

BUGATTI ROYALE Type 41

COUPE DE VILLE

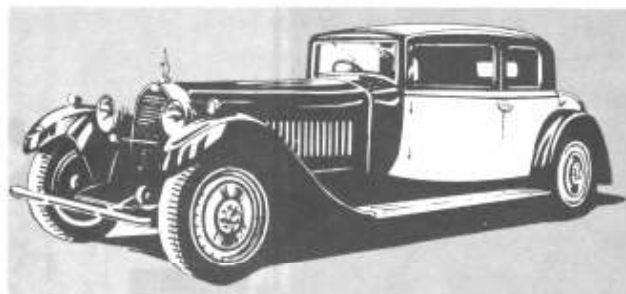
■ Ettore Bugatti's dream was to build an ultra luxurious car, bigger but lighter than any other in the field. His efforts, postponed by World War I, continued, and his cars regained their reputation as international winners when the Armistice was declared. The name Bugatti was synonymous with racing thoroughbred cars in the years that followed the war. The Royale, because of its size, had to be scratch built. The summer of 1926 saw the first prototype brought to perfection.

The total number made is a matter of dispute amongst vintage car buffs. We believe that the total was 6, including the prototype, and know it was at least 5 as the pictures P.3 and P.4 show. The cost of the chassis alone was reputed to be over (U.S.)\$15,000. The completed car had a ticket of more than \$40,000 which was, to say the least, a substantial sum in the 1920's. The Type 41 Royale had an eight cylinder, 300 h.p., 12.760c.c. engine, a displacement equal to three times that of the largest cars today. The wheel base of 13 feet has not been exceeded in any production car to the present day. It had a weight of 3½ tons and a top speed of 125 m.p.h.

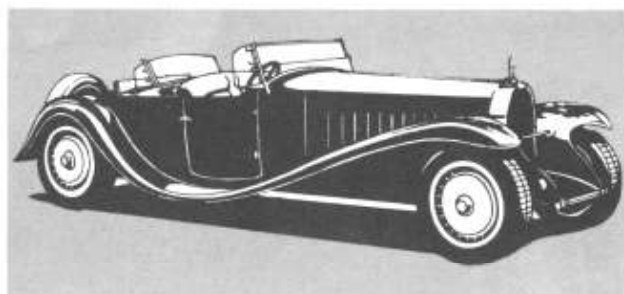


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BUGATTI ROYALE COUPE DE VILLE Type 41



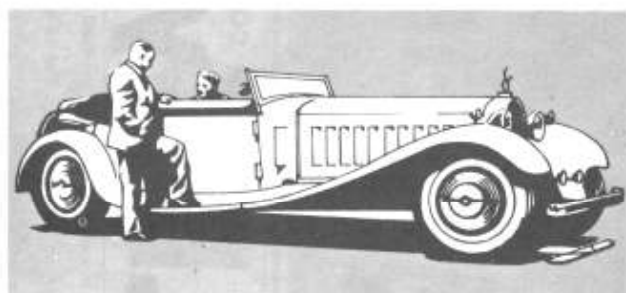
Original prototype Neo 19 Century type double brougham body, in 1929 was involved in an accident and reported scrapped, later to appear as a coupe de ville designed by Ettore Bugatti's son, Jean.



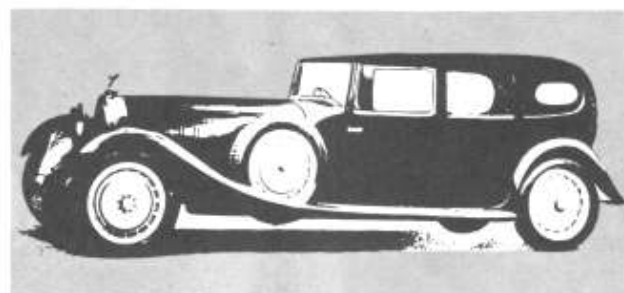
The first sold as a new car in 1931. This two seater roadster, also designed by Jean, has a Binder body,



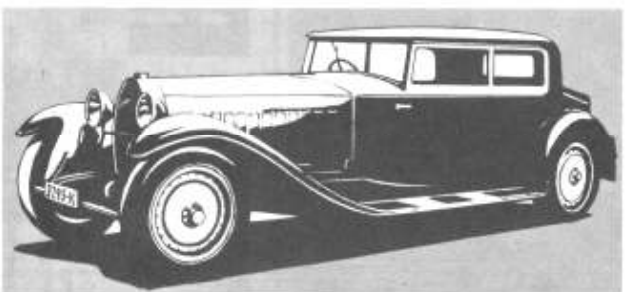
and apparently the first owner had no intention of driving at night as it was not equipped with headlights. This car was later bought by King Carol II of Rumania, and was re-built by Binder in the "Coupe Napoleon" style. It featured bullet proof glass and body. The term "Coupe" is now almost synonymous with two door vehicles. A more correct title for the Royale would probably be "Coupe Limousine De Ville" or "Sedanca De Ville."



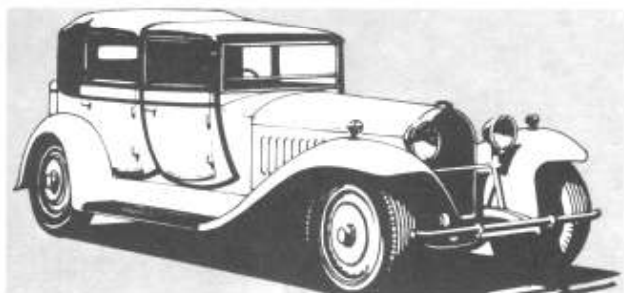
1931 drop-head coupe now rests in the Henry Ford Museum, after reputedly being owned by drivers of many nationalities.



1932 Park Ward limousine body, originally having an English owner, and later transferred to Illinois, U.S.A. It now rests in France.



Kemel of Paris, formal two door, now owned by Briggs Cunningham. It is in perfect running condition.



Originally owned by Bugatti, this Berlinne De Voyager was transferred to America in 1930 and has changed hands many times. It is now in the Harrah Collection.

KIT-BUILDING TIPS FOR BEGINNERS.

1. Trim all plastic parts from molding frame with sharp knife or toenail clippers.
2. Sand all sharp edges with fine sandpaper or nail file.
3. Use "styrene" or "kit" glue (Testors and DuPont are good brands). Use a toothpick to apply and use sparingly so no excess is visible.
4. Hold small parts in place with tweezers, or brace them until they hold firm. Rubber bands and straight pins are helpful.
5. Be sure glue is firm in one joint before attempting the next.
6. Paint parts before assembly, if possible, using spray lacquer, available at your local toy or hobby store. Several light coats, with drying time in between, are much better than one heavy coat.
7. Before gluing metal parts to plastic, use a coat of household glue on the metal for a better bond.

"WHAT IT WAS LIKE TO BUY A BUGATTI ROYALE"

In the first place, one didn't just buy a Bugatti Royale, one applied for it. The procedure went something like this:

Once a person had decided to make the necessary investment of \$40,000 or more, depending on coachwork, the first step was to declare your intent in a personal letter to Ettore Bugatti (known universally as Le Patron).

This initial correspondence required only a statement of intent to purchase. Then, if Le Patron felt you were okay (the criteria he used to determine this status are not known; perhaps it was quality of stationery, the ring of your name, or the flourish of your signature), he would reply asking you to provide references.

If these references were not provided or if, after thorough investigation, they were found not to be of the very highest order, Bugatti would forever more ignore the applicant.

There was no second chance.

However, if your references were acceptable, Bugatti would reply, that he was prepared to sell you a Royale (or Golden Bugatti, as it was also known). Then a document was signed which was binding to neither party. It simply said that he would start building the car to your specific requirements. But

if, upon inspection, you didn't care for it, you didn't have to buy it. By the same token, Bugatti didn't have to sell it to you, either.

After a year had gone by, give or take a month or two, the prospective purchaser would be summoned to the Bugatti works at Molsheim, Alsace, France. He would stay at the Inn built specially for Bugatti customers, be treated to wine from Le Patron's own vineyards and two or three days of getting acquainted with the great Bugatti himself.

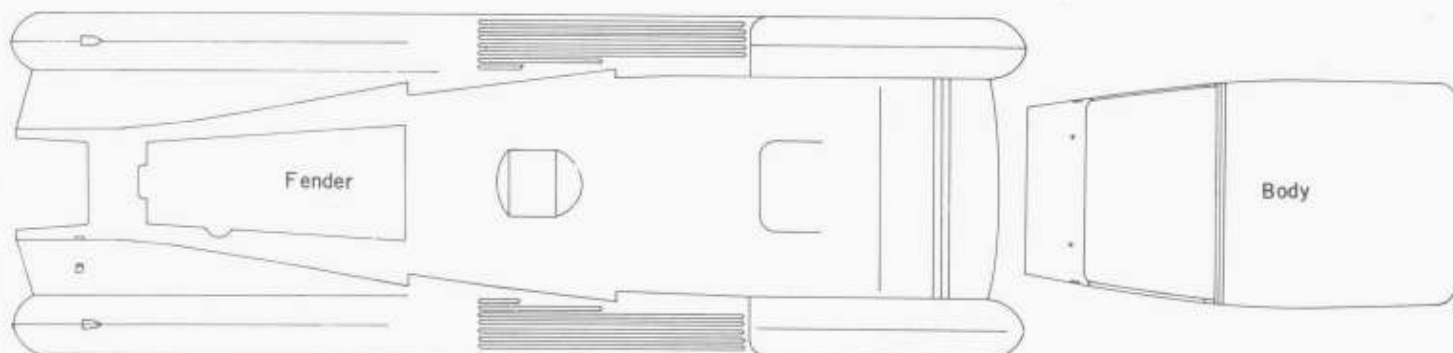
If Bugatti still approved of the prospective purchaser, then and only then, would he be given a chance to view his Bugatti instr. sheet-2

Royale. Presumably if, after a few days of socializing with someone proved him not to meet Bugatti's standards, the poor fellow was sent packing.

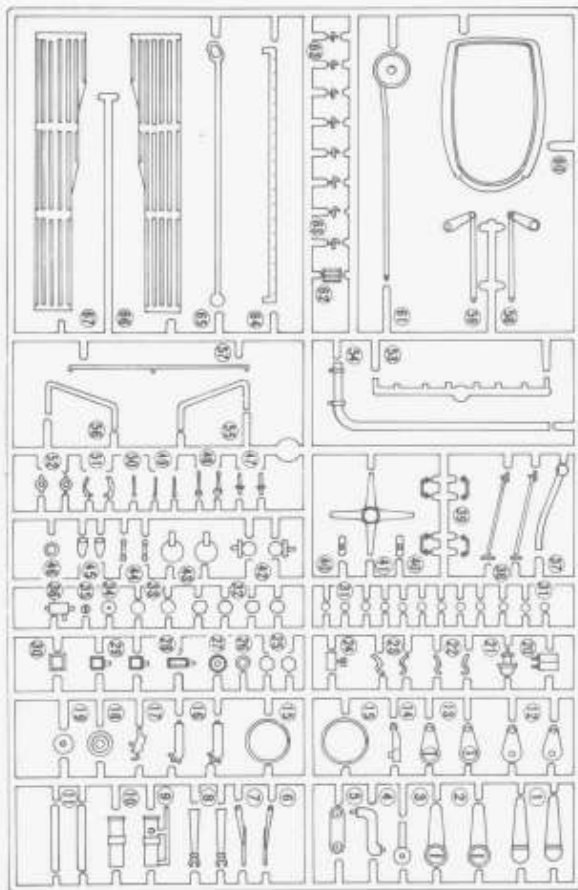
Upon acceptance, however, the buyer was personally instructed in the intricacies of the enormous automobile by Bugatti himself. The buyer's chauffers and mechanics, of course, attended school at the Bugatti factory for several weeks before being entrusted with the magnificent car.

