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BUGATTI



Type 41 Royale

The Bugatti Type 41, better known as the Royale, is a large luxury car with a 4.3 m wheelbase and 6.4 m overall length. It weighs approximately 3175 kg and is fitted with a 12.7 L straight-8 engine.

The Type 41, 'the Royale', was a grand project, only to be sold to persons with royal blood. The number of Royale built has been a disputed matter for many years. Numbers from 6 to 8 have been suggested, leading to the production and restoration of the Royale. It leads to three sets of chassis produced, bearing 11 bodies. Of these, 6 or 7 sets in existence - and of these is a doubt, although the first chassis may in reality have been 2 different chassis, though, making a total of 7 produced.

Even Bugatti planned to build 25 of these cars, and sell them to royalty. But even European royalty were not buying such things during the Great Depression, and Bugatti was able to sell only 3 of the 6 or 7 chassis built from 1926 to 1933. None to a royal. Today a Bugatti Royale is both one of the largest and most rare in the world.

Crafted by Ettore Bugatti, the Type 41 is said to have come about because of his reaction to the comments of an English lady who compared his cars unfavorably with those of Rolls-Royce.

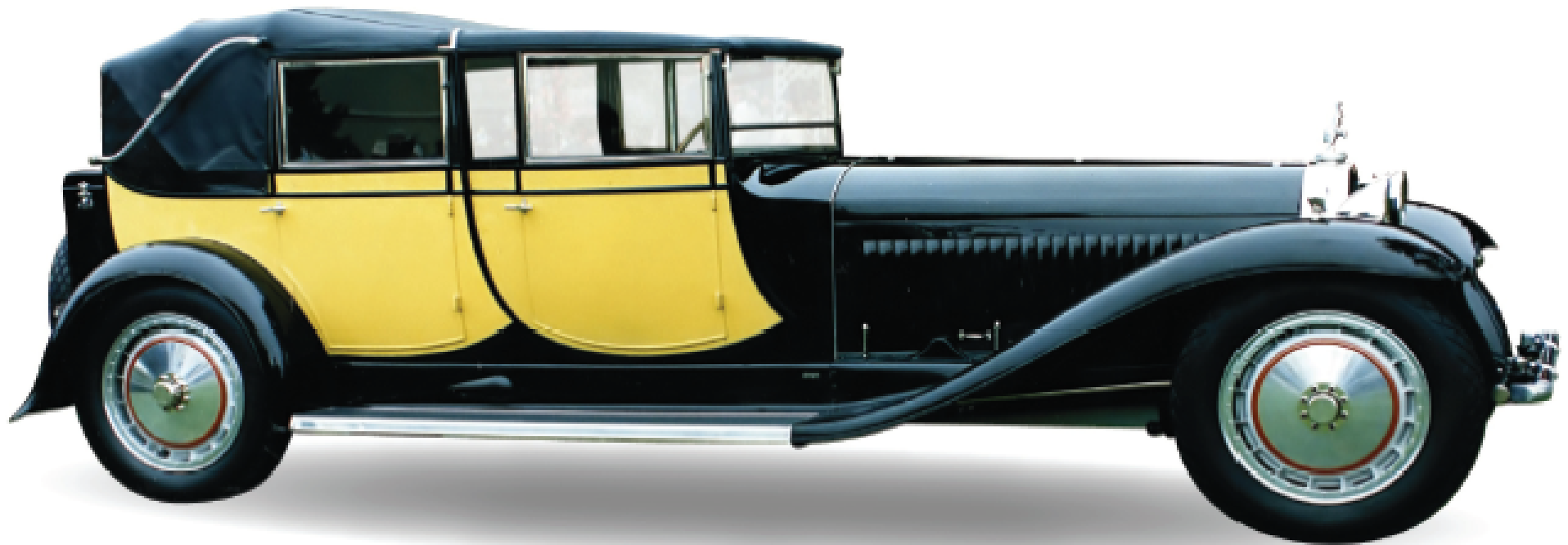
The prototype had a nine 18-hp six-cylinder engine. This production version, its stroke reduced from 130 mm (5.1 in) to 120 mm (5.1 in) had a displacement of 12.7 liters. The engine was built around a single huge block, and at approx. 4.5 ft x 1.4 m long x 3.5 ft x 3.1 m high, is one of the largest automotive engines ever made, producing 205 to 223 hp (275 to 300 hp). Its eight cylinders, bored to 120 mm (4.9 in) and with a stroke length of 120 mm (5.1 in), each displaced more than the entire engine of the contemporary Type 40 touring car. It had 3 valves per cylinder (two inlet, one exhaust) driven by a

centrally positioned single overhead camshaft. Nine bearings were used for reliability, but only a single water pump/overhead was installed. The engine was based on an over-engineered design that had been designed for the French Air Ministry, but never produced in that configuration.

The chassis was undeniably substantial, with a conventional steel-tube leaf spring suspension arrangement at the front. At the rear the forward facing Bugatti quarter-lights were supplemented by a second set facing to the rear. Massive brake shoes were mechanically operated via cables connected the leading wheel shafts but without air-assistance. Independent right-hand master power from the driver. The car's steel "Bauw Royale" chassis measured 610 mm (24 inches) in diameter.

Following some earlier luxury limousines of the time, the driver was accommodated by a series of levels of upholstery, while the steering wheel was mounted with valves. All Royale were individually limited. The rest of the car was a partial exception, as captured by Ettore's brother Romano Bugatti.



