

UNSTOPPABLE

ETTORE BUGATTI


The engineer with
the artistic touch



Edition 2 of a special series by



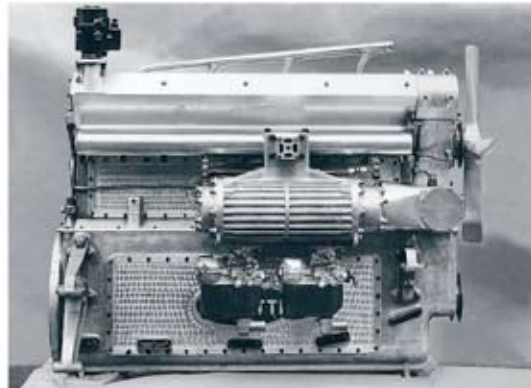
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UNSTOPPABLE

Where minds are ever restless, ever seeking a better way.
Where evolution is the imperative, and knowledge an endless quest.
Where every endeavour has but one goal;
That of making our customers unstoppable.



Artistry in all its myriad forms set Bugatti apart. From the massive Kelleners bodied Royale (with Jean Bugatti alongside) to the clean architecture of the T50's straight engine (above) or the sculpted Rembrandt elephant mascot, Bugattis were innovatively interesting

ETTORE BUGATTI WAS AN artist who learnt engineering, liked the smell of fuel and preferred art in motion. "It was natural for Ettore had the genes of his artist father Carlo, renowned for his furniture and silverware.

Born in Milan on 15 September 1881, he was sent to the art school attached to the Pinacoteca di Brera, the great gallery in Milan. However, he was more interested in the De Dion tricycle of his father's friends and when the latter decided to build motorised trikes, he went to work with them, at the ripe old age of 17!

He quickly got to grips with the De Dion tricycle, improved it and went racing, beating many in more powerful cars in a lot of European races.

Bugatti seemed to have the magic touch for racing and this got him orders from De Dietrich, then Deutz, even Peugeot, before better sense saw him strike out on his own. All his cars were exquisitely detailed, but were also very powerful for their times and like Colin Chapman in more recent times, his fetish for lightweight construction was



"Bugattis are elite cars intended for the elite, the fact that they may be difficult to maintain, repair and tune, necessitating considerable expense, is therefore of no consequence."
Ettore Bugatti

legendary. Bugatti engineered such inspired creations as the early four-cylinder Type 13 or Brescia model, the race-bred Type 35 and Type 51 with twin overhead camshaft engines. In 1933 came the beautiful 3.3-litre straight-eight engined Type 59, effectively the last of the true Grand Prix cars. Then there were

the road going versions of the Type 57 which won at Le Mans in 1937 and 1939. Along with racing successes also came exquisite coachwork on these cars, most notable of the lot being the trio of T57s with staggeringly beautiful Atlantic bodywork with a characteristic structural central rib.

The most outrageous of all Bugattis was, of course, the 12.8-litre Royale, termed the "car of kings", even though no royal ever owned one. Amazingly all the seven Royales made survive to this day.

In the history of motor racing in the last century, the names of two men and the cars they built became synonymous with the sport. Just as Enzo Ferrari was the dominant figure in the second half, it was Ettore Bugatti who was virtually UNSTOPPABLE in the first half, doing enough to make French racing blue respected on the race tracks.

BUGATTI RACING INNOVATION

1955 Bugatti T251 F1

The last throw of the dice for Bugatti came in 1955 when Roland Bugatti got Gioachino Colombo to design a GP car. This was a rear engined car with the straight eight engine mounted transversely. It raced just once.



1911 Bugatti T13

The first Bugatti built with competition in mind was the T13 from 1911. It had a 1327cc four cylinder engine and was raced to second in the French Grand Prix by Ernst Friderich - a great result for rivals had larger engines!



1923 Bugatti T32 TANK

A considerable technical advance, especially in aerodynamics and race car construction (rivetted steel body cum chassis) but not very successful in racing, the T32 took part in the 1923 French GP finishing third.



1932 Bugatti T53 4WD

The possibilities of a four wheel drive car for fast military off-road use saw Bugatti create the T53 and go racing! This supercharged 4972cc 8-cylinder racer was a pig to drive even with drivers of the calibre of Achille Varzi & Louis Chiron