Things have changed slightly, as one can tell by simply dropping in on any large car dealership today.

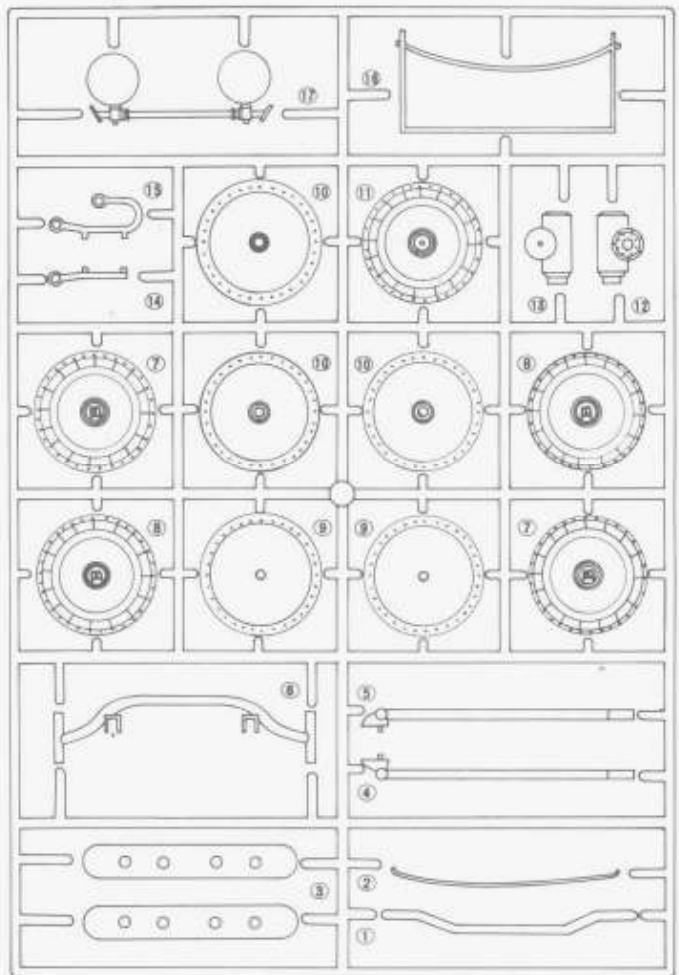
Parts List I



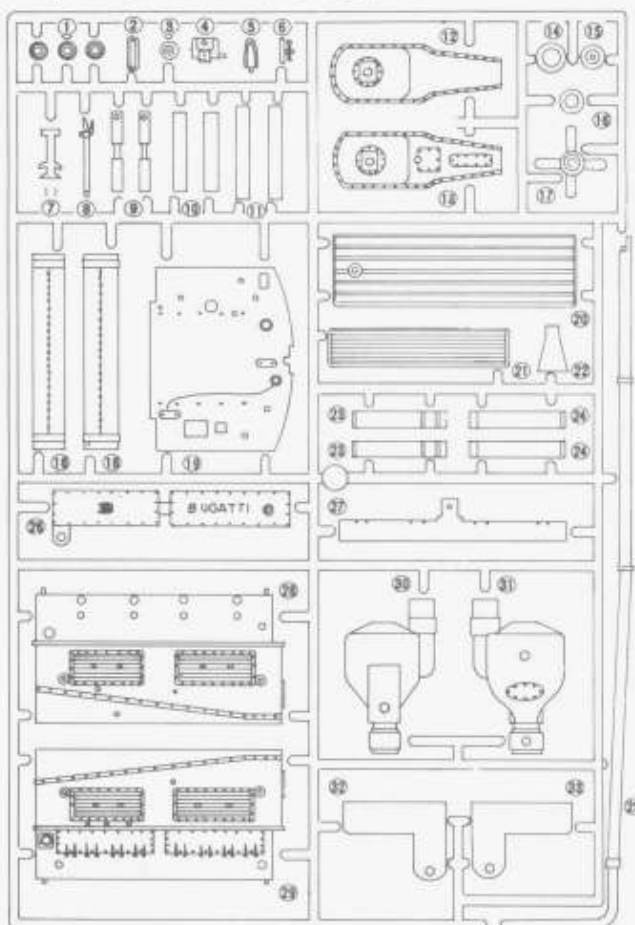
A parts



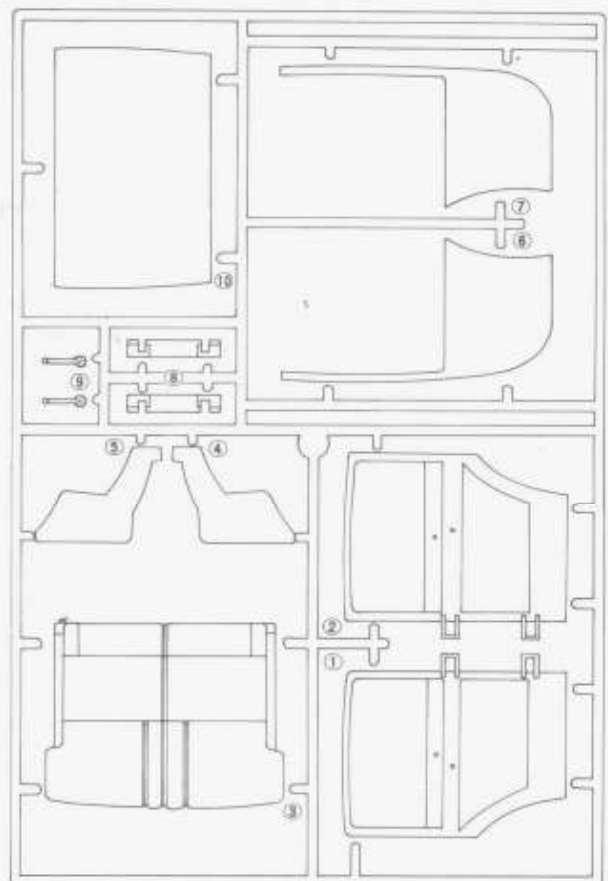
B parts



C parts (Do not use C 14 C 15)

