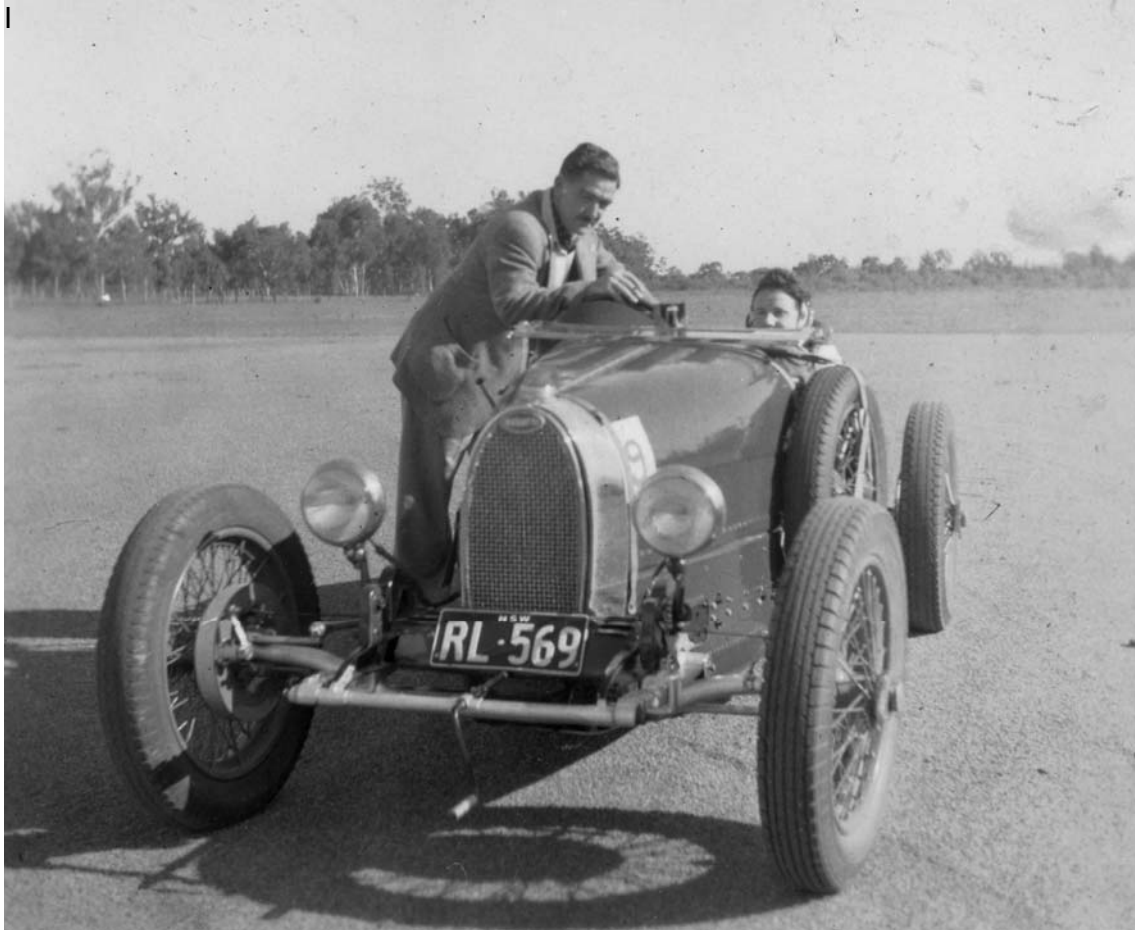


The last 'From the Archives', showed Roy Murray blindfolded looking for his Bugatti. Well here is his Bugatti which was a very well known car in this club's early events of 60 years ago and many photos of it are contained in the archives.



Roy at Marsden Park in 1946.

The history of this car has been fully recorded in Bob King's excellent book on Bugattis in Australasia and also in the 2004 edition of John Blanden's Historic Racing Cars in Australia. The car is of course a T37 being manufactured in October 1926 having chassis number 37209. The high points of the cars history derived from the above mentioned books is as follows: The car first came to Australia in the early 1930's and commenced its racing career owned and driven by Alfred Nicholls in the 1935 Phillip Island New Years day meeting. This was followed by the 1934 AGP, but it was a non finisher. In the 1935 AGP it finished in an excellent 7th place. It was sold in 1936 and passed through the hands of Leo Hoare and Ron Edgerton in Melbourne then Jack Jeffrey and Doc Bond in Sydney. It was little raced in those years. John Crouch acquired it from Doc "Hacksaw" Bond who had something of a reputation for dismantling perfectly good cars and then sold it to Roy Murray. Roy appeared in numerous VSCCA events of the time particularly at Marsden Park, early Mt Druitt and Hillclimb days. AMS described Roy's driving at the Hawkesbury Hillclimb as "Roy Murray's times in the Bugatti raised the Vintagent's ego several degrees as his style is textbook and the little blue Bugatti

made its litres perform like gallons. Breaking 30 seconds at his first try, Roy took the hill in short bites of power, and although his front wheels were tramping madly, the car was handled with hair line precision.”



Roy having fun in the dirt at the VSCCA gymkhana at Gosford, 18th May 1947. I'll bet there are not many Bugatti owners willing to do this these days.

Roy sold the car on to Bud Luke who then took it to do some serious racing at Bathurst in 1949 and then the 1949 AGP at Leyburn, won by Crouch, where he finished 7th. The condition of the car was apparently outstanding as was his driving skill. Luke again raced it in the 1951 AGP at Bathurst where it was timed at 97.98 mph before the engine blew. In 1952 it became Holden powered and continued having a successful racing career until the end of the 1950's. The car was purchased in 1963 by David Watson and restored whilst retaining its Holden engine and TC gearbox. The original engine was rebuilt and later incorporated into a T37 replica and the original gearbox was fitted to another T37. Nothing gets wasted on Bugattis.