lindbergh had flown solo non-stop in the other direction, he had tried to rise to fame by attempting to cross the Atlantic Ocean with Pierre Corbu from the airfield Le Bourget near Paris to New York in September 1927 with a plane called *l'Oiseau Bleu*, owned by the *Farman* Company. However, their attempt failed. He was also involved in an accident when his plane crashed trying to

cross the Mediterranean. He and his co-pilot were rescued by local fishermen. He had become the chief pilot and director of the second airport in France Marignane, close to Marseille.

Leon was the second pilot to fly the seaplane *Santos Dumont* (which was also what he called his home in Marignane) and together with his colleague and later Bugatti owner Bossoutrot, he crossed the Atlantic in this plane successfully, 21 September 1934. In 1934, on joining the new company *Air France*; he was rewarded to become director of the Marignane airport close to Marseille (now Marseille Airport) and was able to buy the *Atalante*. He was chief pilot in 1939 when he bought it.



*The plane of Léon Givon, called l'Oiseau Bleu was filled up with 5000 litres of fuel before the start. However, the attempt in 1927 failed (Photo Pierre Yves Laugier)*

<sup>5</sup> **BOSSOUTROT, LUCIEN** colleague of Leon Givon and also a Bugattiste: at the time Leon Givon drove Bugatti 57432, Bossoutrot drove Bugatti 57581, a Ventoux that later became the ownership of Ronald van Ramshorst, the son of the Bugatti importer in the Netherlands

<sup>6</sup> **CLOOS, RUDY (or RUDI)**. Industrialist and owner of a company for aggregate production mainly for road construction producing about 2.5 million tons annually. The company was founded by his father Felix (1902) and Rudy took over in 1939 when his father became ill. The company still exists although there is no longer a connection with Bugatti. Rudi owned several Bugattis (441192, 49229, 49527, 55219, 44480, 57782) For day to day driving he had amongst other cars a 12-cylinder Jaguar e-type.

<sup>7</sup> **THILL, ARTHUR**. Architect, living on the 13, Rue Goethe in Luxembourg. He bought the unnumbered rolling chassis, a *Bordeaux orphan*, just before the war with engine 547 (see text)

<sup>8</sup> **LAST, Mr JOHANNES (JAN)** A lawyer living on the Hugo de Grootstraat 75, The Hague (NL). He started buying a Grand Prix, Bugatti 35 4490 from the factory in 1925. He was not a 'doctor' but having a law degree ('mr' in Holland) but he used the title 'dr' in the administration of the factory in Molsheim, leading some to think he was a medical doctor. His personal mechanic was J.F. Brandse in The Hague with whom he often travelled.

<sup>9</sup> In contrast to what was stated in the Luxembourg register of Goy Feltes, 44480 has not survived the war and was not owned by Saccardio in Schio (that was a typo; 44840).

<sup>10</sup> **DE LAY, ALBERT JEAN.** Belgian architect, from Liège, later living in Cote d'Eich in Luxembourg. He owned several Bugattis (35 4803, 441108, 441259, 57432, 40599). He worked in the Congo for the Belgian government but had to flee during the civil war.

<sup>11</sup> **GREVEN, GASTON.** Owner of the nightclub '*Royal Bugatti*' in Luxembourg, well known in Bugatti circles in the Duchy. On the wall of his nightclub he had a type 46 Bugatti radiator grille and, in the back, there was a secret door to the Bugatti garage where Bugattisti, after closing hours only, were allowed to have another drink. He was married to Addy; they had two children. He was a good mechanic. When one of the pistons of his type 40 broke during a Bugatti rally, he replaced it on the spot and the next day the car could participate again. He owned Bugatti 40726, 441132, 57432 and 57782.

<sup>12</sup> **TEISSERENC, MAURICE** Well known French Bugattiste who owned several Bugatti's: a type 35, 38, 43, 44 and three types 57. Possibly a family member had bought a new type 57148 in May 1934 for Frs 64.000 with exchange for a Hotchkiss.