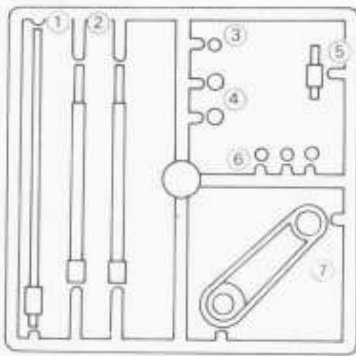


D parts



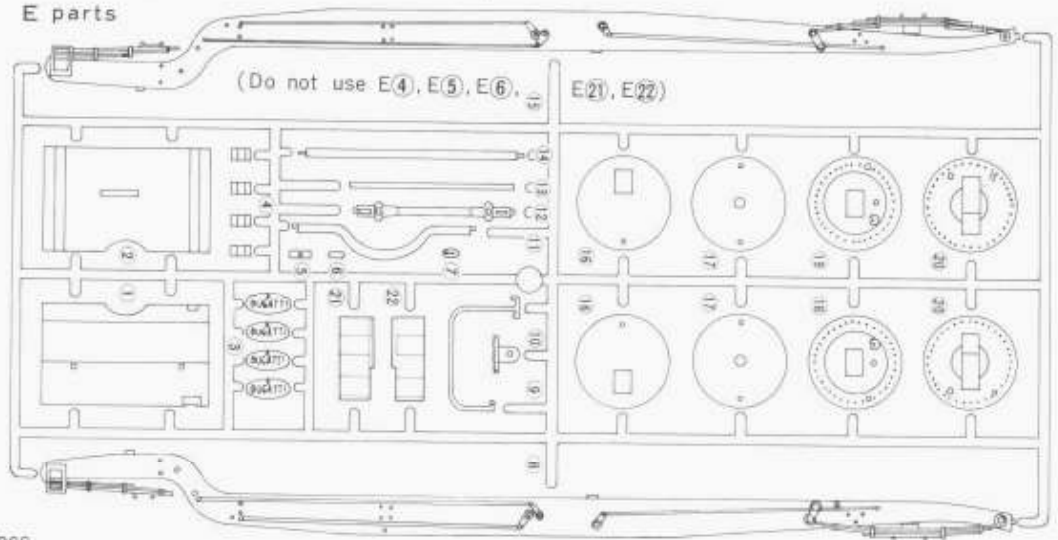
Parts List 2

J parts

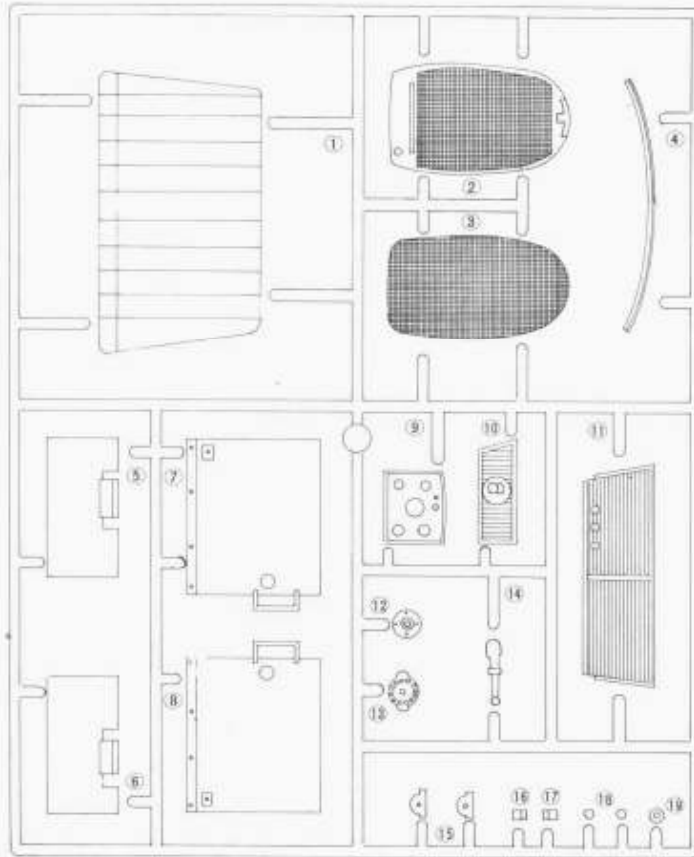


- Tire.....5pcs
- Cord (for Ignition Cord).....1pcs

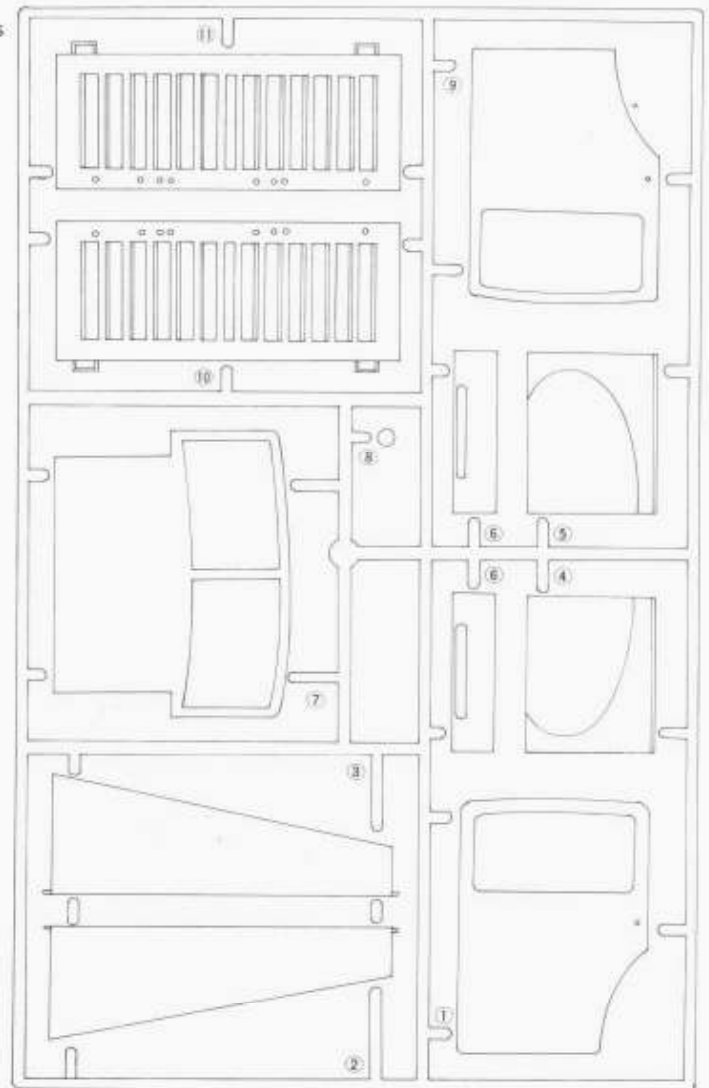
E parts



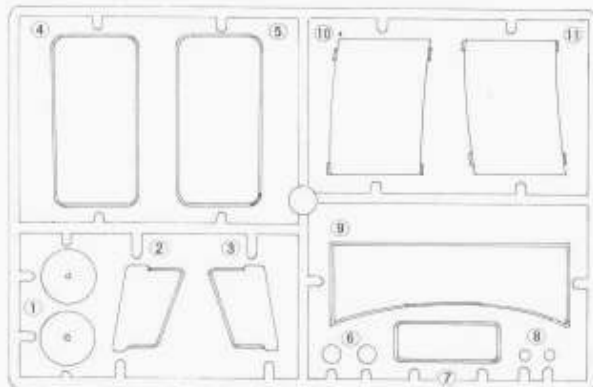
F parts



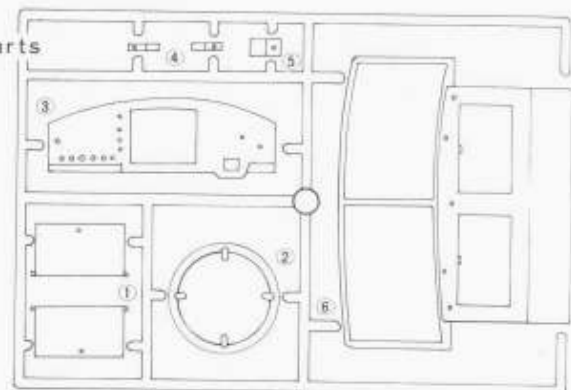
G parts



I parts



H parts



《ASSEMBLY INSTRUCTIONS》

★ See tip sheet, P.3

★ Recommended cement points are marked X on critical parts.

★ Painting instructions are given at the best stage during assembly.

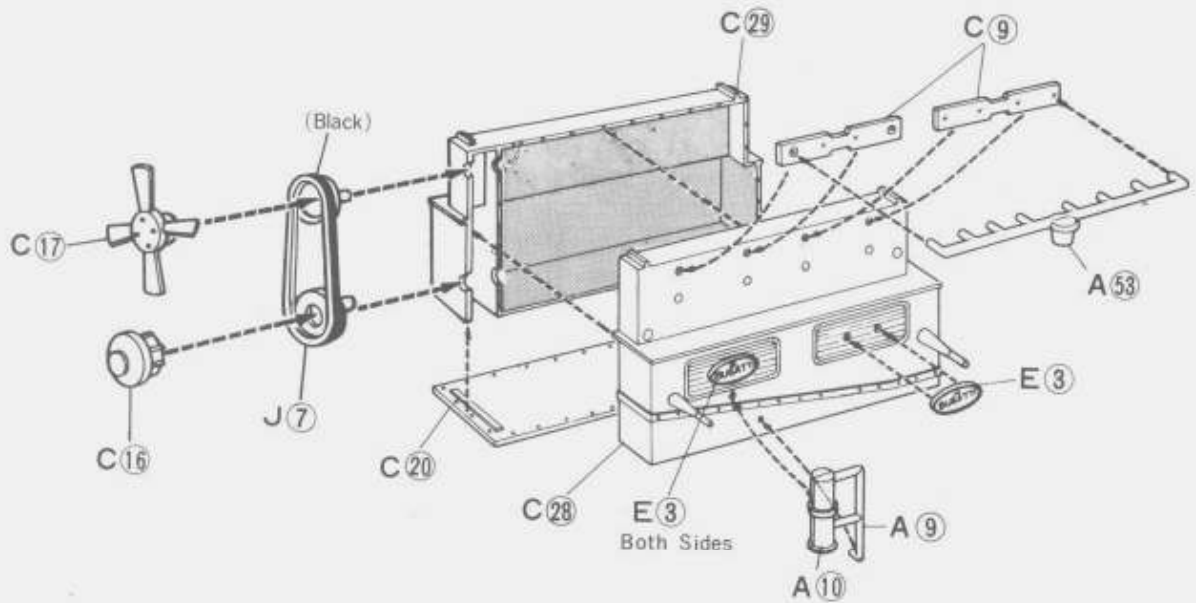
If you wish to paint your model we recommend you do so as you proceed rather than waiting to complete the model.

1 《Engine Assembly》

★ Locate both in the engine and cement C 28 and C 29 together.

★ Cement all other parts as shown.

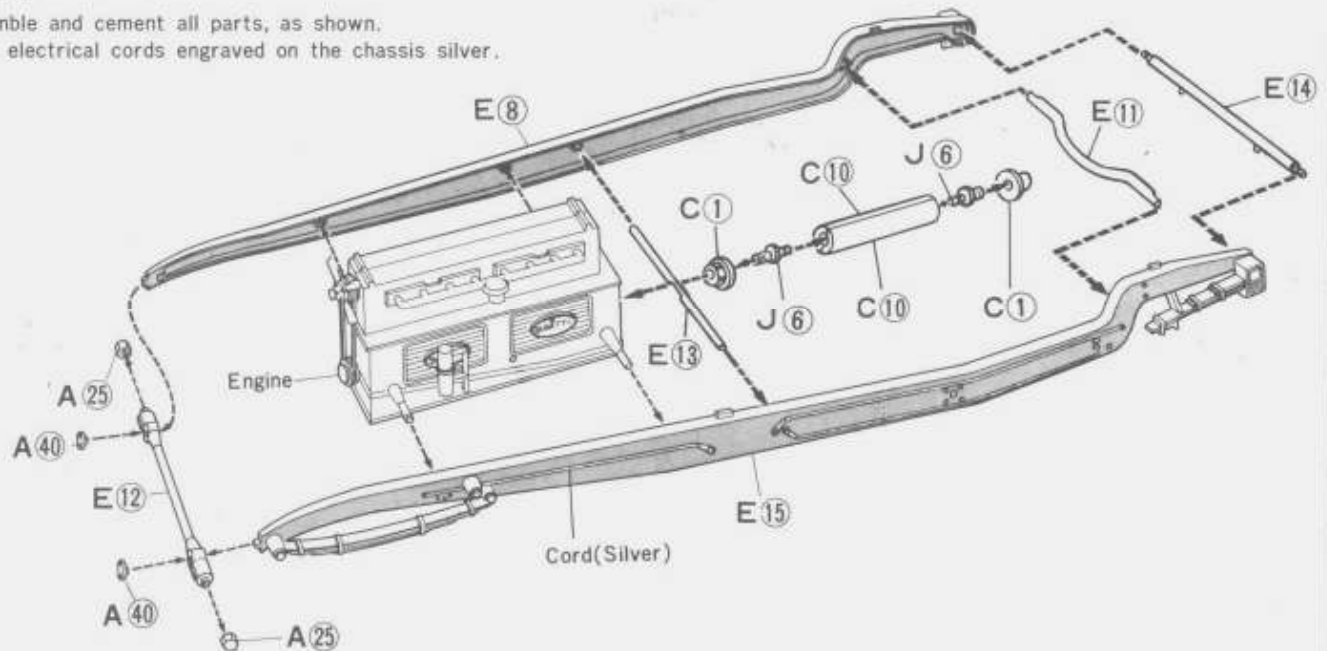
★ Paint letters E 3 gold.



2 《Chassis》

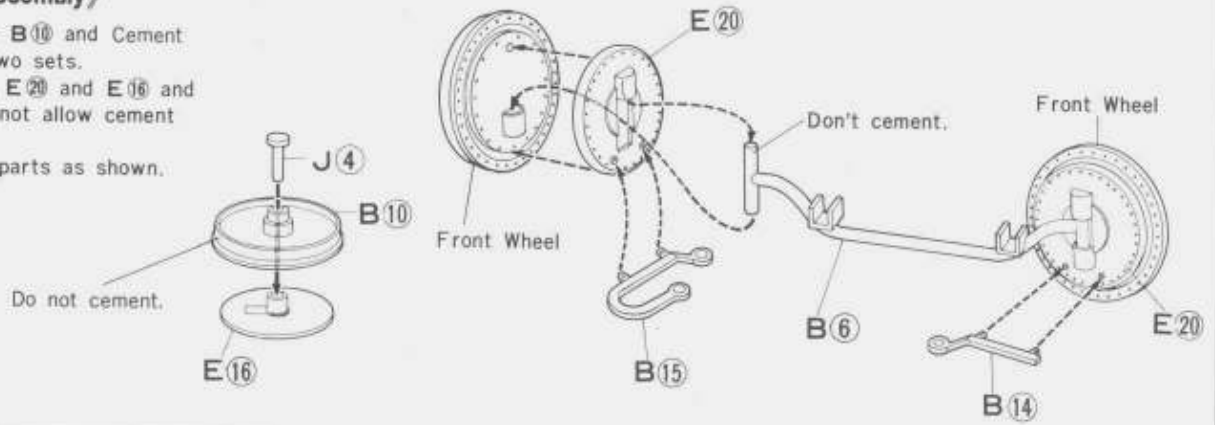
★ Assemble and cement all parts, as shown.

