BUGATTI TYPE 13 AND TYPE 35; THE ROAD RACING LEGENDS



Historic Bugatti vehicles have always been racing cars for the road

A Cooler in the shape of a horseshoe and a bright blue finish — Everytime one of the striking Bugatti vehicles took its place at the starting line of a race in the 1920s, the spectators could be sure of one thing: This car was going to take the lead. The Type 13 and later the Type 35 cast the foundation for exceptional performance vehicles from Molsheim around 100 years ago. In addition to that, they become true racing legends.
For Bugatti, the 1920s represent a time of pure victory in almost all competitions taking place at the time and that is not exclusive to those on special race tracks. The light and strong vehicles from Molsheim are superior to their competitors - and therefore mostly unbeatable - especially

on the hard road and mountain races with their tight bends, bad surface, potholes, sand and whirling stones.

''Bugatti has always produced exceptional and excellent sports and road vehicles. In our history of over 110 years, we have proven more than once that our vehicles are quite successful on circuits, but also on roads and mountain races. Our DNA includes perfect coordination with every road surface'', says Stephan Winkelmann, President of Bugatti. ''It has always been our aim to build the best, high-quality-performing, fastest and most luxurious vehicles in the world, even away from race tracks. This has been our guiding principle for the last 110 years. ''

STRONG AND LIGHT - THE TYPE 13

As early as 1911, the Type 13 finished second at the France Grand Prix. The combination of a light and agile body with a strong and reliable engine was new at the time. After World War I, Bugatti was only able to resume production in 1919. First with the well-known Type 13, but clearly much more refined, since Bugatti used the production-free period to continue improving the technology. The previous 1.3-liter four-cylinder had been given a four-valve cylinder head for faster and better gas throughput. This makes the Type 13 one of the first cars with four-valve technology. One hundred years ago, white metal for crankshaft bearings and pistons was just as new as a gasoline pump and a pump that sprayed oil on selected components. From 1920, two spark plugs per combustion chamber ignite the mixture more quickly in the four-cylinder racing version, the energy they receive from two magnets.

The Type 13 took first place in its first major assignment, the race in the Voiturettes class (light racing car) at the French Grand Prix in Le Mans - with a 20-minute lead over the runner-up. The small, high-performance car quickly became popular - with both racing drivers and spectators. A year later, the volume of the Type 13 engine was just under 1.5 liters and an output of up to 50 hp. In addition to the power, the low weight of less than 400 kilograms also plays a role in the races: the Type 13 drives reliably, allows ease and speed of manoeuvre around the bends, especially in races on public roads with the often poor pavement. Flat tires, broken axles or burst engines are a rarity in the racing car.

The Type 13 won races on Lake Garda, mountain races on Mont Angel near Monte Carlo, South Harting, Limonest near Lyon and La Turbie near Nice. Bugatti successfully modified the general concept of the Type 13 with different body lengths of the vehicle, calling the resulting variations Type 15, Type 17, Type 22 and Type 23. The use in Brescia is still famous to this day: in 1921 the Type 13 took the first four places at the Grand Prix of the Voiturettes and cemented its unbeatable status. Its surname is therefore to this day: Brescia. All subsequent four-valve vehicles now bear this name.

A MASTERPIECE OF TECHNOLOGY - THE TYPE 35

It was from 1924 onwards that the Bugatti Type 35 caused a worldwide sensation. With the newly designed sports car, the powerful eight-cylinder engine, the sophisticated front axle and the light aluminium wheels, Bugatti was to dominate race tracks worldwide in the coming years. No matter whether on circuits or road races: the Bugatti Type 35 is considered a technical masterpiece, nearly impossible to be beaten.

For the first time, a double roller-bearing and triple ball-bearing crank operation was used, which allowed the engine with the eight pistons to rotate at up to 6000 rpm. Thanks to two instead of one carburetor, the output of the initially 2.0-liter engine increased to up to 95 hp, and the power was transmitted via a wet multi-plate clutch. The first Type 35 drove faster than 190 km/h and easily passed all its competitors. In the later evolution model, the Type 35 B, with 2.3-liter eight-cylinder and supercharger, the power increased to up to 140 hp and the top speed to over 215 km/h. In 1924, Bugatti used the Type 35 in mountain races such as the one in Gometz-le-Châtel near Paris, where the open sports car demonstrated its power by being the first to race through the finish line, leaving all the other participants behind. Its elegant lines also make it the most beautiful racing car of the era.

The Type 35 entered the Targa Florio race in Sicily for the first time in 1925 and immediately scored a victory. Four more times models of the Type 35 arise as winners in this long-distance race on public mountain roads. It was the toughest and most notorious street race in the world. Overall, the Type 35 won around 2,000 races by the early 1930s, making it the most successful racing car ever. Ettore Bugatti therefore called his creation the "forefather of a breed of thoroughbred racing horses from Molsheim - a real thoroughbred."

"It is not just the high performance that have always characterized Bugatti vehicles, but also the high reliability, durability and ease of driving", explains Stephan Winkelmann. "Not only experienced racing drivers immediately feel comfortable in a Bugatti, but also ambitious sports drivers. The simplification of exceptional technology, paired with luxury and ease of use still characterizes us today. 'The DNA of the Type 13 and Type 35 has survived to this day and will continue to do so in current and upcoming models by the French luxury brand.