

Left: Cross section of early Type 57 engine with experimental mountings

Below: Type 57 clutch and gearbox arrangement (1934)

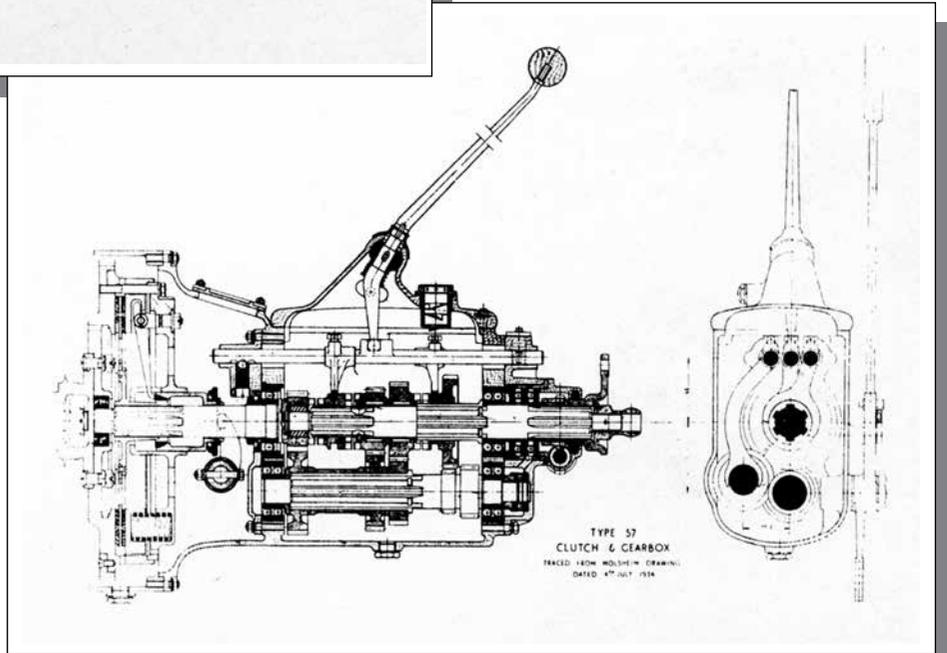
to the chassis. Previously, damping was by way of the excellent, but very expensive, De Ram instruments which were of an enclosed friction type with an ingenious variable-pressure loading mechanism.

The 1934-35 models had an almost spartan dashboard layout. One single, large combination instrument by Jaeger-Paris, comprising a speedometer with fuel, oil pressure, water temperature gauges and a chronometer, was centrally situated in a mahogany panel. This instrument was to be seen in nearly all French cars of the 1934-35 era. Typical Bugatti lever-operated ignition advance and hand throttle-levers were placed together on the offside while the standard

or the cams and bushes suffering from wear, severe axle tramp or locking would occur. The cable run was therefore modified to incorporate two right angle turns, to nullify the servo effect. A similar layout was to be seen on the earlier Type 46.

An important change which took place in time for the 1938 season was the adoption of Lockheed hydraulic brakes, thus eradicating the service problems associated with the old cable system and bringing the car fully up-to-date.

The final 1939 cars were also provided with Newton telescopic shock absorbers, the front units carried on an elegant aluminium casting attached





*A pair of Ventoux at the 1939 Nice Salon. That on the right fitted with glass roof panels*