★ Paint electrical cords engraved on the chassis silver.



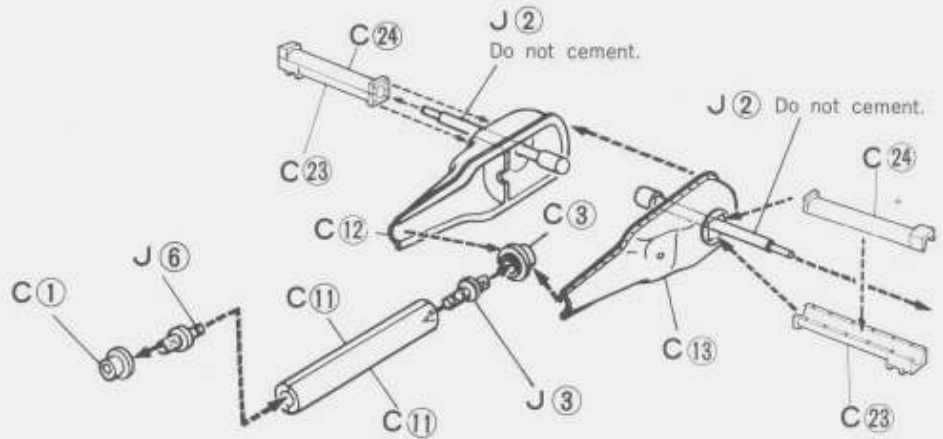
3 <Front Wheel Assembly>

- ★ Insert J ④ into B ⑩ and Cement to E ⑩. Make two sets.
- ★ Insert B ⑥ into E ⑳ and E ⑩ and cement. Do not allow cement to touch B ⑥.
- ★ Assemble other parts as shown.



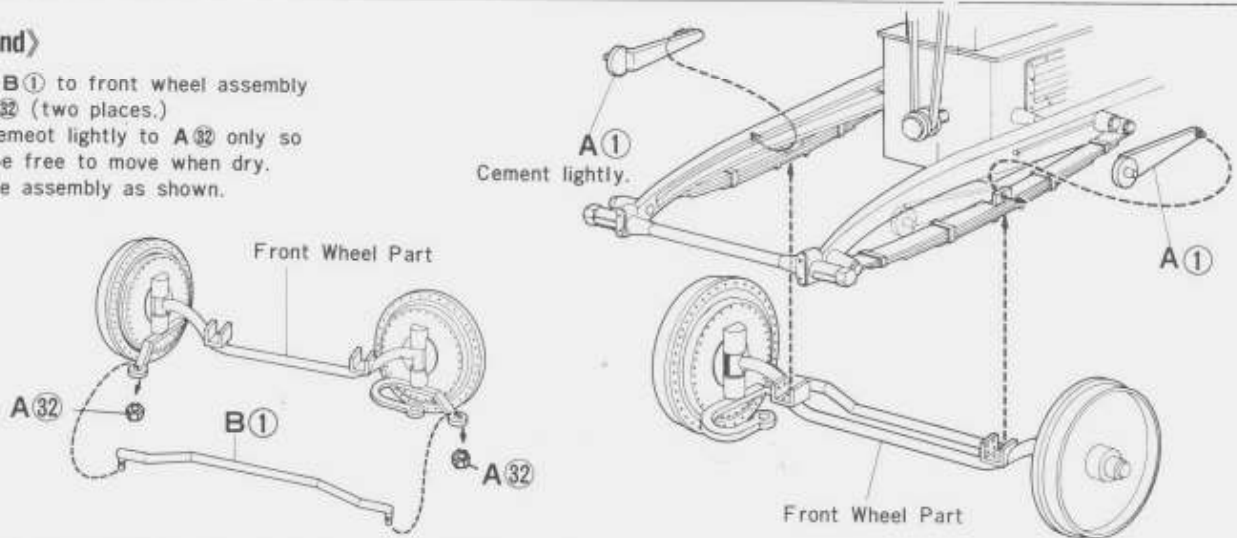
4 <Rear End Assembly>

- ★ Cement plastic parts in place.



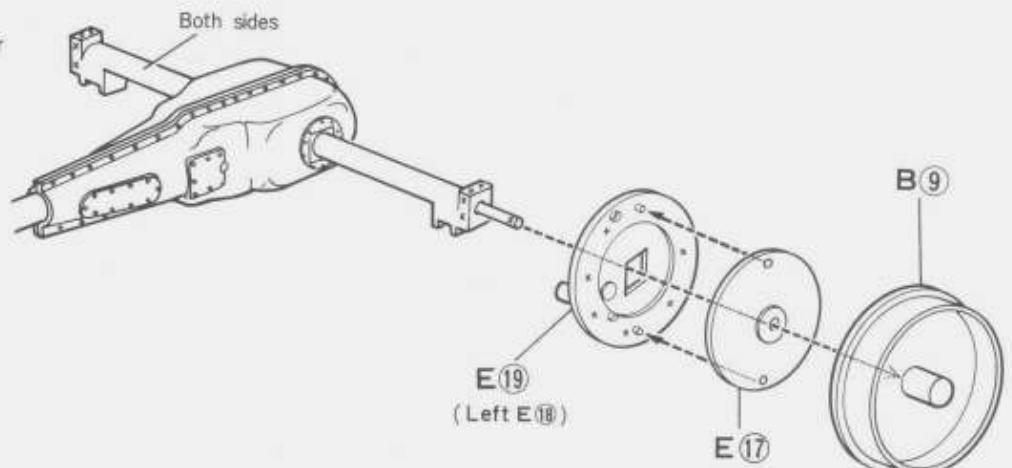
5 <Front End>

- ★ Secure B ① to front wheel assembly with A ⑳ (two places.)
- ★ Apply cement lightly to A ⑳ only so it will be free to move when dry.
- ★ Complete assembly as shown.



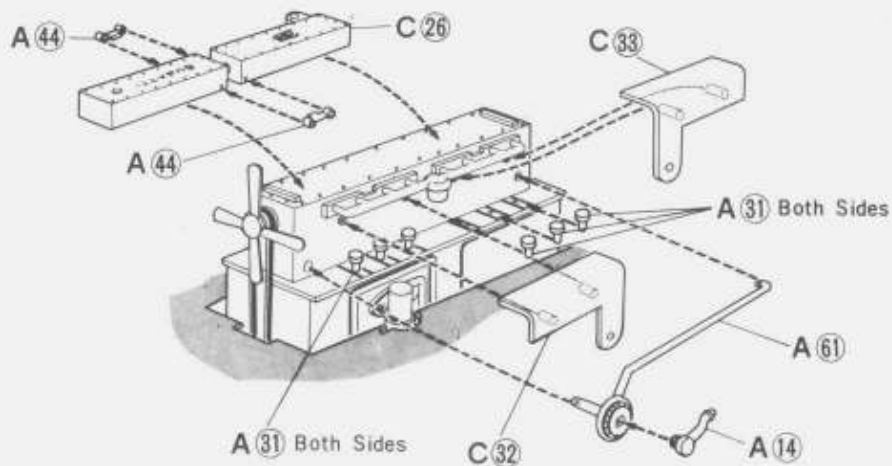
6 <Rear Wheels>

- ★ Cement E ⑰, E ⑱.
- ★ Cement E ⑰, E ⑱, B ⑨ to the rear shaft.



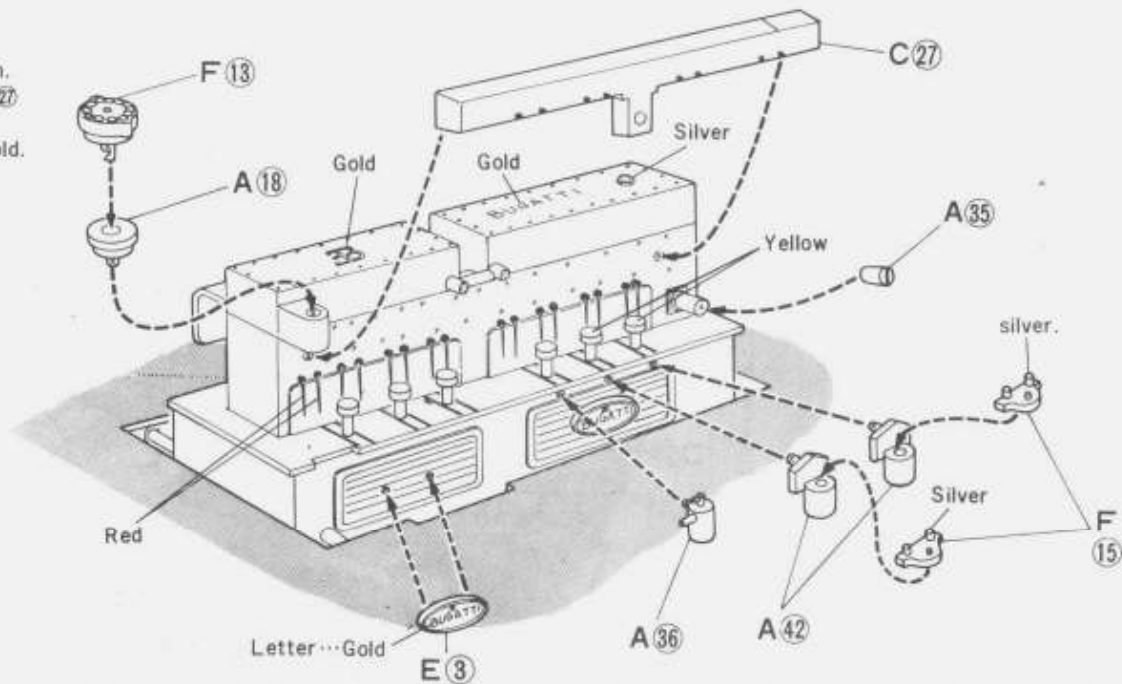
9 <Engine Detail A>

★Cement parts as shown. A ③①, paint top yellow.



