

## **Addendum**

### **The Bugattis of Jean De Dobbeleer**

Since the publication of my book, "The Bugattis of Jean De Dobbeleer", a number of people have contacted me regarding the identification of some of the previously unidentified cars in the book, and pointing out some errors in fact that need to be corrected. I would like to thank, in no particular order, the following people for their contribution. Pierre-Yves Laugier, Dick Ploeg, Herb Tobin, David Woodhouse, Jerry Prochaska, Jeroen Vossen, George Sackman, and John Wilburn. My intent is that this addendum will be a living document that will be updated when additional information becomes available. I welcome input from anyone who may have a comment on the book and its content. You may contact me at [fawcetc@msn.com](mailto:fawcetc@msn.com).

I would like to thank everyone who purchased my book, and I hope you enjoyed reading it as much as I enjoyed authoring it.

Charles "Chuck" Fawcett

First of all, since the book was published, I have had an opportunity to view photos from various persons who had received them from Jean De Dobbeleer, and they were identical to the pictures that appeared in my book. This, in my mind, erased any doubt that the photos for which we had the negatives were in fact taken by De Dobbeleer himself, not Greenlee or anyone else.

The following corrections and additions are shown in page number sequence. If a chassis number is followed by a "?" it indicates that we believe that is the correct , but unconfirmed .

9. T57S-57511

10. The pictures shown for the current 49-51 Rue De l'Orient location are incorrect. At the end of this document you will see current pictures of all three De Dobbeleer locations as supplied by Jeroen Vossen.

13. The engine photo at the bottom of the page is printed in reverse. The top photo shows the correct engine orientation.

38. It has been reported that the pictures of T57C-57749 were taken in March, 1960.

42 & 43. This is T57S-57523, not 57511 as originally indicated.

49. The last car on the bottom of the car carrier with the man attending it is T44-44960.

63. The bottom left photo is T57C-57308. I have been told that this is the very first 57C produced. Also shown on page 88.

68. Perhaps 38347 instead of 38747. Unconfirmed.
71. It has been confirmed by the current owner that this is 57230.
81. Bottom photo. It has been suggested that this may be 57522. Unconfirmed.
88. T57C-57308
89. Top. T57-57335?
89. Bottom. T40-40300
91. Top. T40-40300
93. First Bugatti on the left is T57-57243. Also shown on page 70.
96. Could be 40553 or 40633.
97. Top. T57-57442.
105. Bottom left. T37A-37302.
105. Bottom right. This car is also seen on pages 117 and 118 before re-spray.
- 108 and 109. T37-37535
110. 37A-37212? Also shown on page 111.
- 112, T35-4567?
113. T37A-37212.
119. Top. T35-4567. Bottom. T37A-37302?
123. Top. T37A-37302
124. Top. T40-40300.
125. Bottom. T37A-37302
126. Top. T44-44960.
127. T43-43183. Also shown on pages 147, 151 top, and 154.

136. T44-44769.

147. Center vehicle. T43-43183

148. T55-55221.

179. Front view of the Alfa shown on page 165.

## **Current View of De Dobbeleer garage Locations in Brussles**

### **41-45 Avenue de l'Emeraude**



### **23-25 Avenue Auguste Rodin**



49-51 Rue De l'Orient