<sup>13</sup> **CRABBE, COLIN** Well known collector and dealer of historic racing cars. He made his fame by importing a Mercedes W 125 pre-war racing car from across the iron curtain and had a team that participated as a privateer in 17 Formula 1 races in 1969 and 1970. He owned the car restoring company '*Historique Car*' and later a company called '*The Vintage Automobilist*' that supplied car parts

<sup>14</sup> **MERIAN, BERNARD.** Entrepreneur who made his money with starting the first erotic telephone lines in France. He sold the company for a large sum of money after which he bought the Bugatti 57432. He also owned an original 7 litre Cobra and a Ferrari F40.

<sup>15</sup> **TISSERAND, JEAN-CLAUDE** Car restorer in Sarcelles. He was also collaborating with the car restorer LeCoq in Paris, who let him study the open Atalante that he was in process of restoring at the same time which still had the original bureau top

<sup>16</sup> **MÜLLER, VICTOR.** Entrepreneur who following his studies (University of Leiden, NL) finished with a law degree- had been working as a lawyer, but subsequently went into business. He was successful in taking over and rejuvenating a clothing brand *McGregor* after which it was sold for a healthy profit. Then he did it again: he had his major financial stroke- mainly financed by his friend Frits Kroymans- taking over the shipping company Wijsmüller for Hfl 20 Million, which he sold after a number of years for Hfl 200 million to the shipping giant Maersk.

However, inspired by Maarten de Bruijn he must have realized that this will never leave a lasting mark such as Ettore Bugatti, Enzo Ferrari, John DeLorean, Colin Chapman- or later Elon Musk- had done and he decided to invest his earned money in the production of a brand-new sports-car with the name *Spyker*- originally an old and respected brand of high-quality cars early in the 20<sup>th</sup> century- but financially never a successful- car company. Many declared him totally crazy but he dared to take the risk. The company never made a profit but it has outlasted the life span predicted by most of his critics. It indirectly gave him the opportunity to just pick up the phone and call Bob Lutz, the automotive giant of the internal combustion engine car age and at the time the CEO of General Motors- that was forced to downsize and had to sell a number of its brands.

Most people are their own worst enemy in achieving their full potential but not so Victor Müller. Since GM had taken over the respected Swedish company Saab, they had never been able to make it profitable. Bob was looking for an easy way out of Saab and found Victor a willing victim to have a go. Victor managed to get the one billion dollars needed, mainly from government support and tried to make a new start. He tried his utmost to pull the company afloat again, but this time it did not work- mainly as a result of the veto of its previous owner GM to involve a Chinese owner. Whereas Volvo (owned by Ford) was rescued by the Chinese firm Geely, in 2011 Saab was declared bankrupt.

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Spyker kept on for longer but by 2020 was also out of business. It underlines the statement that one should never invest in one's hobbies as one becomes too emotionally entangled. Was it worth it? Who else can say that they drove the 24 hours of Le Mans?

<sup>17</sup> **JANSEN, KEES.** Gynaecologist who worked in Voorburg, The Netherlands. He had done the research for his PhD at the university of Cambridge (UK) and at the UCLA in Los Angeles, California (USA). Kees defended his thesis *cum laude* (with appraisal). He also had set up and owned a private IVF clinic which was responsible for almost 10.000 children during his time with IVF and ICSI alone. He was a pioneer in transvaginal ultrasound and with the European representative of the American firm *Dlasonics* he developed the first transvaginal transducer for the firm, which was called '*The European Transducer*'. It was still a mechanical sector scan and many were sold but being from the analogue time it was later replaced by a linear array digital transducer which did not contain any moving parts. Nevertheless, until today the image quality of the mechanical 7.5 Mhz probe has never been surpassed

Pre-war cars had his interest, especially Bugatti. He wrote many publications and six books about the subject, mainly registers that describe the provenance of the cars. He also owns Bugatti 44266 and a Bugatti Baby 450A