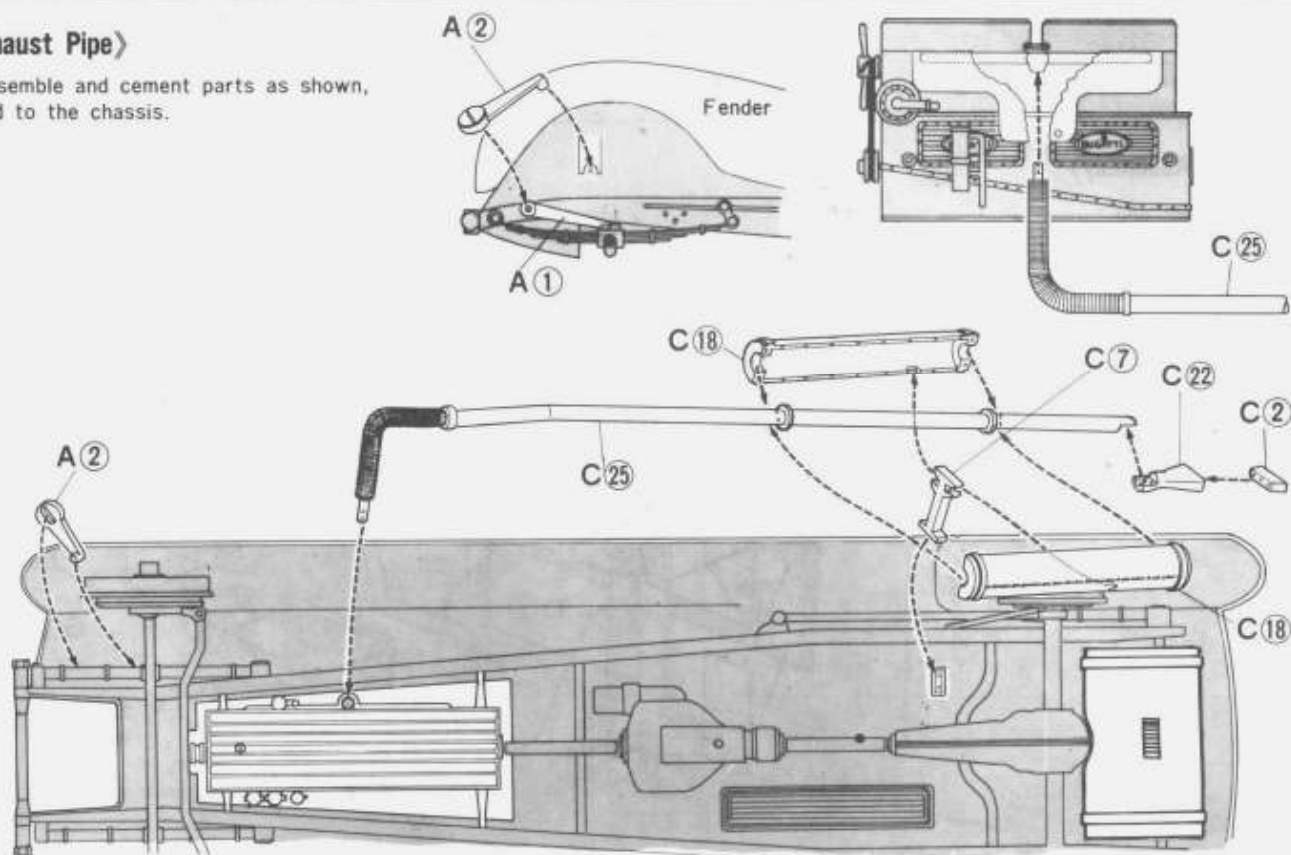
10 <Engine Detail B>

★Cement parts as shown. Paint nuts on F ①⑤, C ②⑦ silver, and letters on E ③. gold.



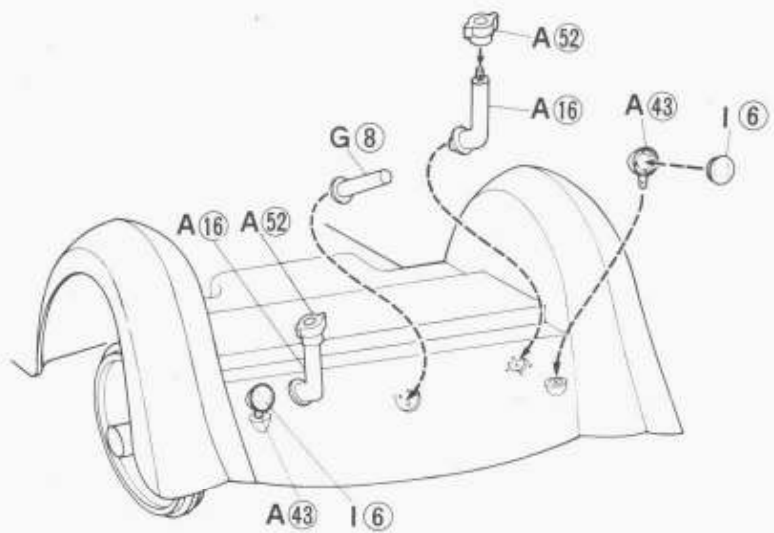
11 <Exhaust Pipe>

★Assemble and cement parts as shown, and to the chassis.



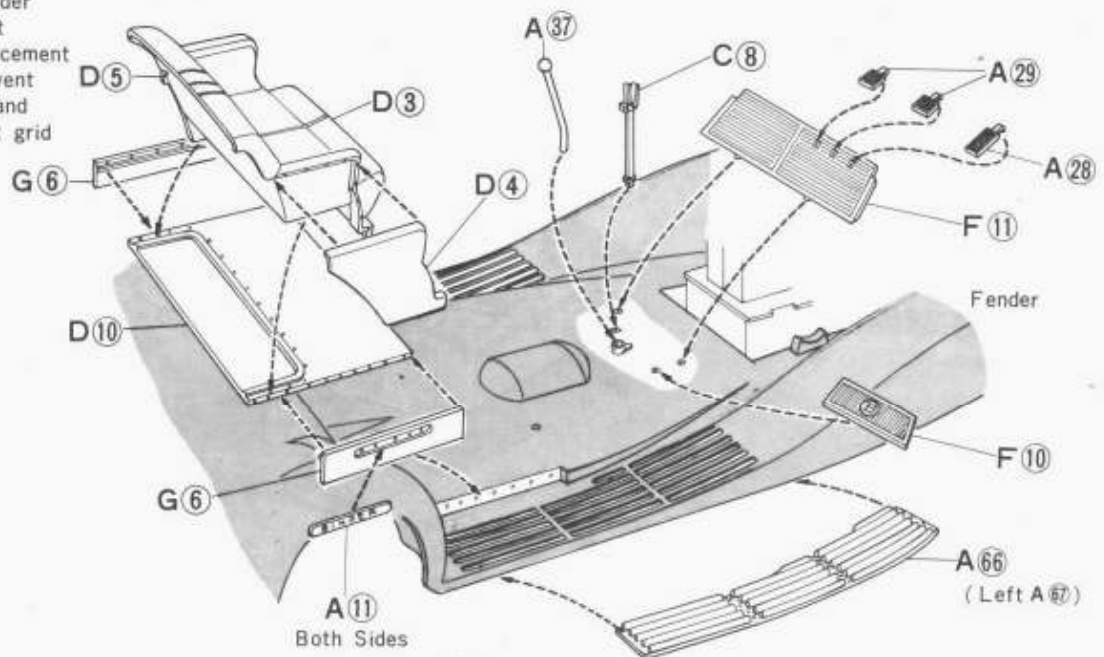
12 <End Detail>

★Cement as shown



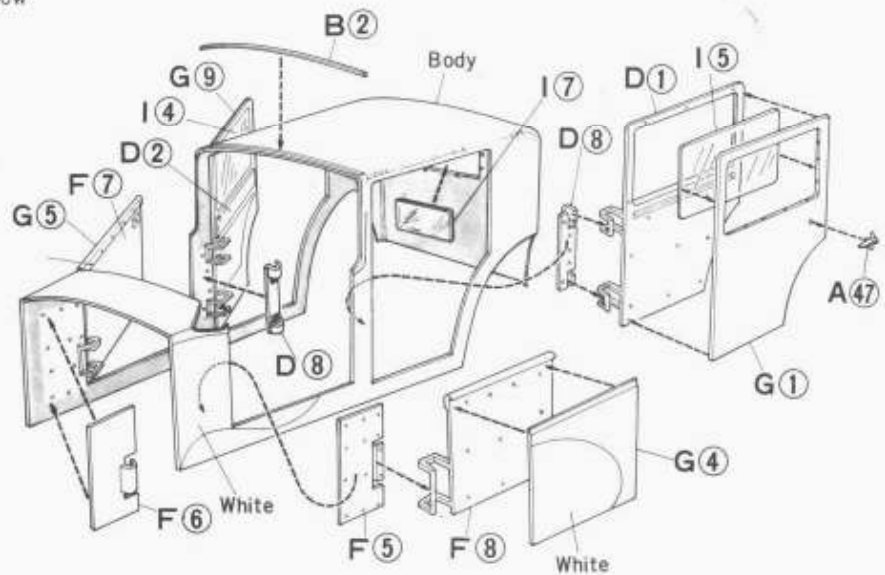
13 <Body Detail>

★Cement A66 and A67 under the running board. Cement other parts shown. Keep cement use to a minimum to prevent discoloration. Paint F10 and letters on A11 red. Paint grid on A37 and C8 black.



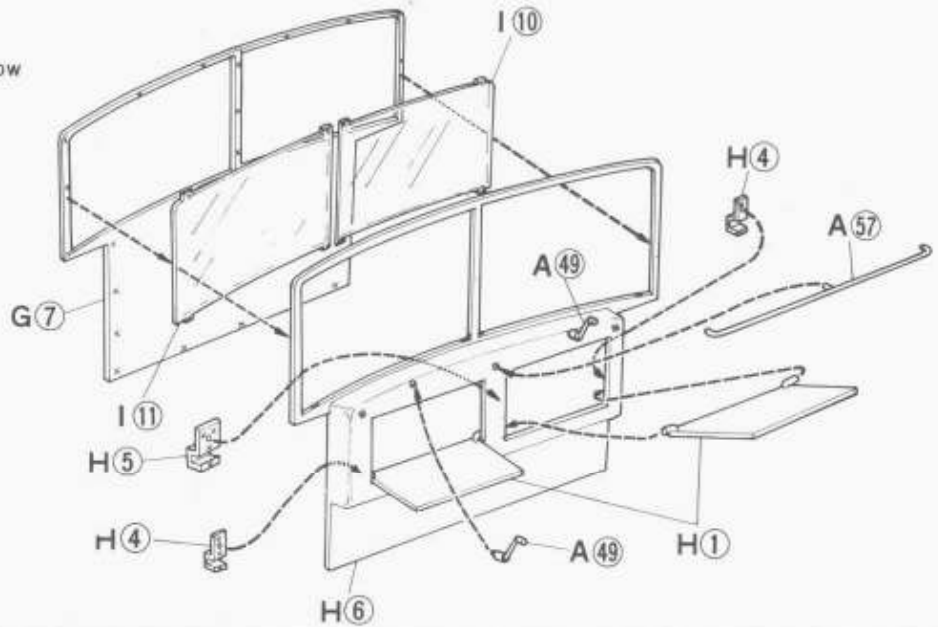
14 <Body Assembly>

★Assemble and cement all doors together. Keep cement from hinge parts and window surfaces. Cement all the parts to the body as shown. Paint doors and body white, following the engraved lines.