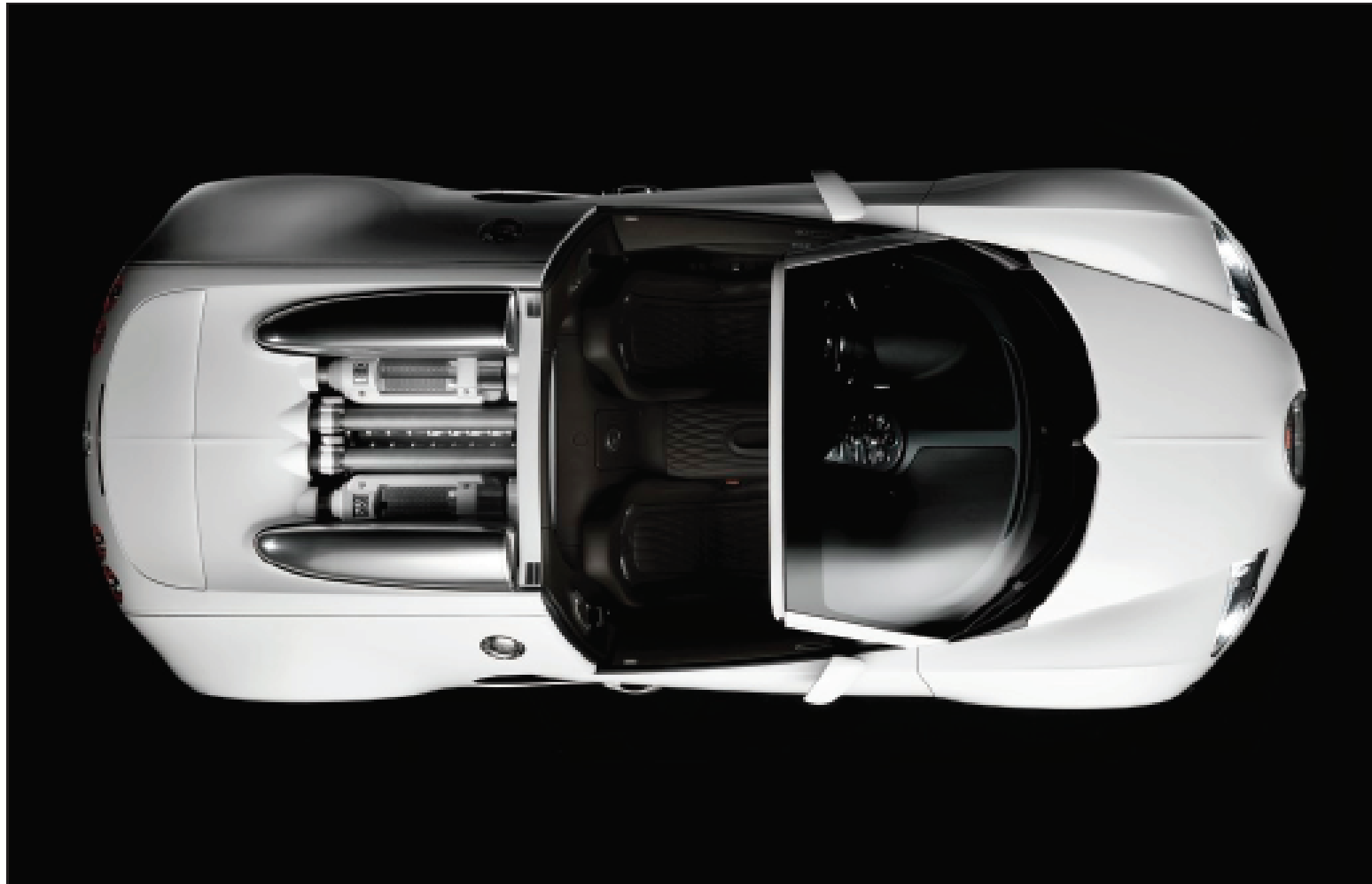


Type 41 Royale Berline De Voyager

The sixth car chassis number 41.190, known as the Berline De Voyage was unsold and kept by Bugatti. The car was bricked up with the Coupe Napoleon and the Kalbar car during World War II at the home of the Bugatti family in Molsheim to avoid being commandeered by the Nazis. The looks of the Berline are strangely traditional, which is understandable because this car, despite the number of its chassis, was the first Royale ever completed, not counting the prototype. The car was eventually sold along with the Kalbar car by Ettore Bugatti in 1950 to the American Briggs Cunningham for \$3000 and a couple of electric refrigerators. Once they arrived in the

United States, Cunningham sold the Berline De Voyage to The Harrah Collection, who kept the car for some years then sold it in 1986 to Jerry J. Moore who paid \$6.8 million for it, kept it a year and sold it onto Tom Managhan for \$11.1 million.

In 1991, Tom Managhan, who was the founder of Domino's Pizza, sold the car, at a loss for \$8 million to the Blackhawk Collection in Danville, California, where it has been on display at various times. The car is now part of a private collection of a Korean businessman.



Bugatti Veyron Grand Sport

A large top version was unveiled at Pebble Beach Concours d'Elegance on 18 August 2005 and production started in spring 2006. The model has extensive reinforcements to compensate for the lack of a standard roof, and small changes to the windscreen and running lights. There are two removable tops, the second a temporary roof fashioned after an umbrella. The top speed with the hardtop in place is the same as the standard coupé version, but with the roof down is limited to 359 km/h (224 mph)—and to 120 km/h (81 mph) with the temporary soft roof. The first (chassis 001) was sold at auction, raising approximately \$900,000 for charity.



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