

Heller

BUGATTI T50

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Français

La Type 50 est munie de roues à ailettes en alliage léger pratiquement identiques à celles de la BUGATTI ROYALE. L'empattement normal de 3,50 mètres permet d'installer sur ce châssis des caisses aussi luxueuses que différentes. Si quelques-unes des carrosseries rappellent les roadsters de style américain qui habillèrent de nombreuses BUGATTI, d'autres créées par le fils du Patron, JEAN BUGATTI (1909-1939) nous offrent des formes nouvelles et avancées pour cette époque. L'élément important dans la réussite des carrosseries est dû au tracé du profil des ailes dessiné par JEAN BUGATTI. Un autre élément de ce succès est le jeu des tons et des coloris qui donne à ces carrosseries un aspect plus élancé, plus bondissant, par opposition des teintes. Parmi les voitures de grand tourisme, le type 50 se situe à la tête du progrès grâce à son confort, à sa maniabilité et à sa puissance. Le type 50 fut une réussite tant par sa ligne que par sa fiabilité. Primé dans le domaine de l'élégance, il ne dépareille nullement à une exposition de véhicules.

Année de fabrication	1930
Nombre de cylindres	8 en ligne
Alésage	86 mm
Course	107 mm
Cylindrée	4972 cm ³
Distribution	2 arbres à cames en tête / 3 soupapes par cylindre
Alimentation	2 carburateurs + 1 compresseur
Puissance	200 CV à 4000 tr/mn
Nombre de vitesses	3 + marche arrière
Empattement	3,50 m
Voie avant / arrière	1,40 m
Vitesse maxi	175 km/h

Deutsch

Der T50 war mit Leichtmetallrädern ausgerüstet, die mit denen des BUGATTI ROYALE praktisch identisch sind. Der normale Radstand von 3,50 m erlaubte es auf das Fahrgestell luxuriöse und auch sehr unterschiedliche Aufbauten zu setzen. Während einige der Aufbauten an die Roadster im amerikanischen Stil erinnern, mit denen sehr viele BUGATTIs ausgestattet waren, zeigen andere, die vom Sohn des Bosses JEAN BUGATTI (1909-1939) entworfen wurden, neue Formen die für die damalige Zeit äußerst fortschrittlich waren. Das für den Erfolg der Karosserien bedeutendste Element rührte von der Profilzeichnung der Kotflügel her, die von JEAN BUGATTI kreiert wurden. Ein weiteres Element dieses Erfolgs war das Spiel der Schattierungen und Farben, dass diesen Karosserien ein schlankeres Aussehen verliehen und durch den Kontrast der Farben energischer wirkten. Durch seinen Komfort, seine Handlichkeit und seine Stärke befand sich der Typ 50 unter den GT-Wagen an der Spitze des Fortschritts. Sowohl durch seine Linienform, als auch durch seine Zuverlässigkeit wurde der Typ 50 zu einem Erfolgswagen. Was die Eleganz betraf, konnte er sich bei Auto-Ausstellungen durchaus sehen lassen.

Baujahr	1930
Anzahl Zylinder	8 in Reihe
Zylinderbohrung	86 mm
Hub	107 mm
Hubraum	4972 cm ³
Verteilung	2 obenliegende Nockenwellen
Ansaugung	2 Vergaser + 1 Kompressor
Leistung	200 PS bei 4000 U/min.
Gänge	3 + Rückwärtsgang
Radstand	3,50 m
Spurbreite: vorne / hinten	1,40 m
Höchstgeschwindigkeit	175 km/h

Italiano

La 50 è provvista di ruote a alette in lega leggera, praticamente identiche a quelle della BUGATTI ROYALE. L'interasse normale, di 3,50 metri, permette d'installare sullo stesso telaio diverse scocche di gran lusso. Se alcune carrozzerie ricordano i roadster di stile americano, che hanno carrozzato numerose BUGATTI, altre, create dal figlio del proprietario JEAN BUGATTI (1909-1939) ci offrono nuove forme, molto avveniristiche rispetto all'epoca. L'elemento importante nel successo delle carrozzerie è costituito dal profilo delle fiancate, disegnato da JEAN BUGATTI. Un altro elemento di questo enorme successo è il gioco dei toni e dei colori che, grazie al contrasto delle tinte, conferisce alle carrozzerie un aspetto più slanciato, più scattante. Tra le vetture gran turismo, il tipo 50 si situa alla punta del progresso, grazie al comfort, alla maneggevolezza e alla potenza. Il tipo 50 è stato un successo, sia dal punto di vista linea che per l'affidabilità. Premiato nel campo dell'eleganza, non sfigura assolutamente in una mostra di vetture.

Anno di fabbricazione	1930
Numero di cilindri	8 in linea
Alesaggio	86 mm
Corsa	107 mm
Cilindrata	4972 cm ³
Distribuzione	2 alberi a camme in testa / 3 valvole per cilindro
Alimentazione	2 carburatori + 1 compressore
Potenza	200 CV a 4000 giri/min.
Numero marce	3 + retromarcia
Interasse	3,50 m
Carreggiata anteriore/posteriore	1,40 m
Velocità massima	175 km/h

English

The T50 is equipped with light alloy impellers which are practically identical to those of the BUGATTI ROYALE. The normal wheelbase of 3.50 meters allows bodies as luxurious as they are varied to be installed on this chassis. While some of the bodies are reminiscent of the America style roadsters with which a great many BUGATTIs were equipped, others, designed by the Boss's son, JEAN BUGATTI (1909-1939) give us new forms which were exceedingly advanced for the period. The important element in the success of the bodies is the line of the profile of the wings, designed by JEAN BUGATTI. Another element of this success is the play of shades and colors which gives these bodies a slimmer look, and more energetic, through the contrasting of the colors. Among grand touring cars, the type 50 takes it place at the peak of progress thanks to its comfort, its ease of handling and its power. The type 50 was a great success, both because of its line and on account of its reliability. Highly prized in the field of elegance, it was a natural draw at any exhibition.

Year of construction	1930
Number of cylinders	8, in-line
Bore	86 mm
Stroke	107 mm
Cubic capacity	4972 cc
Distribution	2 overhead cam-shafts / 3 valves per cylinder
Feed	2 carburetors + 1 compressor
Power	200 HP at 4000 rpm
Number of speeds	3 + reverse
Wheelbase	3.50 meters
Front track / Rear track	1.40 meter
Top speed	175 km/h

Español

El 50 está dotado de ruedas con aletas de aleación ligera prácticamente idénticas a las del BUGATTI ROYALE. La distancia entre ejes normal de 3,50 metros permite instalar en este chasis unas cajas tan lujosas como diferentes. Si algunas de las carrocerías recuerdan los "roadsters" de estilo norteamericano que vistieron numerosos BUGATTI, otras, creadas por el hijo del "Patrón" Jean BUGATTI (1909-1939) nos ofrecen formas nuevas y adelantadas para la época. El elemento importante en el éxito de las carrocerías se debe al trazado del perfil de las aletas dibujado por Jean BUGATTI. Otro elemento de este éxito es el juego d tonos y coloridos que da a estas carrocerías un aspecto más esbelto, más agresivo por oposición de matices. Entre los coches de gran turismo, el tipo 50 se sitúa en cabeza del progreso por su confort, su manejabilidad y su potencia. El tipo 50 fue un éxito, tanto por su línea como por su con fiabilidad. Premiado por su elegancia, no desentona en absoluto en cualquier exposición de vehículos.

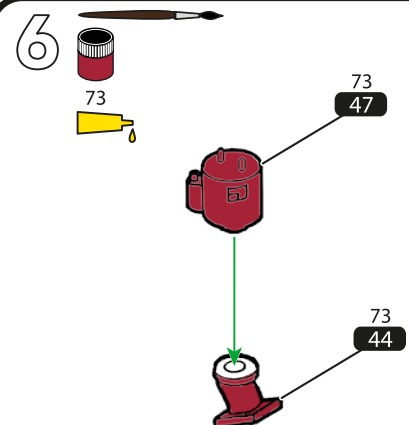
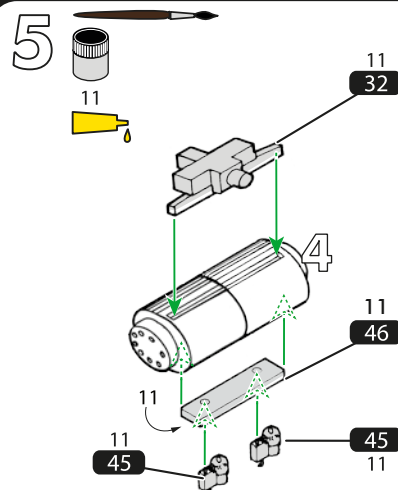
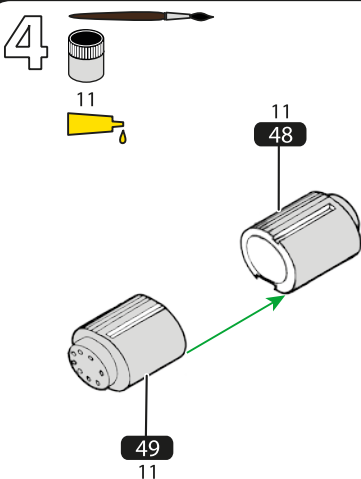
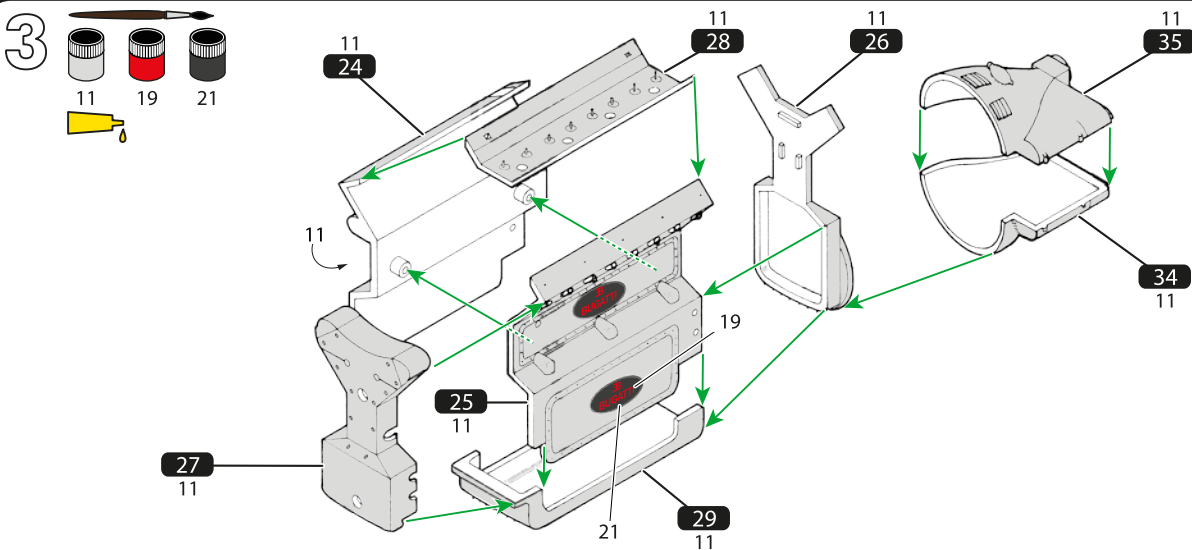
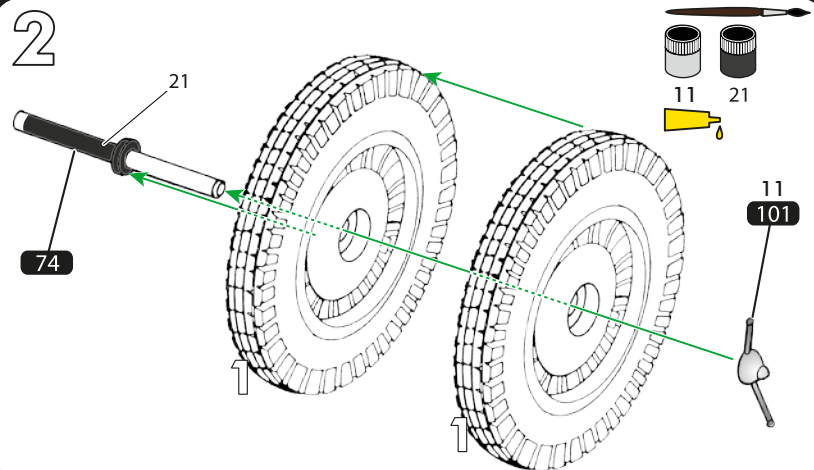
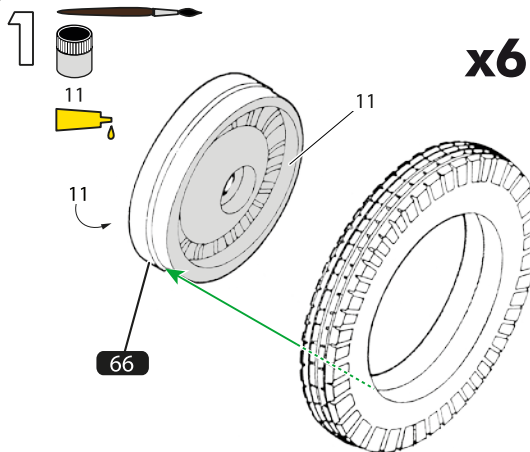
Ano de fabricación	1930
Número de cilindros	8 en línea
Diámetro del cilindro	86 mm
Carrera	107 mm
Cilindrada	4972 cm ³
Distribución	2 árboles de levas en cabeza / 3 válvulas por cilindro
Alimentación	2 carburadores + 1 compresor
Potencia	200 CV a 4.000 r.p.m
Velocidades	3 + marcha atrás
Distancia entre ejes	3,50 m
Vía delantera/Vía trasera	1,40 m
Velocidad máxima	175 km/h