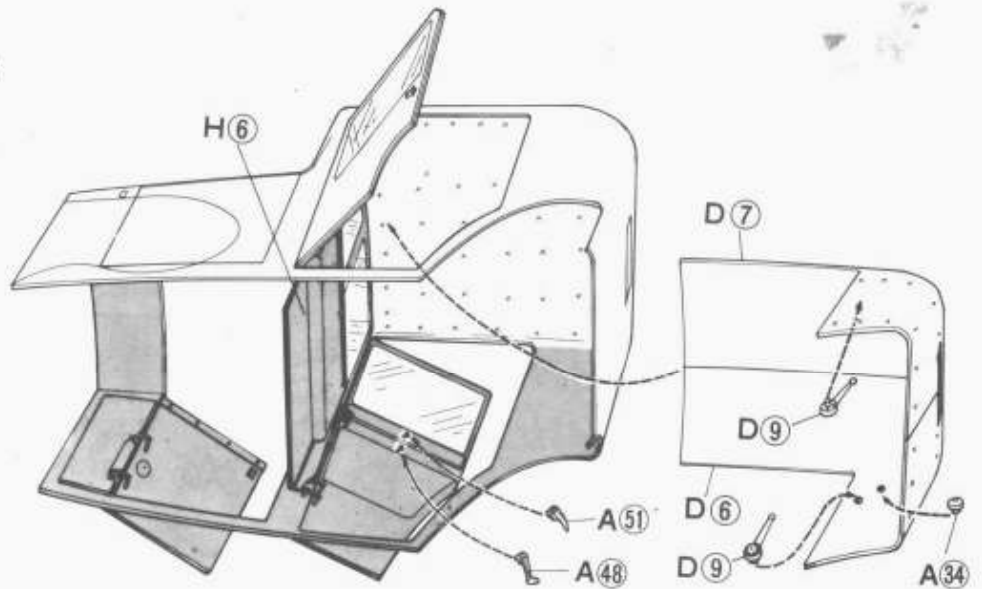
15 <Interior Divider>

★Cement parts as shown. Do not allow cement to touch H① tables.



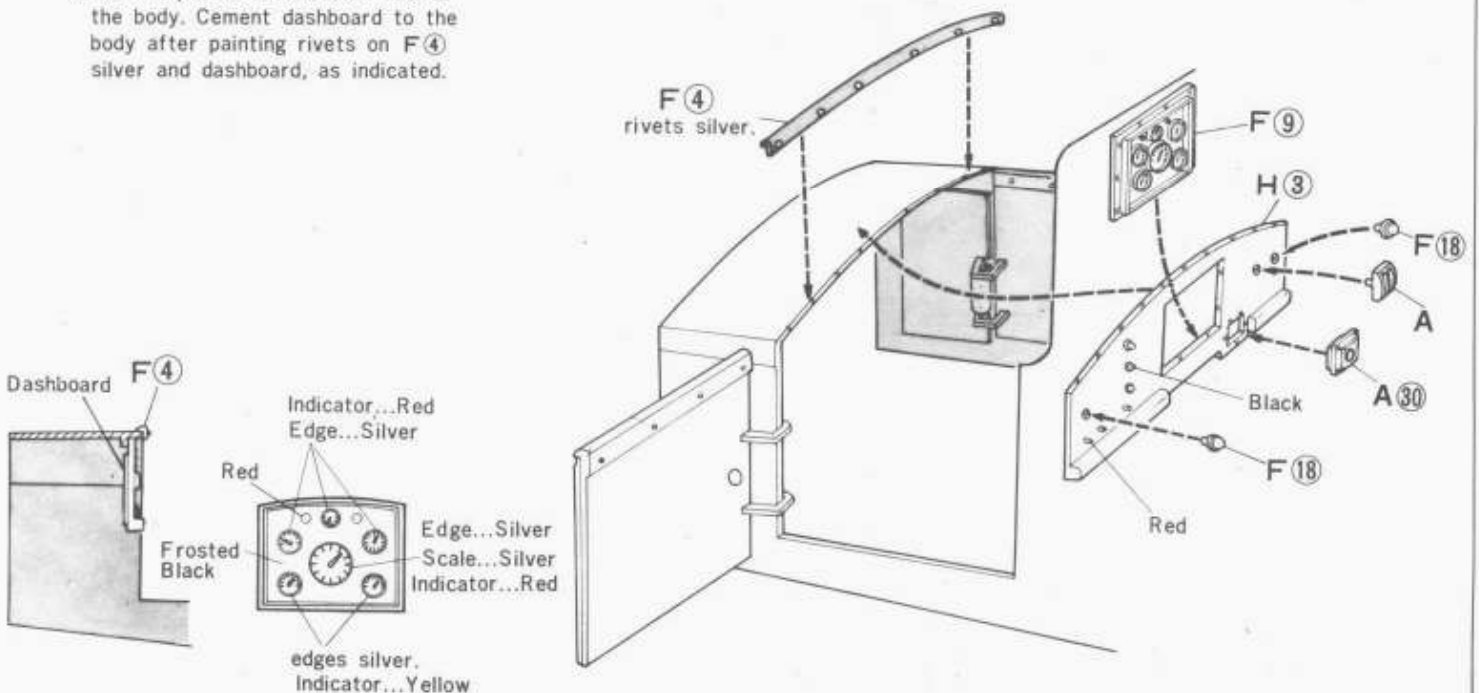
16 <Body Interior Detail>

★Cement all parts, as shown. D⑨, and A③④ are telephone parts.



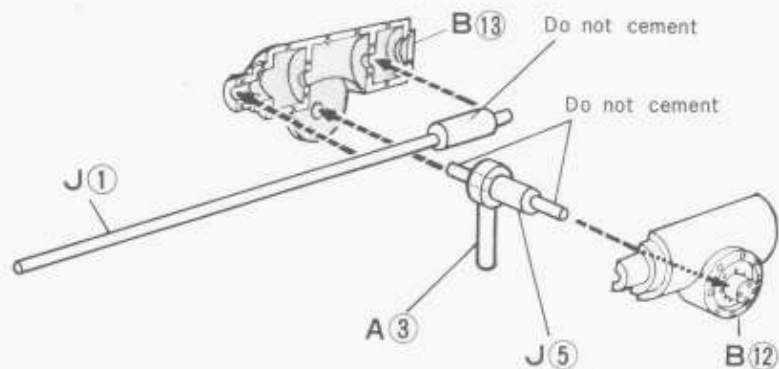
17 <Dashboard>

★Cement parts to dashboard and to the body. Cement dashboard to the body after painting rivets on F④ silver and dashboard, as indicated.



18 <Steering System assembly>

- ★ Drive the steering gear into A ③.
- ★ Assemble the steering shaft, J ①, A ③, J ⑤, B ⑫, B ⑬.

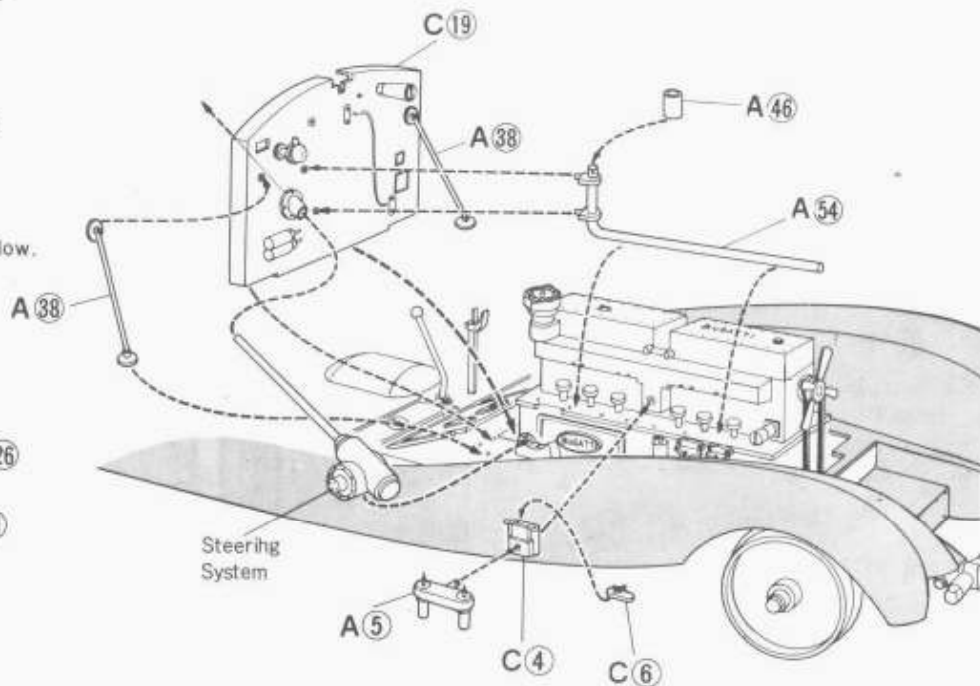
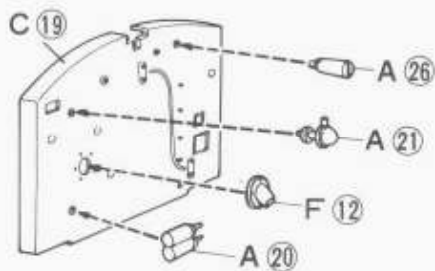


19 <Fireproof Wall Fixing>

- ★ Cement the steering system to the fender.
- ★ Cement each part to C ⑱.
- ★ Inserting the shaft into C ⑱, cement it to the fender.
- ★ Cement C ④, C ⑥ and A ⑤ to the engine.