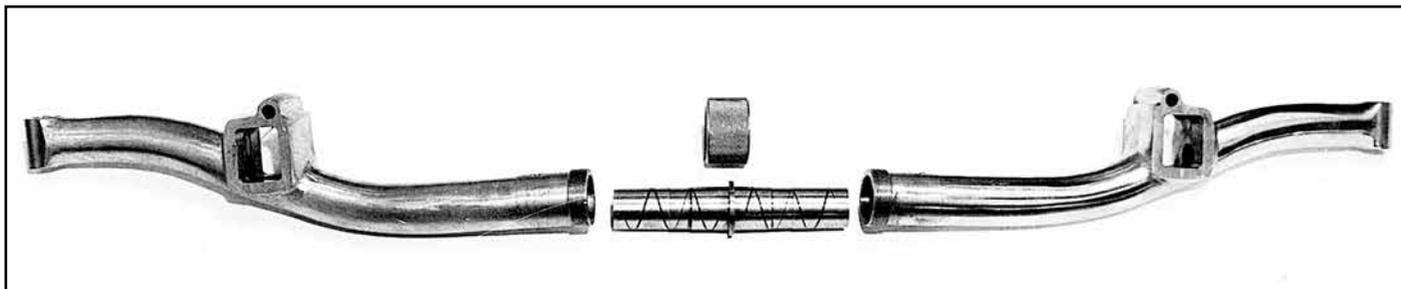
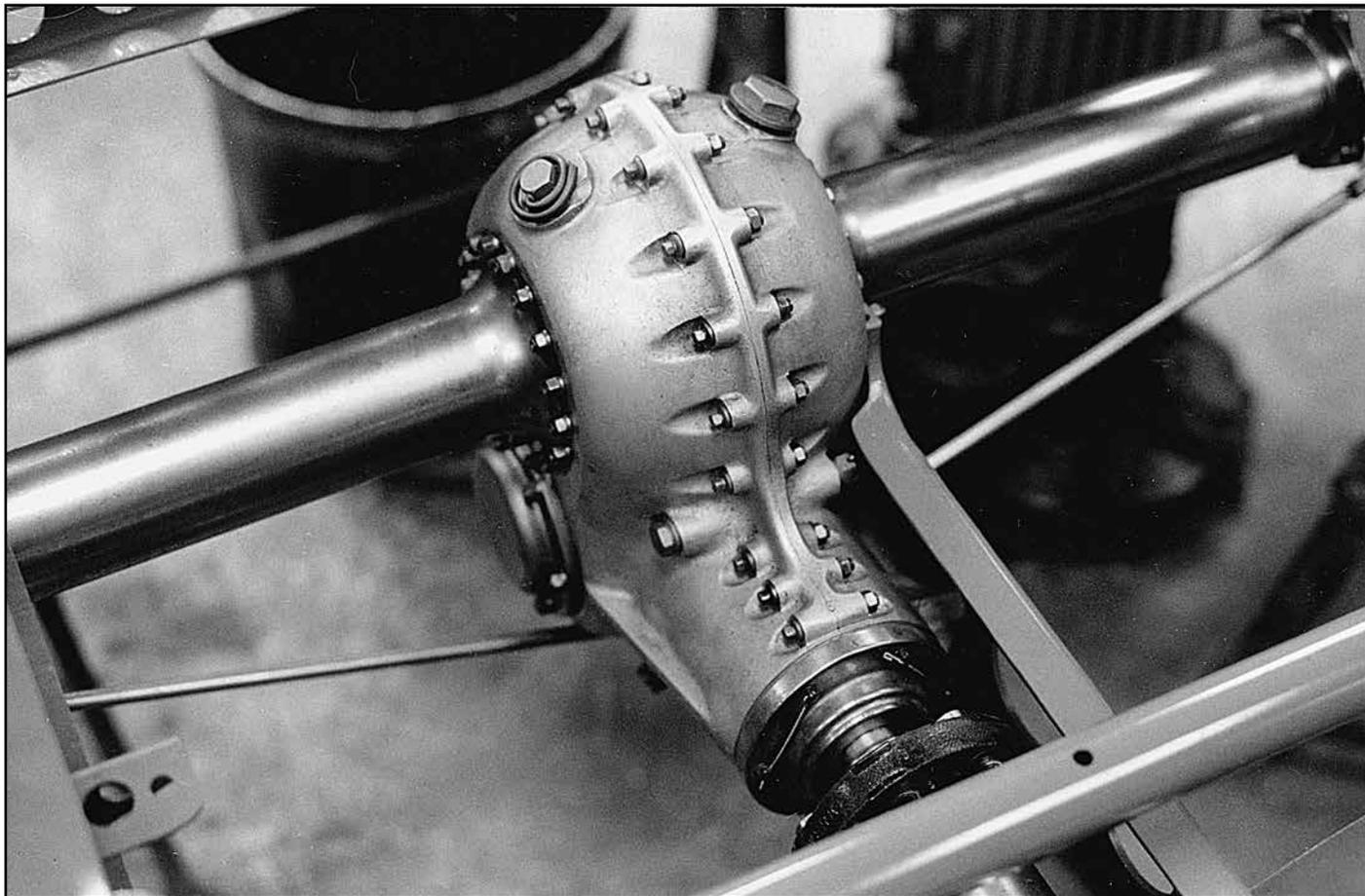




*An example of the enlarged Atalante built by Gangloff. Similar styling at rear to the Aravis. Note the 1934 Galibier opposite*



*Chassis No. 57547 in Africa. Note the single back window on this car*



*Top: To lower the drive train to the low-mounted dry sump engine and gearbox, the Type 59 rear axle incorporated double reduction gears (primary bevel and secondary spur) within a cast aluminium split housing*

*Above centre: The front axle of the Type 59 was hollow-forged in the traditional Bugatti manner, but provided with a central joint permitting a slight degree of rotation in the belief that it would enhance roadholding*

*Right: The forged eye encircling the leaf springs of the Type 59 front axle in time-honoured Bugatti fashion*