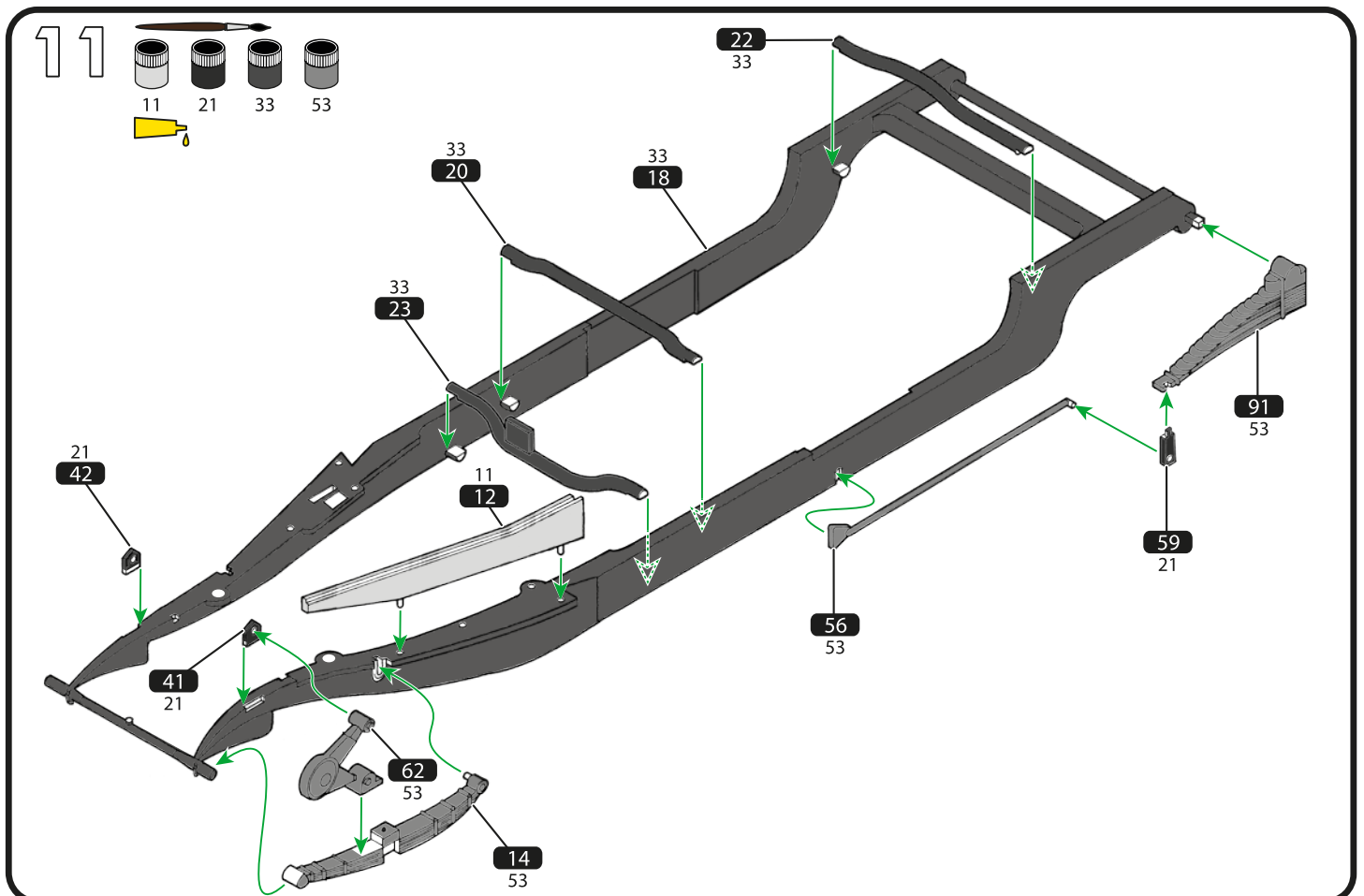
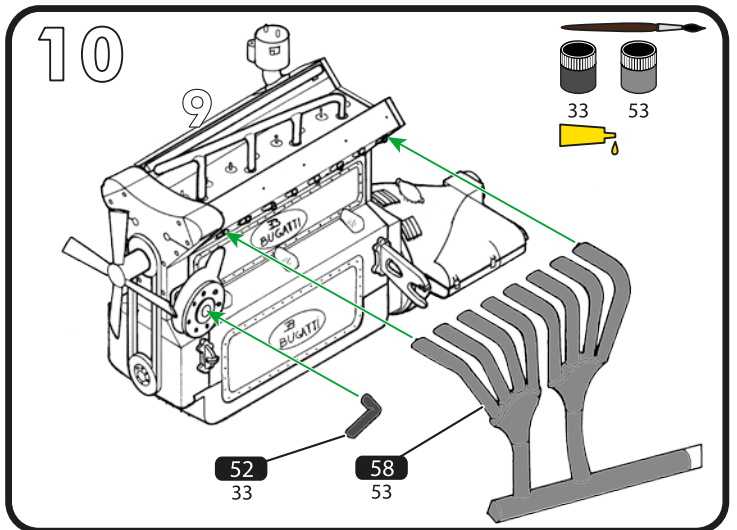
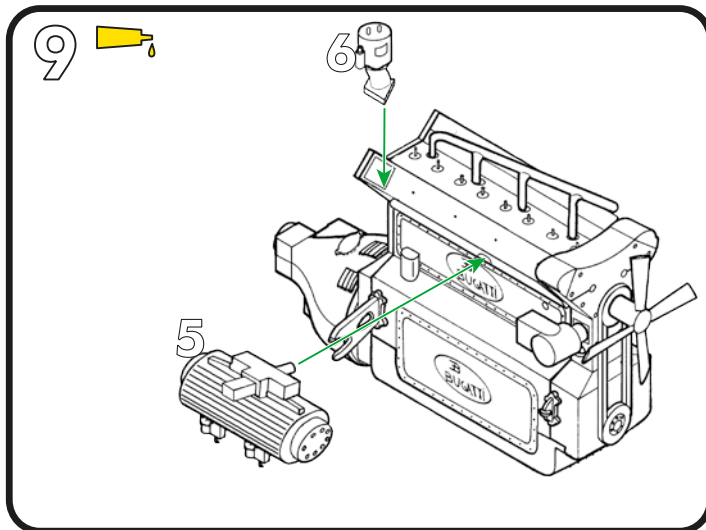
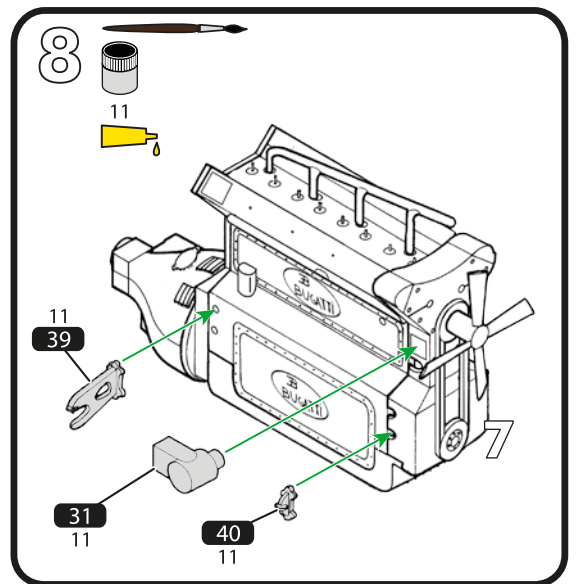
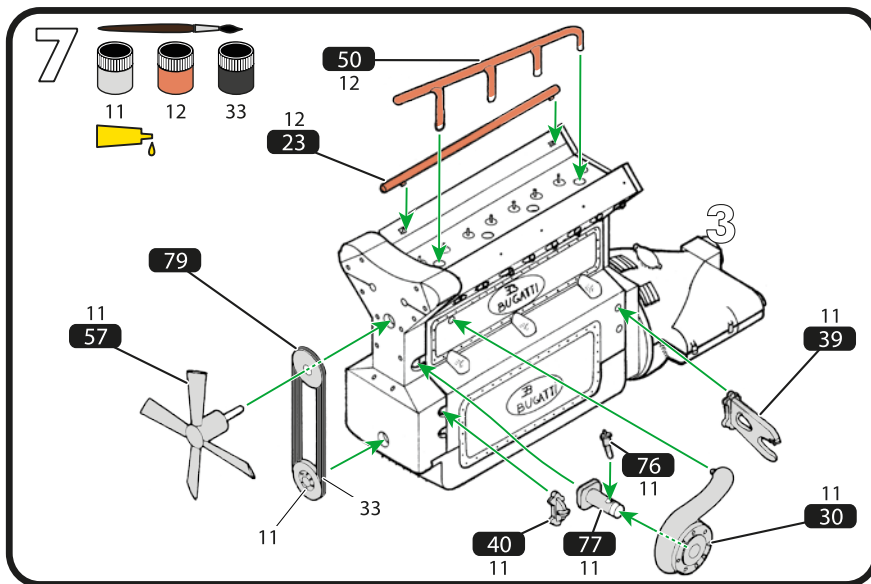
Nederlands

De 50 is voorzien van schoepwielen in lichte legering, praktisch gelijk aan deze van de BUGATTI ROYALE. De normale wielbasis van 3,50 meter laat toe op dit fleemt zowel luxueuze als afwisselende kisten te installeren. Indien enkele koetswerken de roadsters met Amerikaanse stijl, die talrijke BUGATTI'S bekleedden, herinneren, bieden anderen door de zoon van de "Baas" JEAN BUGATTI (1909-1939) nieuwe en voor de tijd gevorderde vormen. Het belangrijk element van het succes van de koetswerken is aan het door JEAN BUGATTI travee van het vleugelprofiel te wijten. Een ander element van dit succes is het spel van de tonen en kleuren, dat aan deze koetswerken een slanker uitzicht, meer opspringend door het tintencontrast, verstrekt. Onder de voertuigen van groot toerisme, staat het 50 type aan de kop van de vooruitgang, dank zij het komfoort, de wendbaarheid en het vermogen. Het 50 type was een succes zowel wat de lijn als wat de betrouwbaarheid betrof. In de wereld van de elegantie geprimeerd, schendt hij geenszins in een wagententoonstelling.