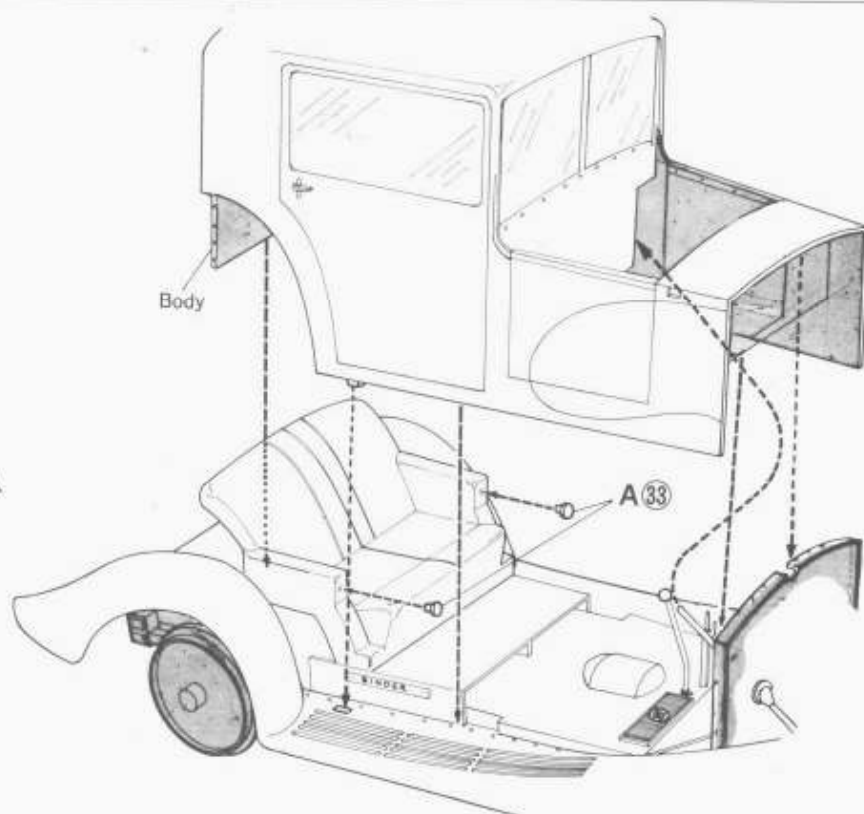
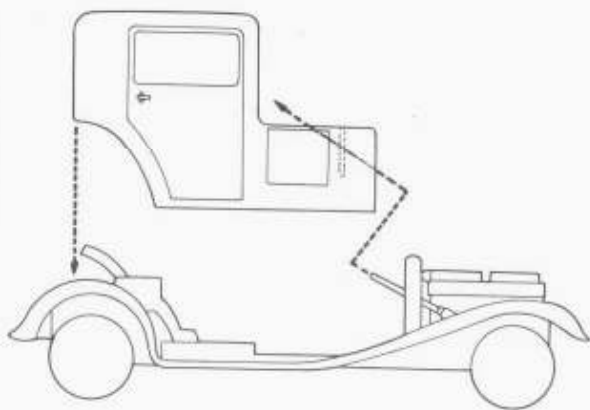
PAINING /

C ⑱..... the cord black and the nuts yellow.



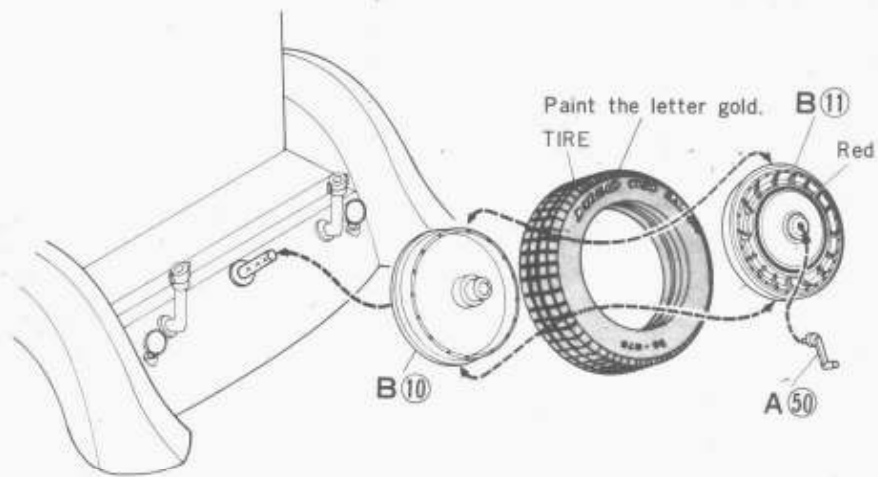
20 <Body Fixing>

- ★ Cement A ③③ to the seat and cement the body as shown.



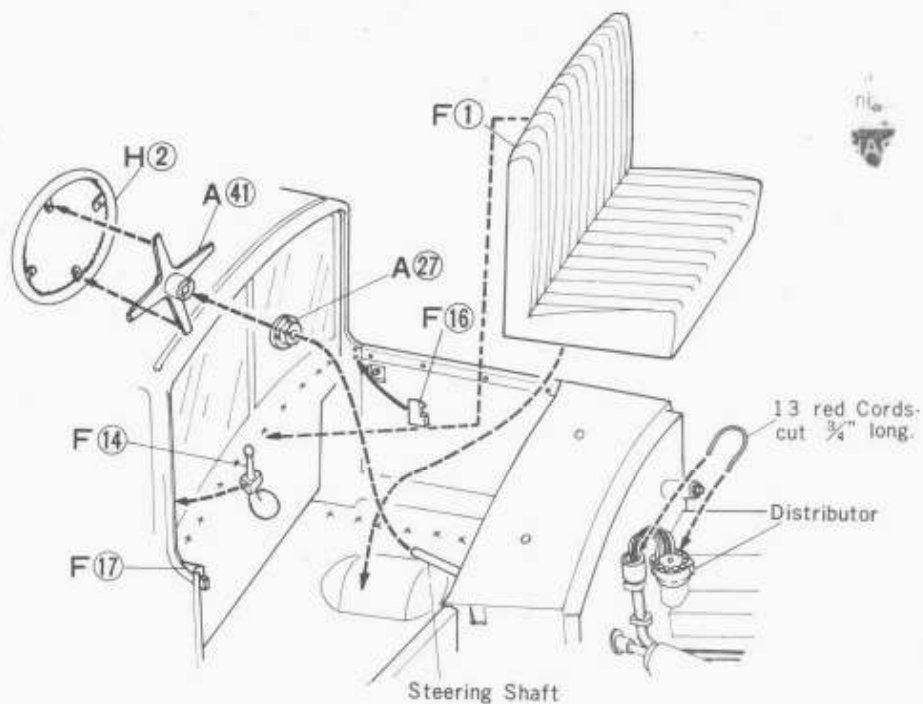
21 < Spare Wheel >

★Paint the letters on all tires gold, and the grooves in all wheel covers B 11 red. (Fill with paint; wipe and wait to dry.) Cement all parts as shown.



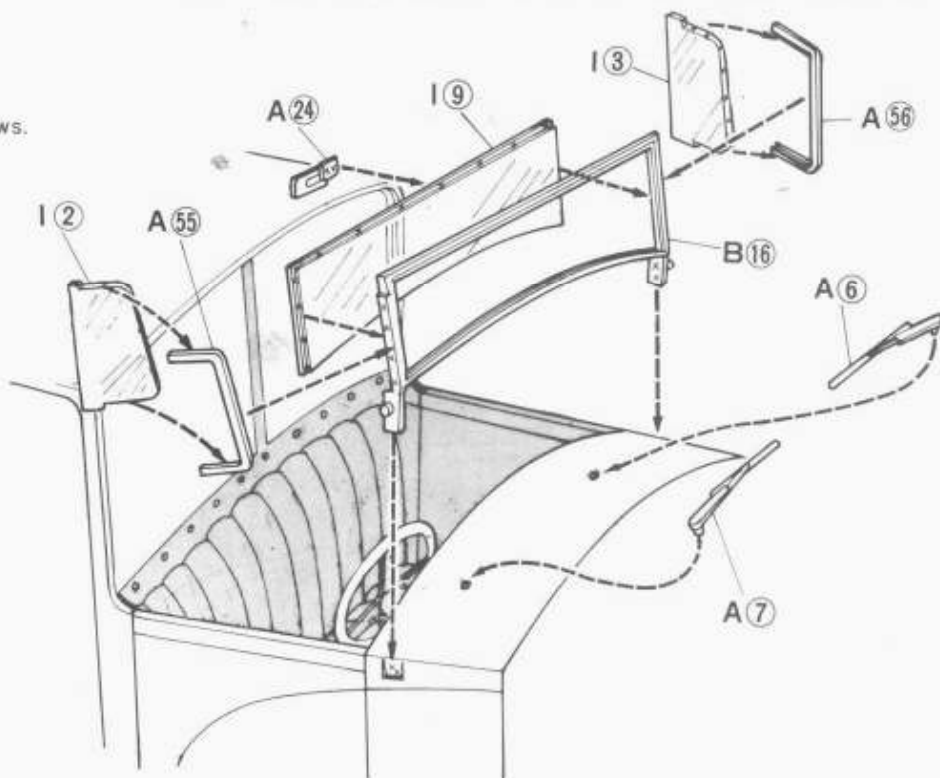
22 < Front Cab >

★Cut 13 pieces of red wire 3/4" long and glue to the distributor. Cement the front seat in place. Press A 41 onto the steering column and cement H 2 onto A 41. Cement other parts as shown.



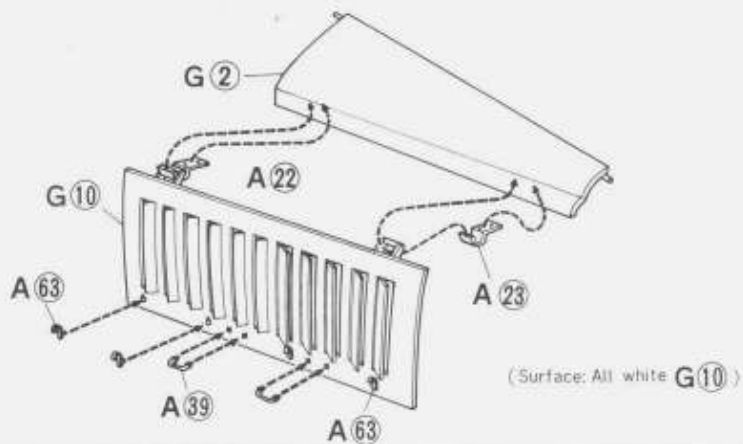
23 < Windshield >

★Paint wiper blades black. Cement other parts as shown. Use cement sparingly on the windows.



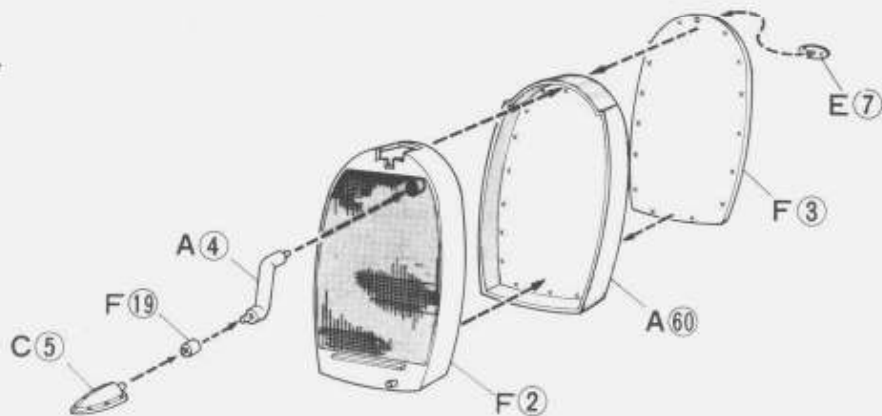
24 <Bonnet Cover>

★Paint G(10) white and allow to dry.
Cement other parts as shown. Do not allow cement to tough G(10). Repeat for right hand side.



