



SCHALTKULISSE

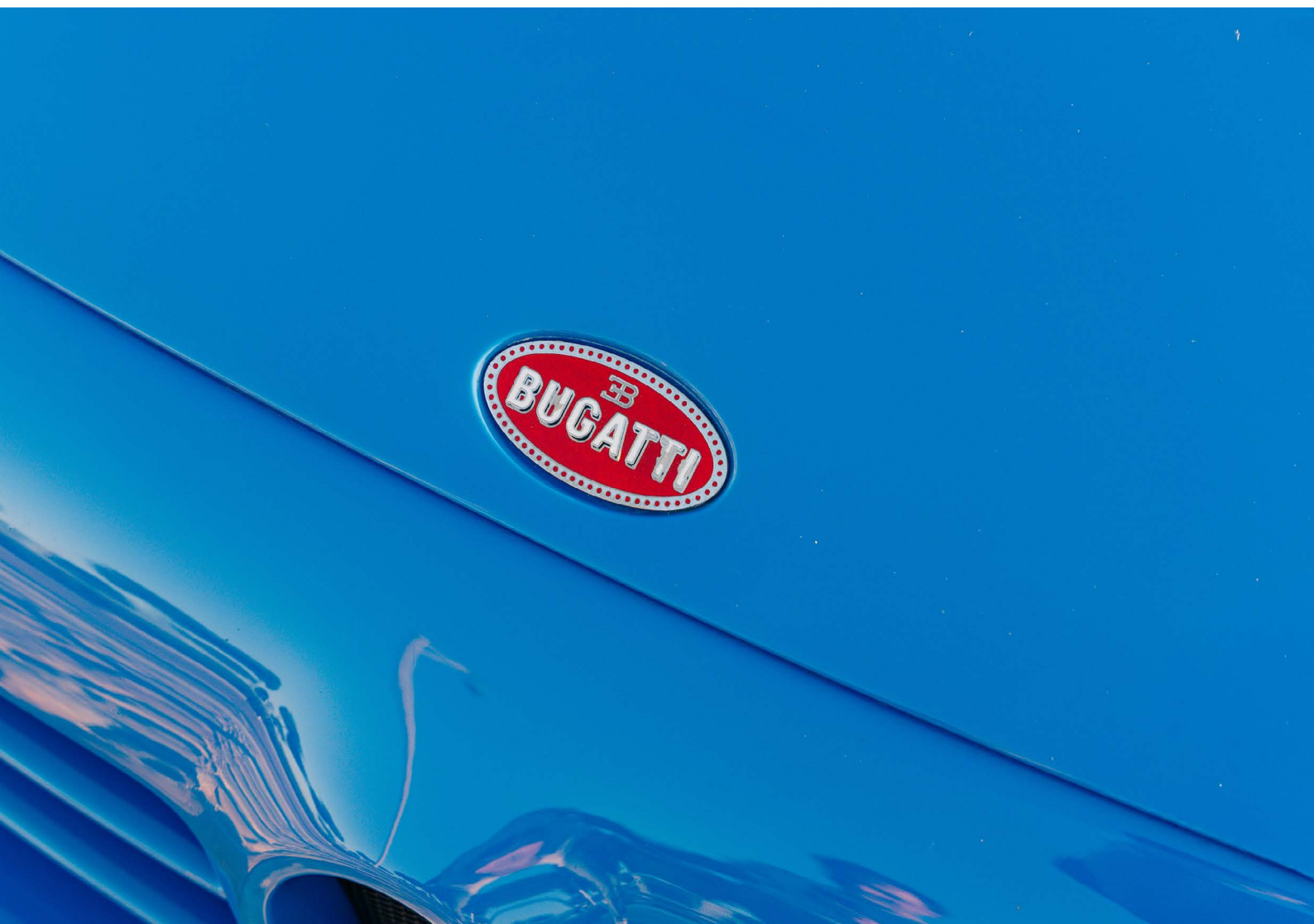


**BUGATTI**

EB110 GT

---









---

## KEY FACTS

- Only 11.500 km from new
- 4 Owners & Known History
- Complete with Toolkit







# HISTORY

The Bugatti EB110 GT is the hypercar for an era before the word hypercar was invented. Briefly the fastest car in the world, the EB 110 pushed the limits of technology in the late 1980s and early 1990s to develop a car to which all modern hypercars owe a lineage.

The story begins in the 1980s with Paolo Stanzani and Ferruccio Lamborghini, who begin to cook up the idea of a completely new supercar with Bertone styling. The project soon evolved thanks to the investment of Romano Artioli, who with Ferruccio Lamborghini's encouragement, purchased the Bugatti trademark in 1987 and created Bugatti Automobili S.p.A.

The brief from Artioli was clear, not only create a groundbreaking supercar, but also imagine what a contemporary Bugatti would look like had the Molsheim marque continued production throughout the post-war era. The story of the car's development is worthy of a novel, but the result was a supercar built with a pioneering carbon fibre chassis, a small displacement 3.5 litre V12 fitted with four turbochargers, and a luxuriously appointed leather and wood clad interior.

Power delivery was ferocious with 553 hp being delivered via the 4-wheel drive system. The top speed was 212.5 mph / 342 km/h, and 0-100 km/h (62 mph) came up in 3.46 seconds ... not bad even today, mind bending in 1991.

The rest of the story is one of motoring history's most intriguing stories. The car was launched in to great fanfare in Paris on what would have been Ettore Bugatti's 110th birthday, and simultaneously into one of the most devastating economic crises of the post-war period. By 1995 Bugatti S.p.A was in dire financial difficulty and declared bankruptcy, closing the doors to its remarkable Fabbrica Blu in Campogalliano with only 139 cars having been produced.

The EB110 GT is an enduring legacy of remarkable ambition, and today one of the most important and rarest pioneering supercars ever built.



## OUR EXAMPLE

This car was delivered new to a Saudi Arabian client in the iconic launch colour of Blu Bugatti (also the inspiration for the eponymous factory), over a Grigio Chiaro interior. The car seemingly remained in the United Kingdom rather than going out to the middle east, and early correspondence on file record some early mechanical issues being rectified by the factory.

Based on the documentary evidence the car was first UK registered in 2003 and had previously been stored in a customs warehouse. By 2003 the car had only covered some 8,000 km and was being recommissioned by DK Engineering and Moto Technique, still for the first owner.

This first owner appears to have kept the car until 2005 whereupon it was sold by Christie's to its second owner in Switzerland. This second owner also used the car sparingly but continued to invest in its maintenance with Modena Cars SA of Geneva. He sold it back to the UK in 2012 with just only 10,000 km on the odometer, and the car was again registered on the UK number plate L389 XLR.

Once returned to the UK the third owner used H.R. Owen and Joe Macari for regular maintenance, by 2012 values of the EB110 GT had started to creep up and the car was increasingly appreciated as a landmark model, and as such the car formed part of a high-profile sports and supercar collection and was regularly displaced.







# CONTACT

SCHALTKULISSE NA CORP.  
277 NE 61st Street  
Miami, FL 33137  
USA

Phone: +1 (516) 460-2515  
[miami@schaltkulisse.com](mailto:miami@schaltkulisse.com)

IG. @schaltkulisse  
FB. @schaltkulisse  
YT. @schaltkulisse

[www.schaltkulisse.com](http://www.schaltkulisse.com)