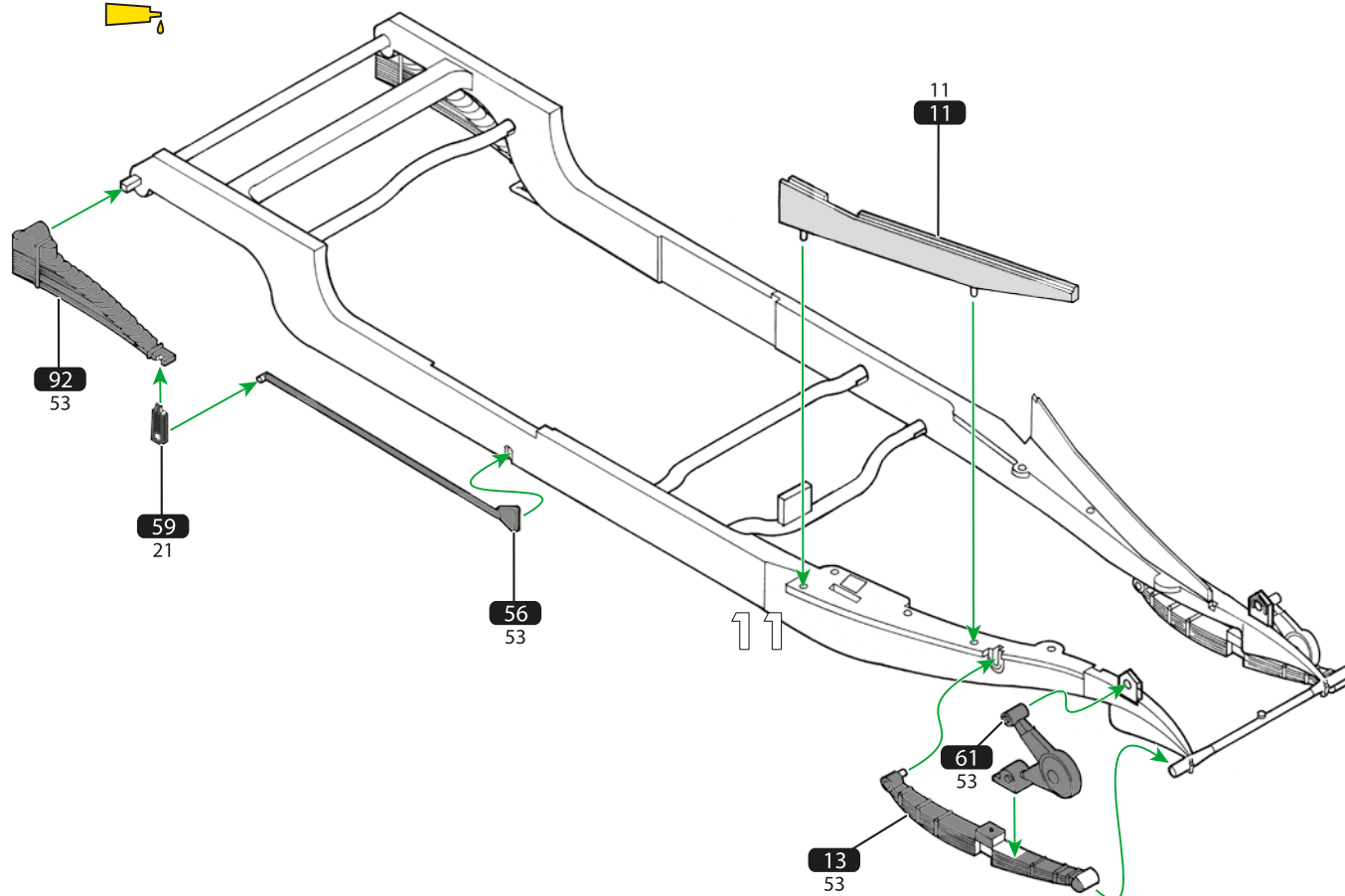
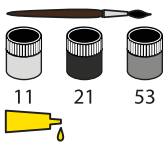
Bouwjaar	1930
Aantal cilinders	8 in lijn
Boring	86 mm
Slag	107 mm
Cilinderinhoud	4972 cm ³
Verdeling	2 bovenliggende nokkenassen / 3 kleppen per cilinder
Voeding	2 carburators + 1 compressor
Vermogen	200 PK tot 4000 omw/mn
Aantal versnellingen	3 + Achteruitgang
Wielbasis	3,50 m
Voerspoor / Achterpoort	1,40 m
Maxi snelheid	175 km/u

 11 Argent métallique Silver Metallic Silber metallisch	 12 Cuivre jaune métallique Copper Metallic Kupfer metallisch	 14 Bleu de france brillant French Blue Gloss Französischblau glänzend	 19 Rouge vif brillant Bright Red Gloss Hellrot glänzend	 21 Noir brillant Black Gloss Schwarz glänzend	 27 Gris mer mat Matt sea grey Matt-See-grau
 29 Terre foncée mat Dark Earth Matt Erdbraun matt	 33 Noir mat Black Matt Schwarz matt	 34 Blanc mat White Matt Weiß matt	 53 Gris métallique Gunmetal Metallgrau	 69 Jaune brillant Yellow Gloss Gelb glänzend	 73 Lie de vin mat Wine Matt Weinrot matt

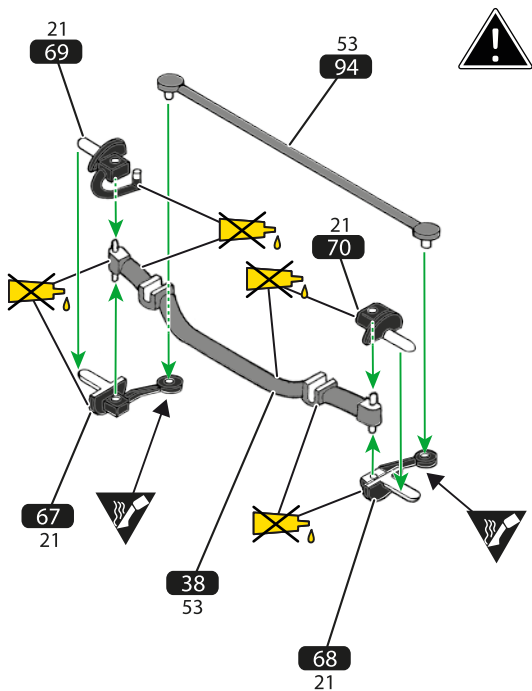
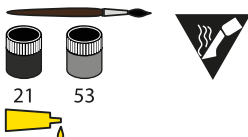