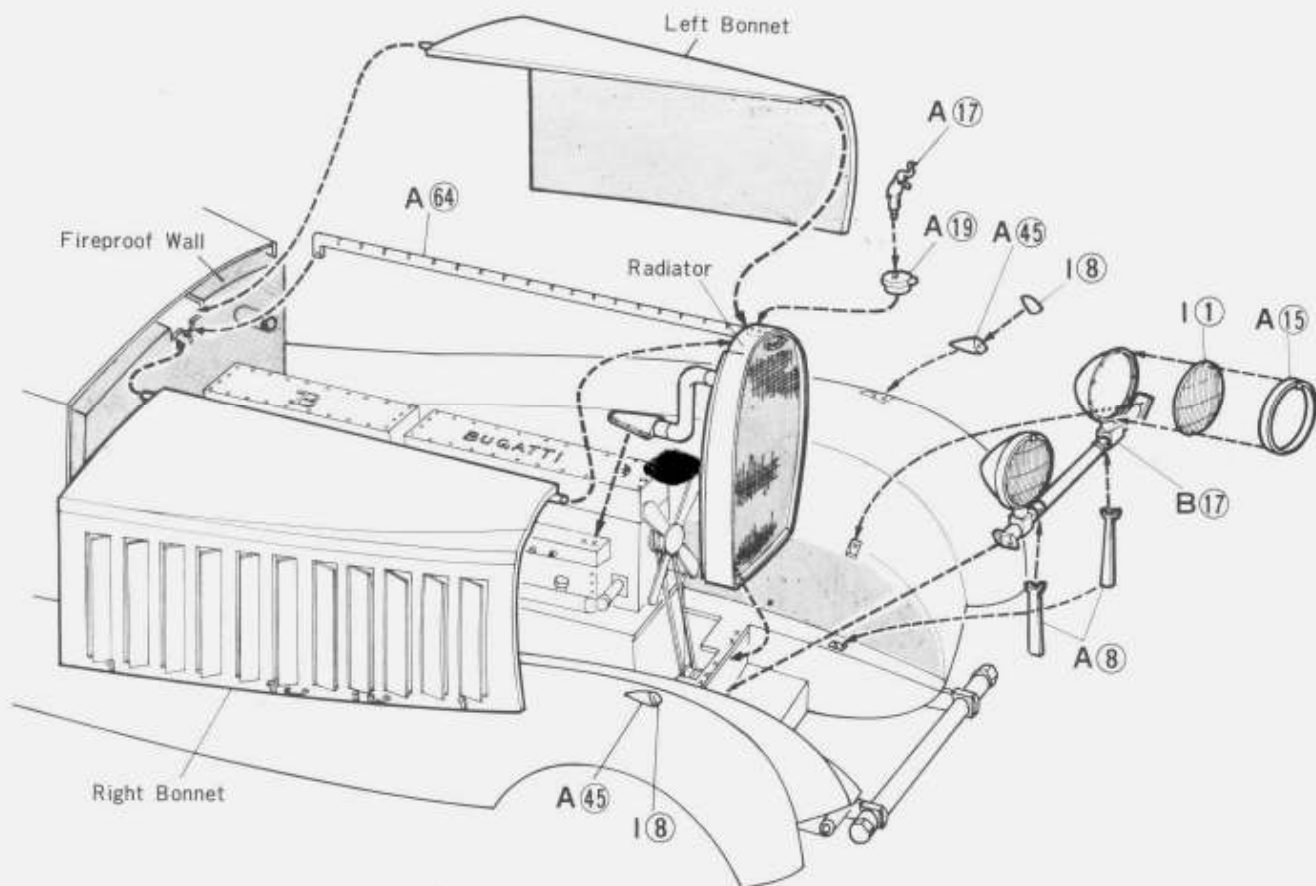
25 <Radiator>

★Cement all parts as shown.
Paint letters on E(7) gold.



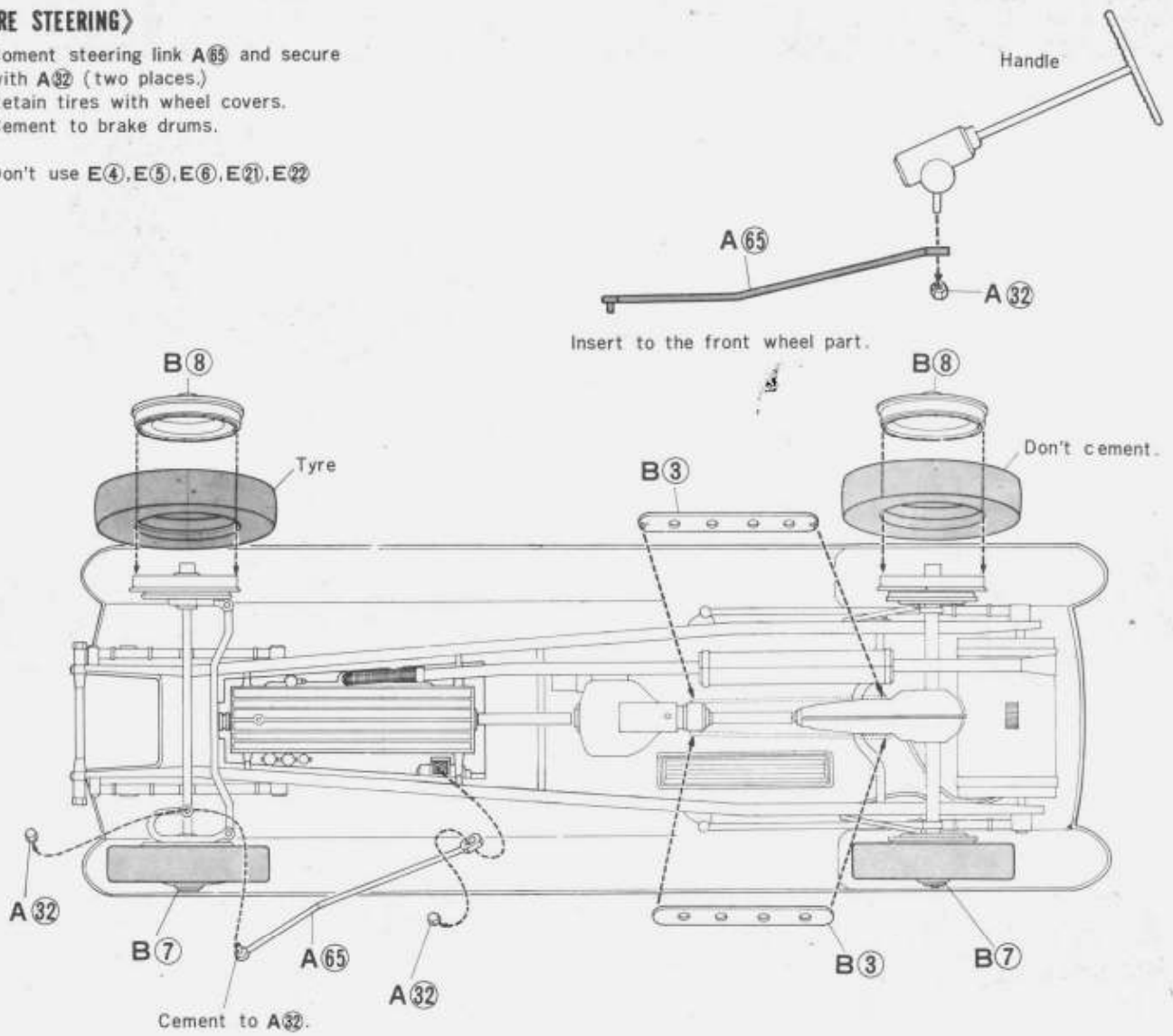
26 <Bonnet Assembly>

★Cement all parts as shown.
Keep cement from hinge pins on the bonnet. Use cement very sparingly on headlights to prevent discoloration.

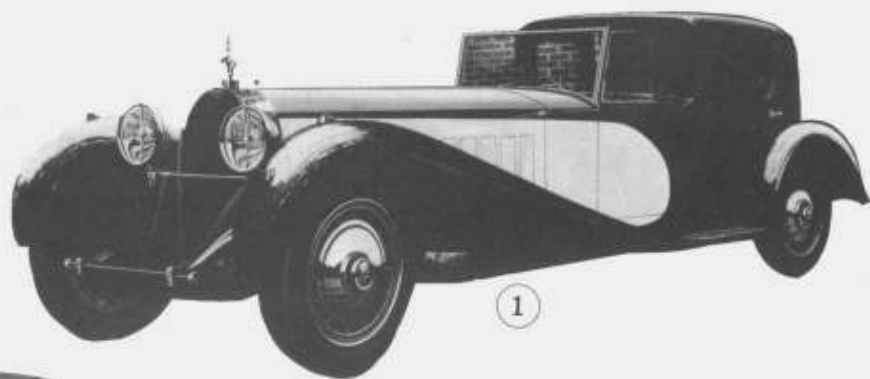


27 <TIRE STEERING>

- ★ Cement steering link A65 and secure with A32 (two places.)
- ★ Retain tires with wheel covers. Cement to brake drums.
- ★ Don't use E4, E5, E6, E21, E22



BANDAI CLASSIC CAR SERIES



①



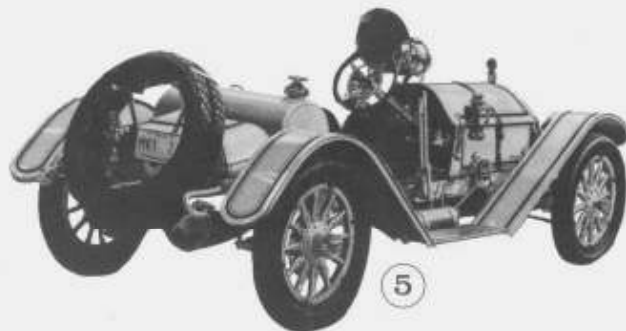
②



③



④



⑤



⑨



⑥



⑩



⑦ 1/16 SCALE Bugatti Coupe de Ville (Type 41)

⑧ 1/12 SCALE Excalibur SSK

③ 1/12 SCALE Excalibur SS ROAD-STER

④ 1/12 SCALE ALFA ROMEO GRAN SPORT "QUATTRORUOTE ZAGATO"

⑤ 1/16 SCALE MERCER RACEABOUT

⑥ 1/16 SCALE ITALA

⑦ 1/16 SCALE MERCEDES BENZ

⑧ 1/16 SCALE BIANCHI

⑨ 1/24 SCALE BLUE BEETLE

⑩ 1/24 SCALE FORD-T

⑪ 1/24 SCALE GREEN SPIDER



⑪



⑧

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