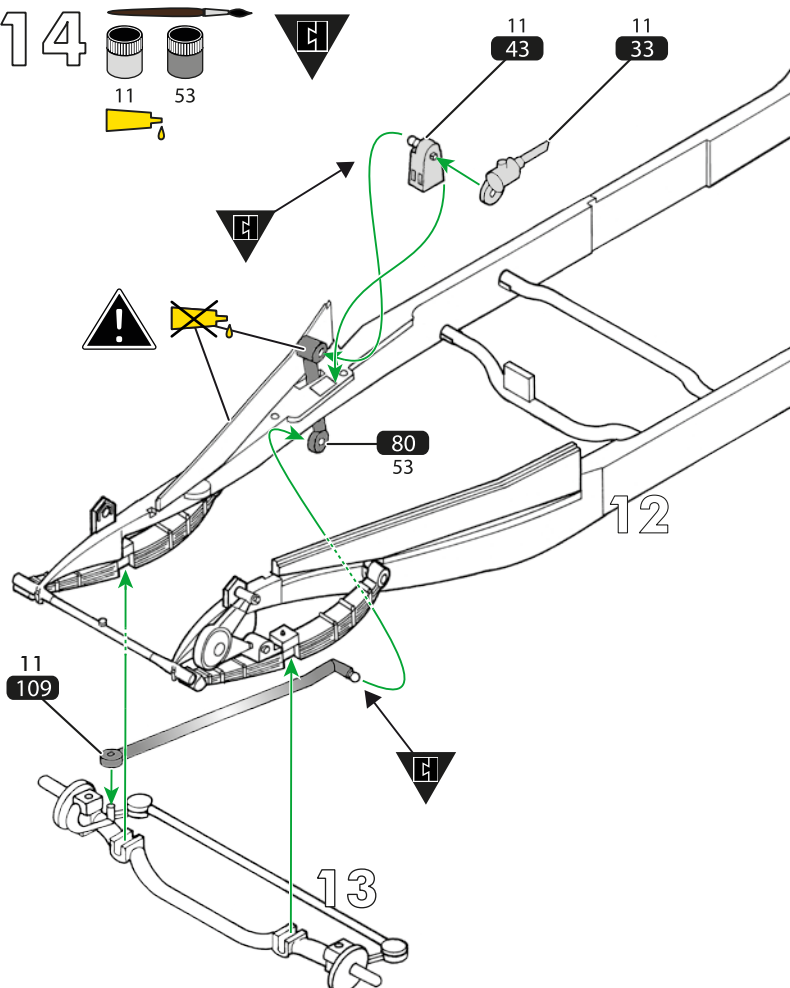
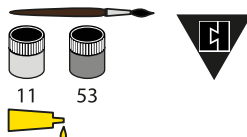
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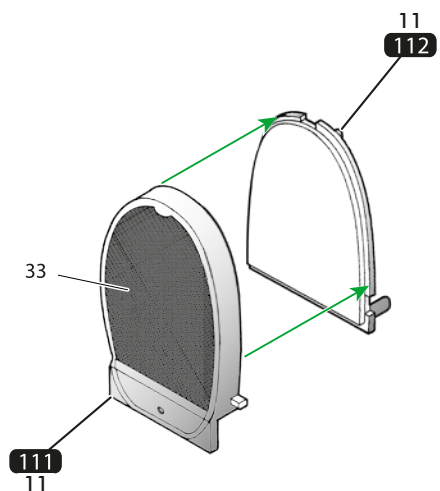
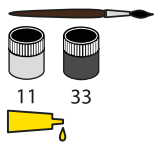
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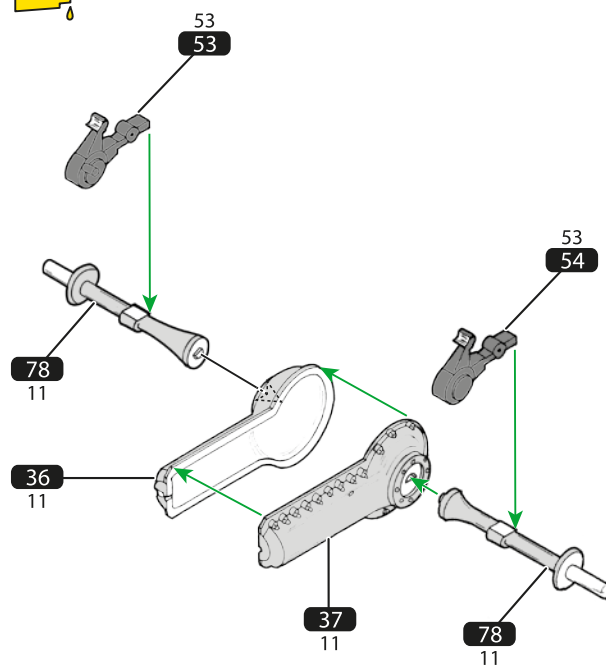
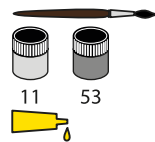
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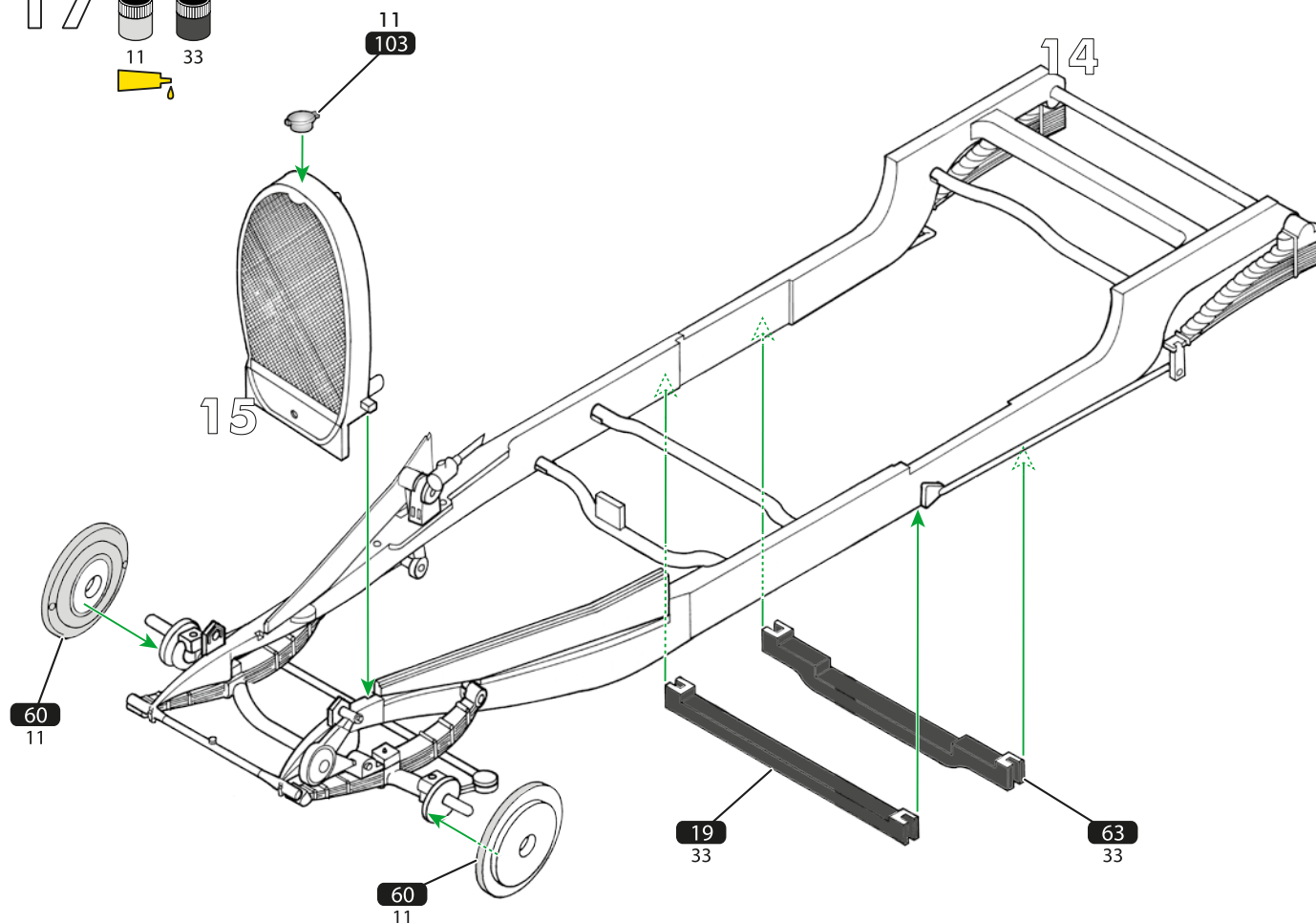
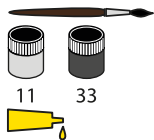
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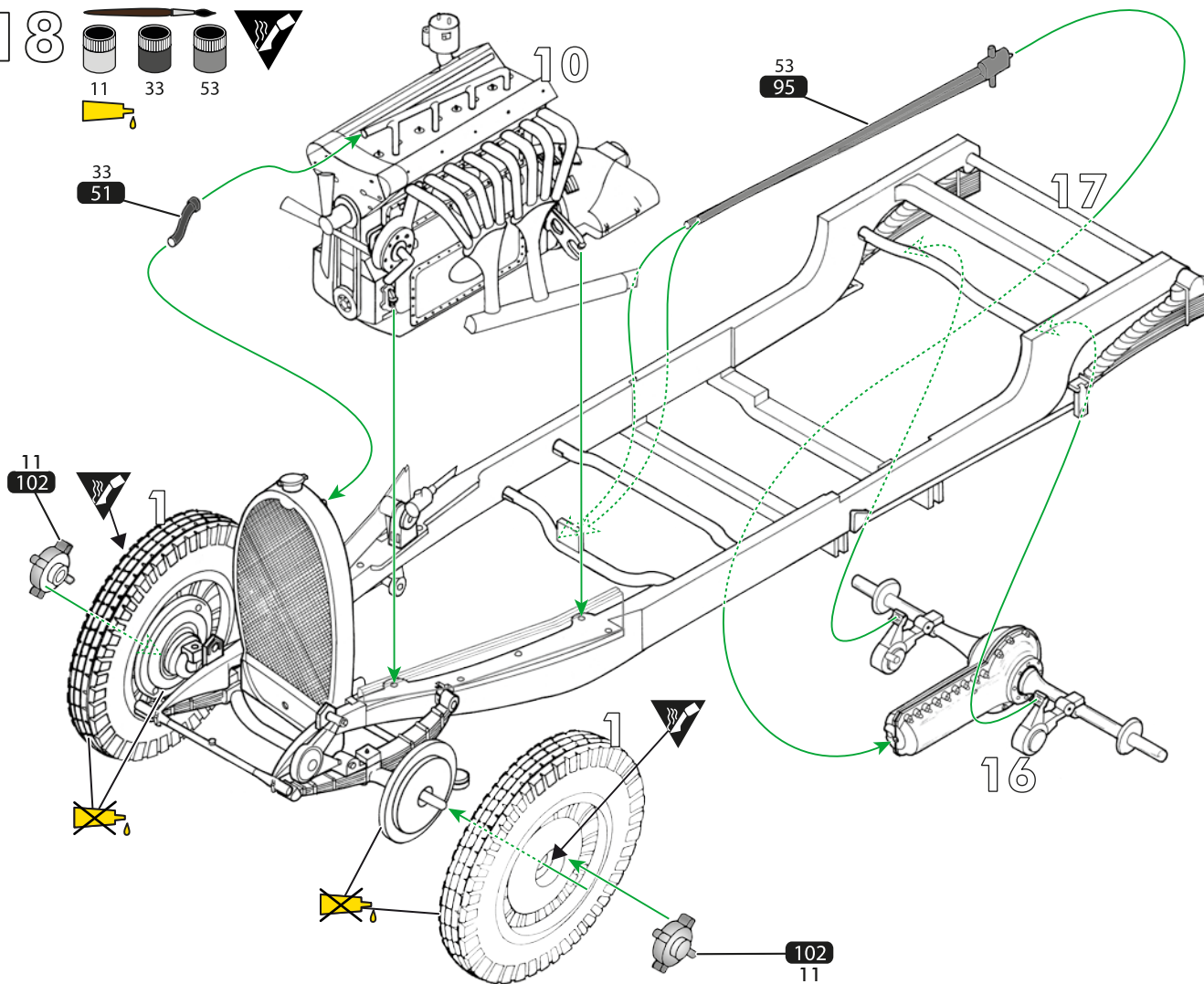
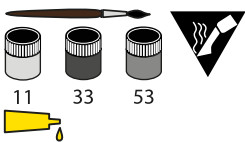
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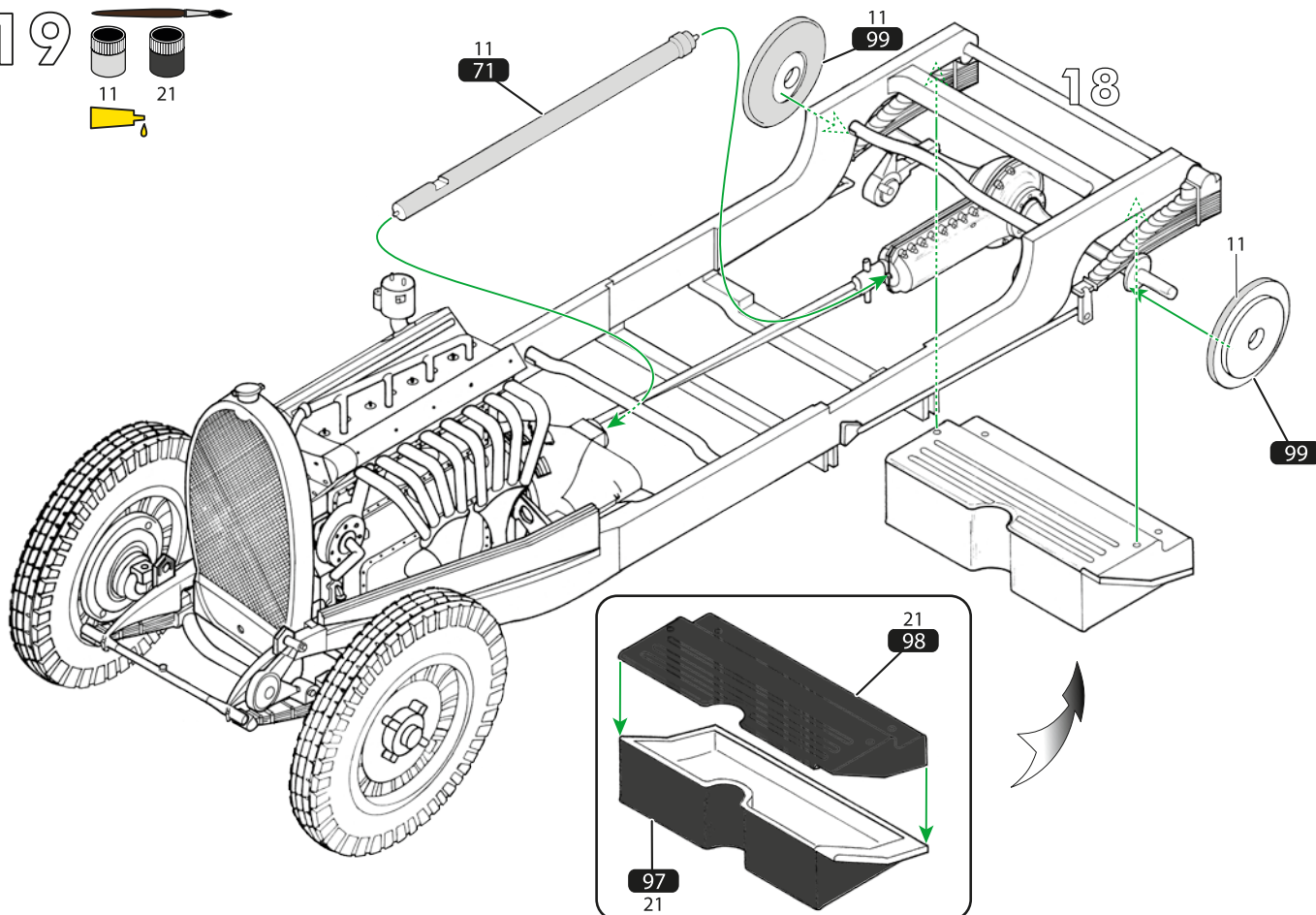
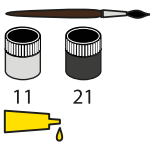
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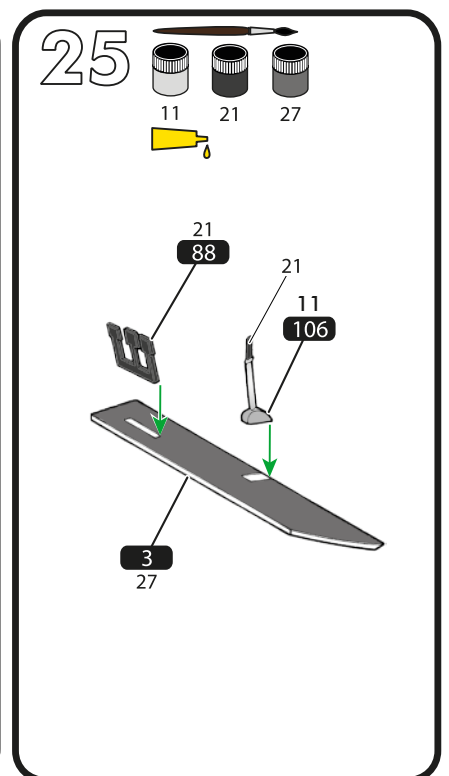
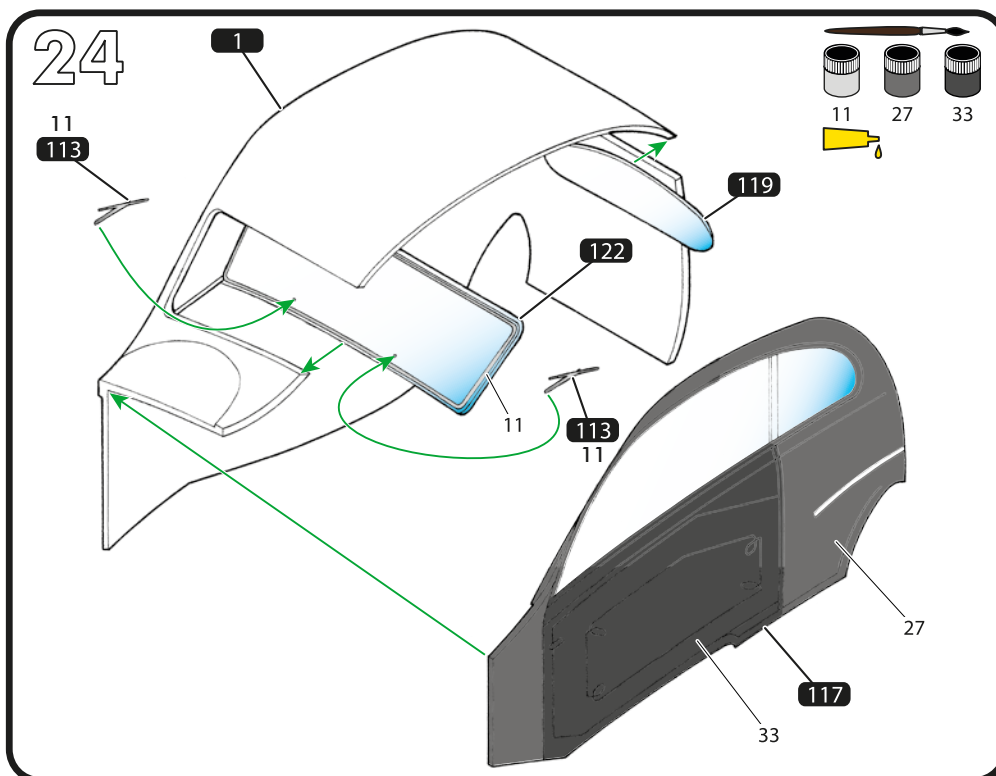
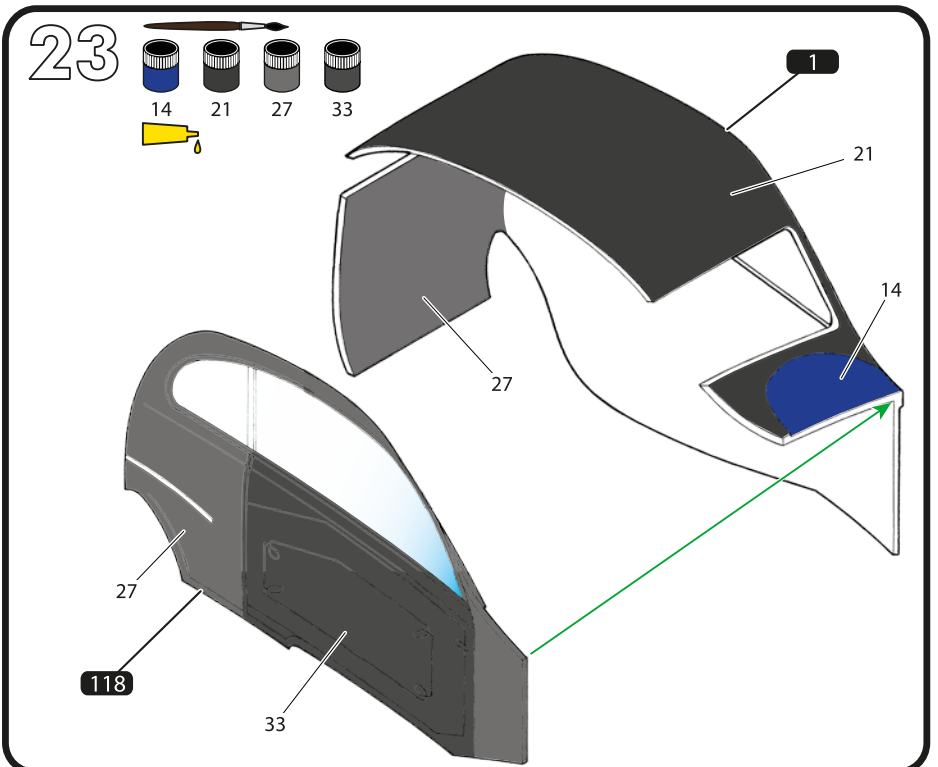
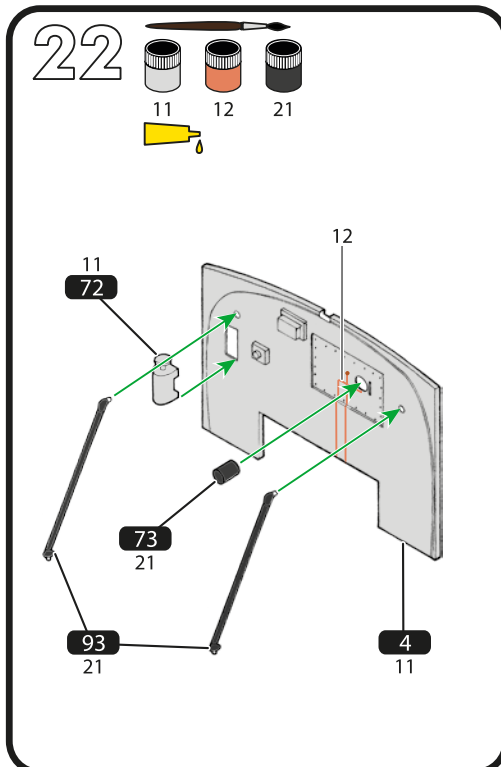
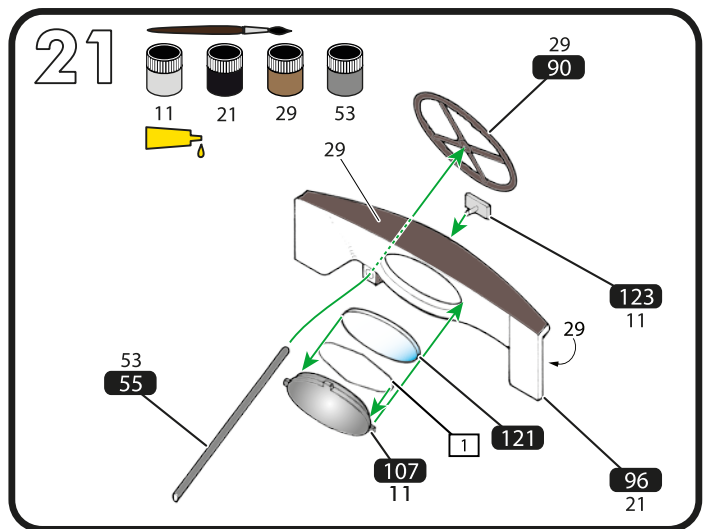
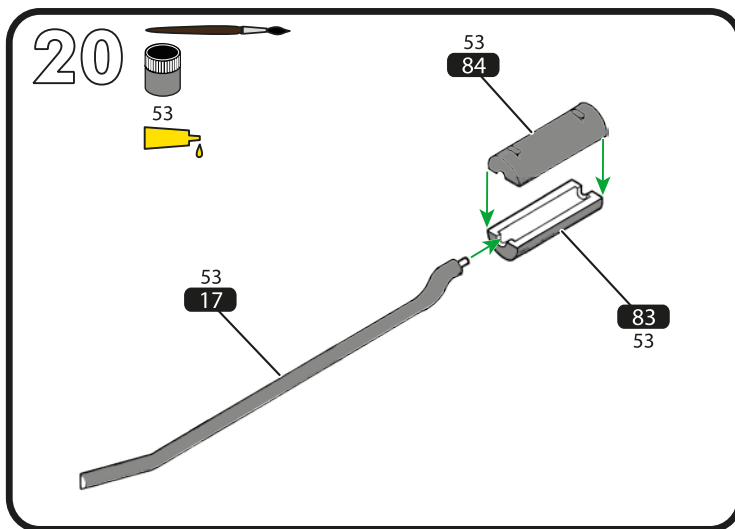


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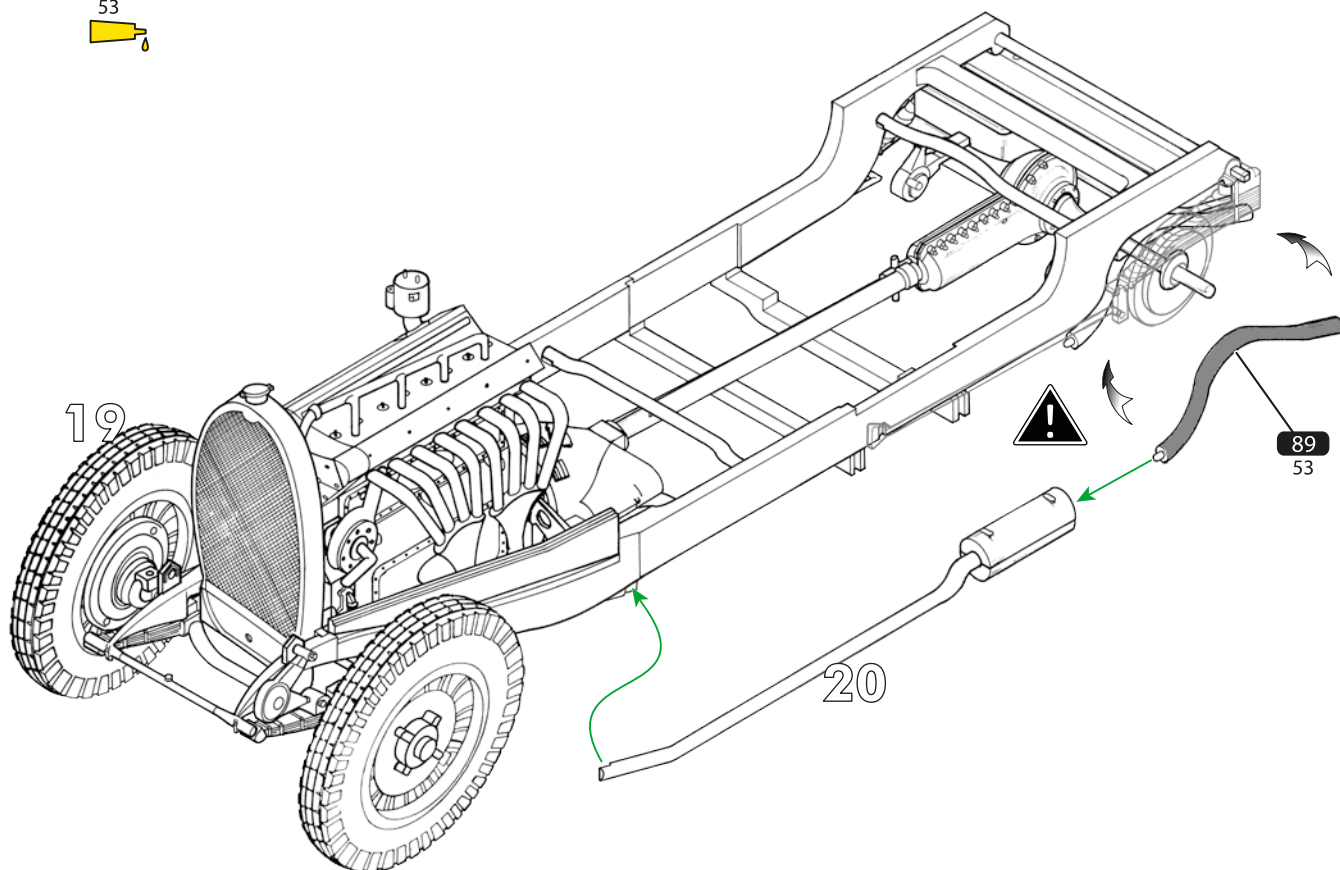
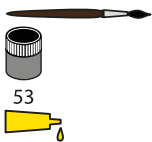


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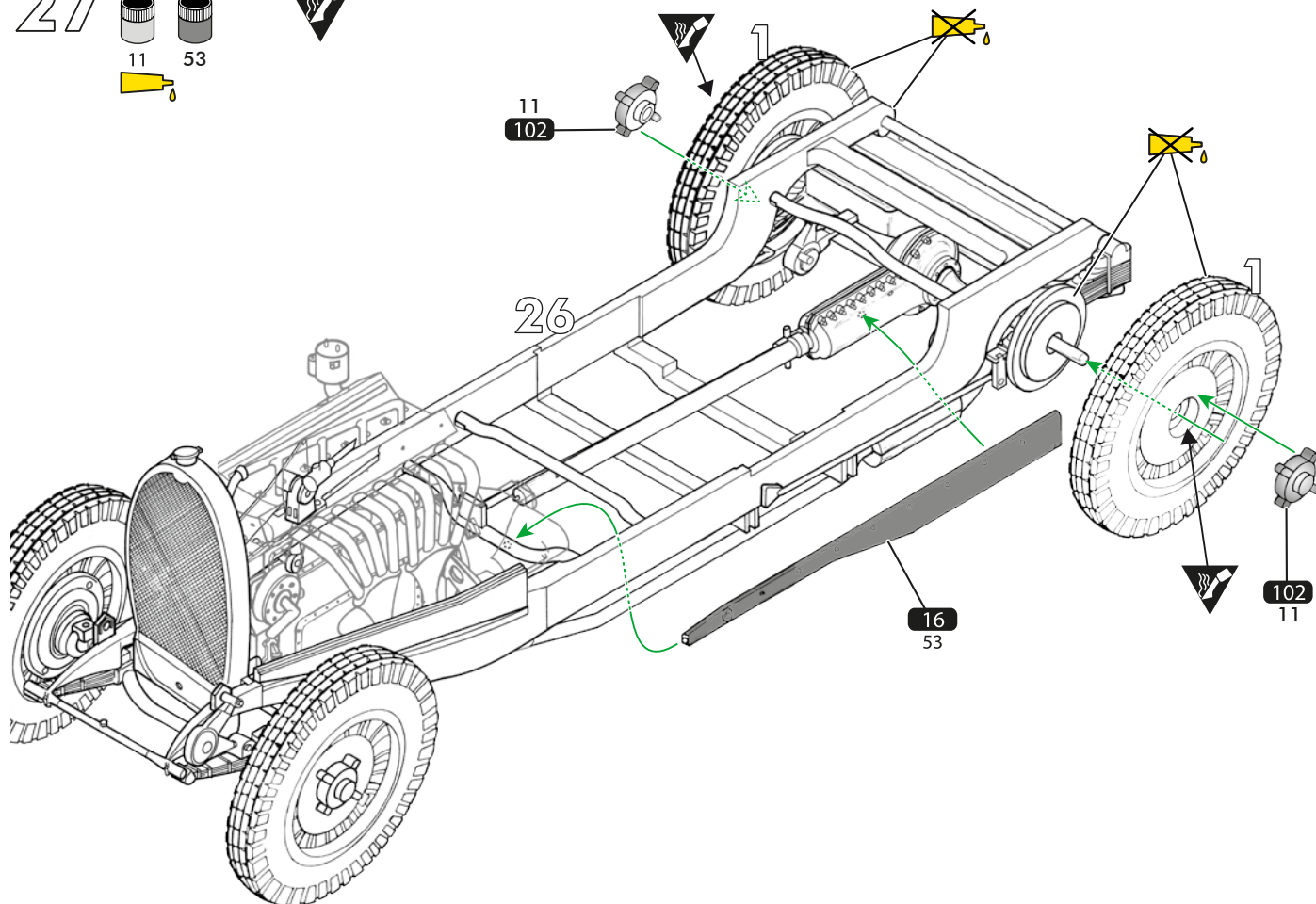
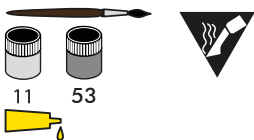




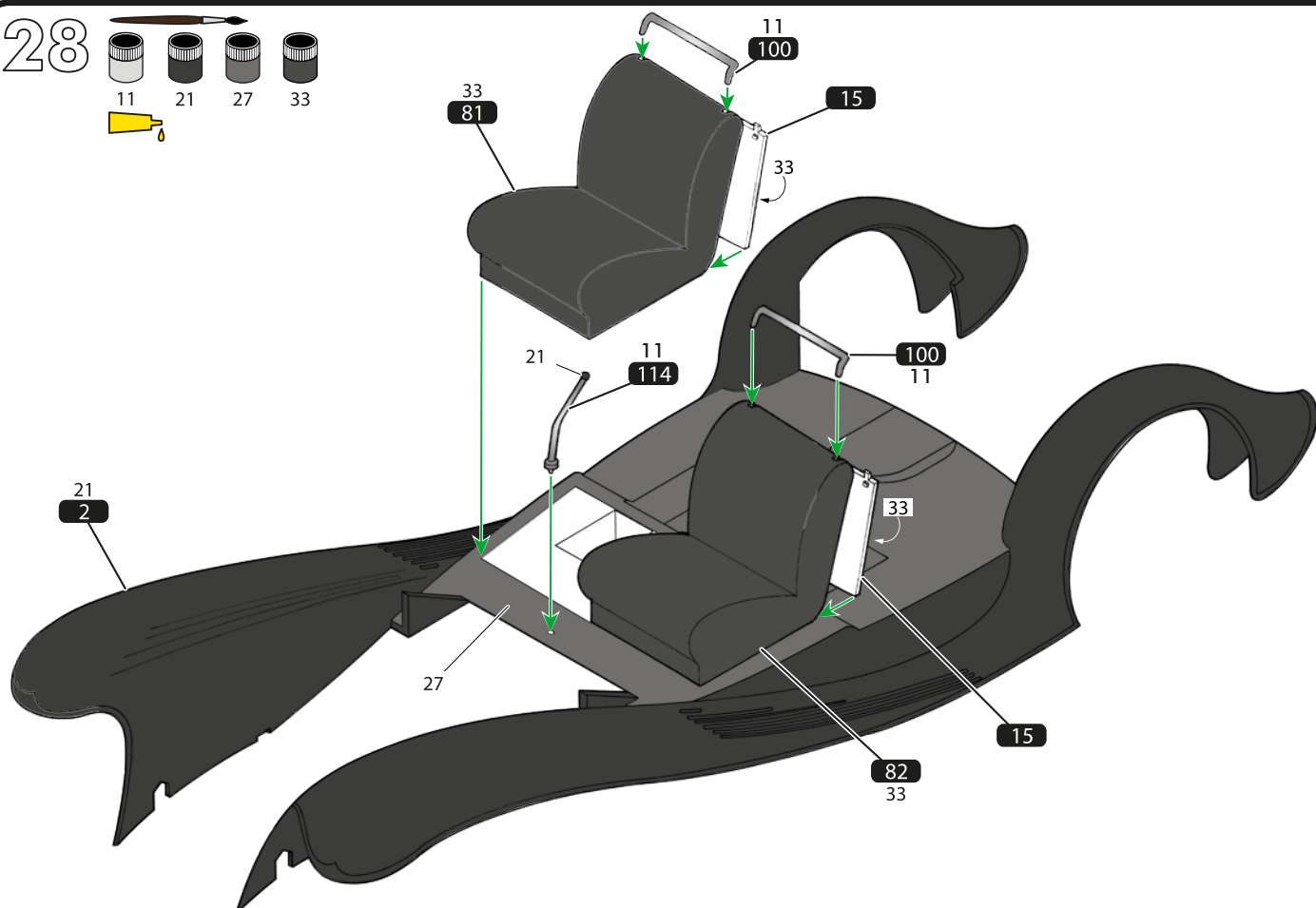
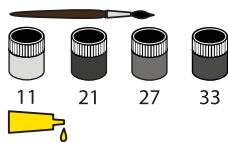
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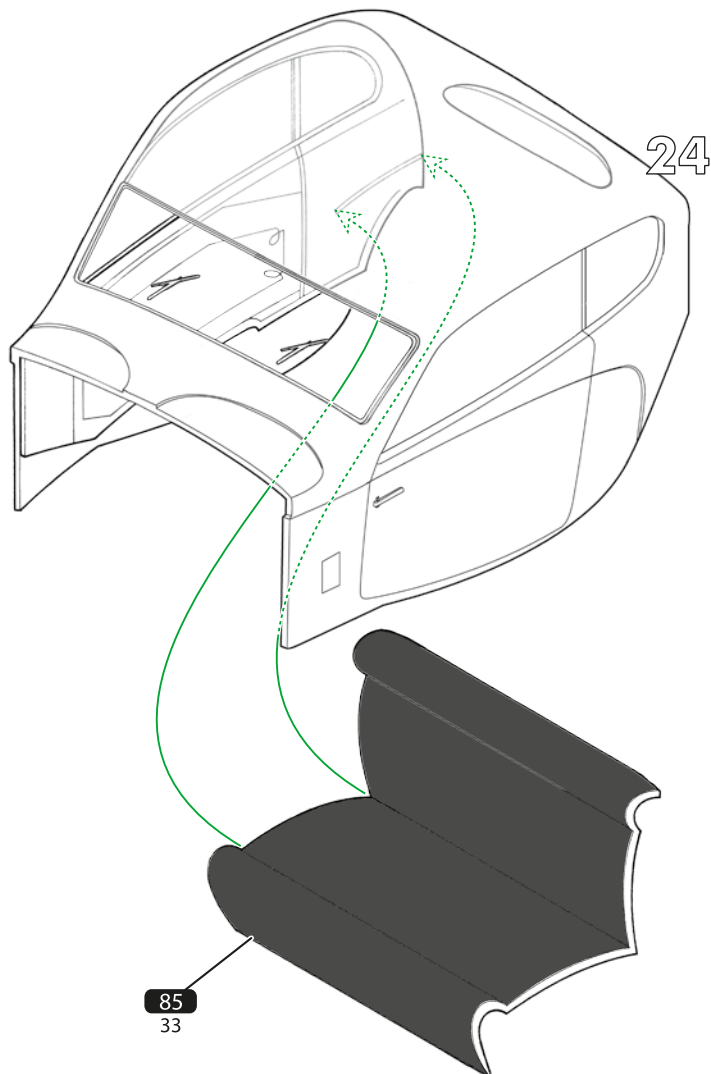
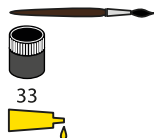
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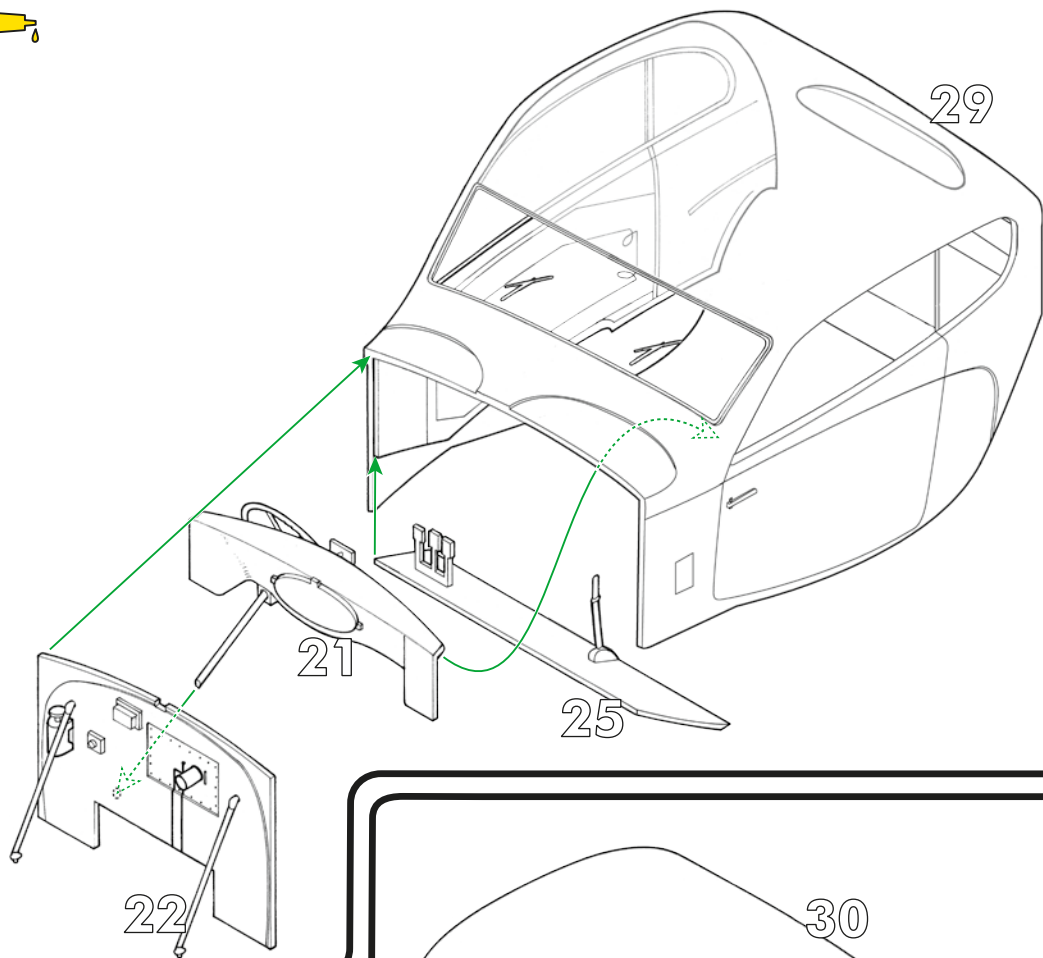
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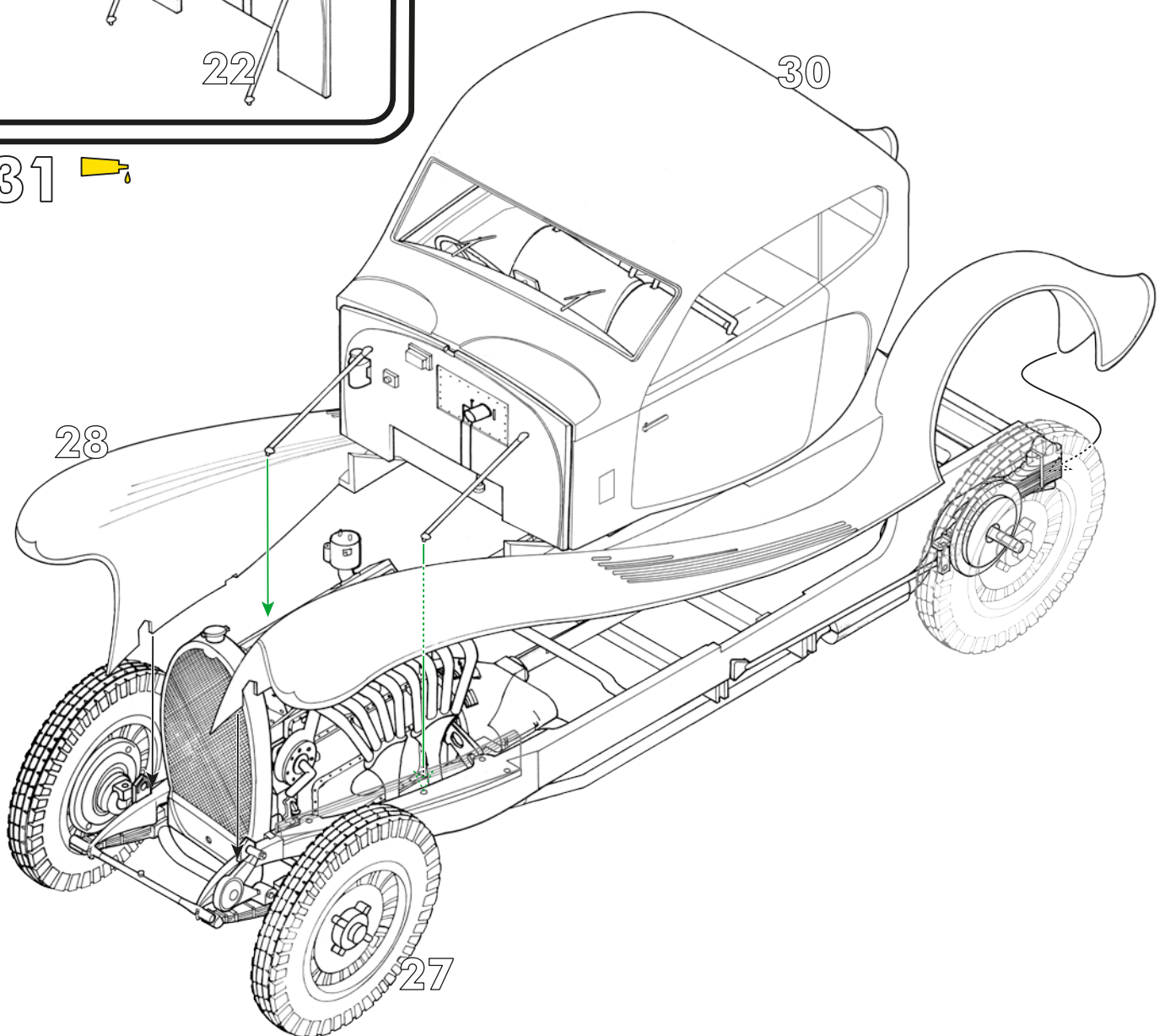
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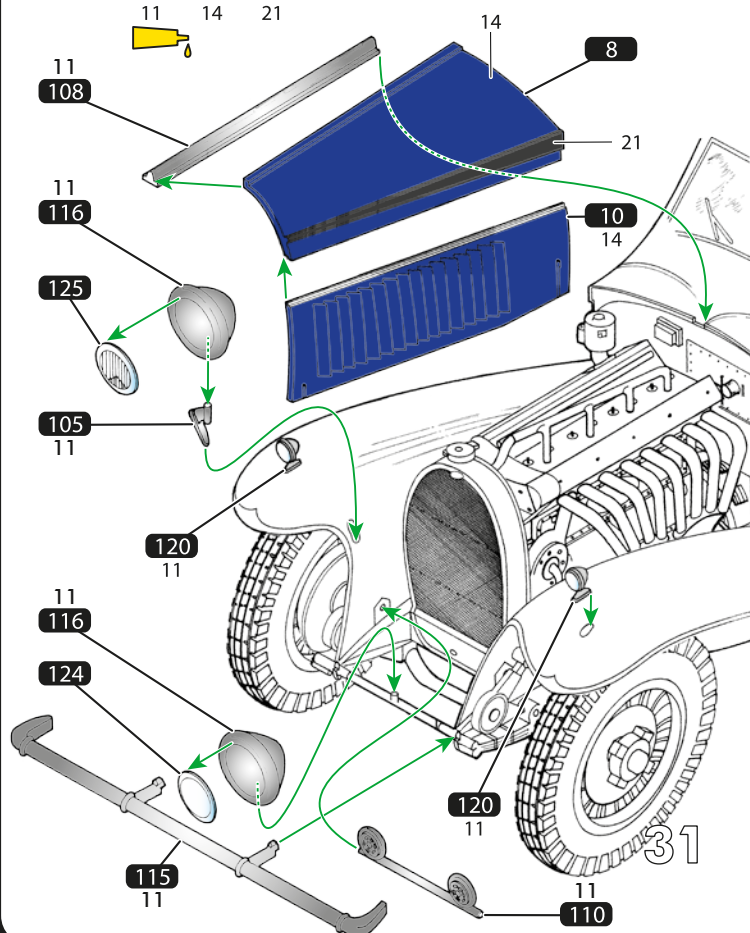
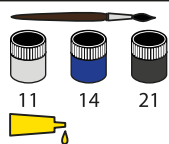
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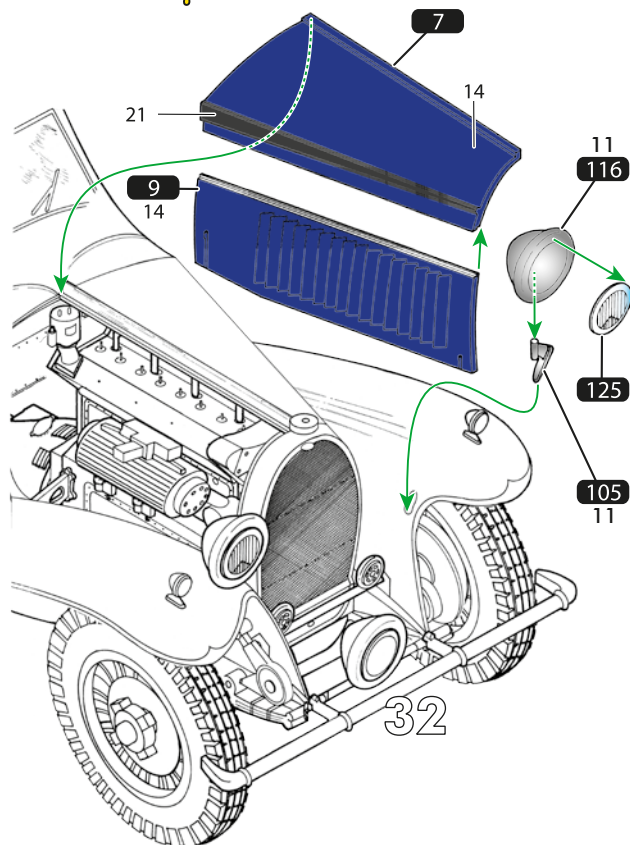
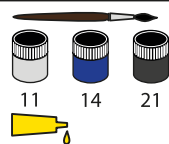
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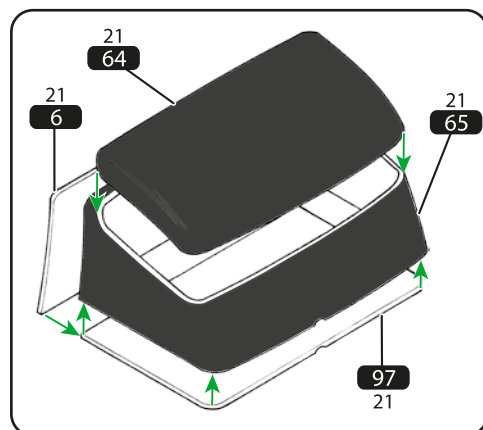
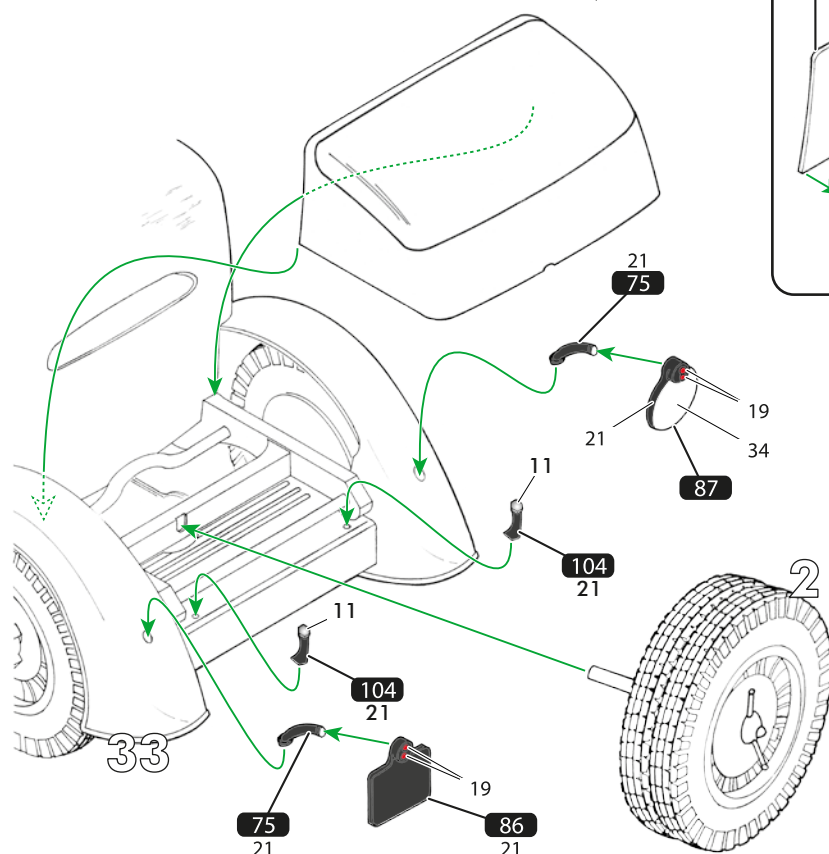
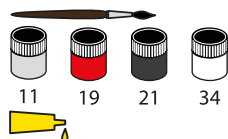
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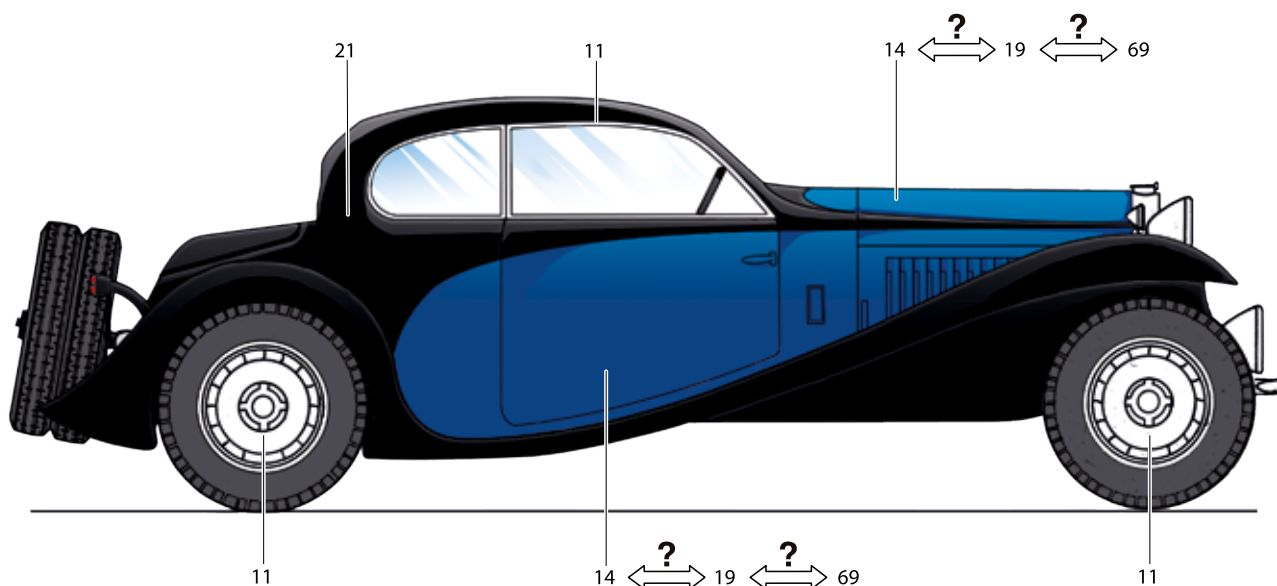
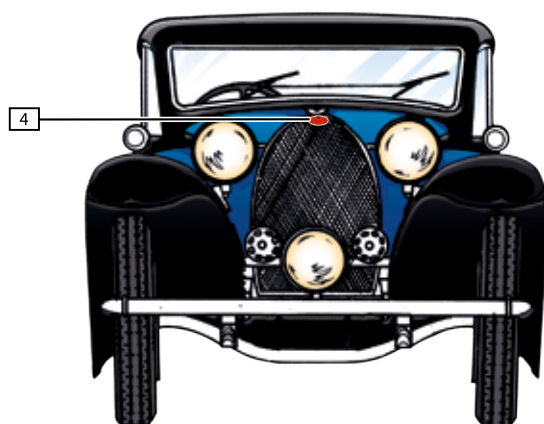
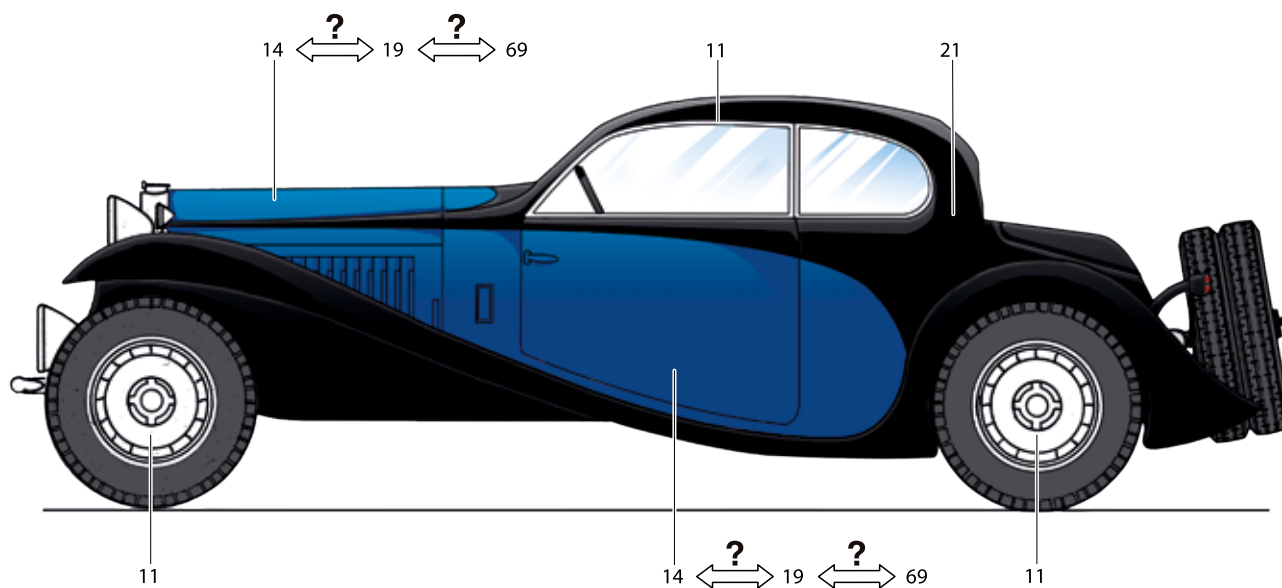
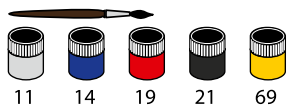


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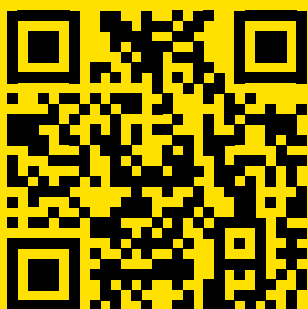
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