

THE LAST BUGATTI RACING CARS

PARIS, 20TH JANUARY 2020

“THE LAST BUGATTI RACING CARS” – THE ULTIMATE BUGATTI EB110 BOOK

Until now, a book on the comprehensive history of the EB110 has not been available. At last, the wait is over.

Supercar, record-holder, icon. The Bugatti EB110 goes by many names, yet a book that lives up to the significance of the 1990s Bugatti has never been published. At last, the wait is over: no fewer than three renowned Bugatti experts have dedicated the past seven years to researching the coupé, to give a detailed historical account.

‘The Last Bugatti Racing Cars’ is a record of gigantic proportions, featuring many previously unreleased photographs and intriguing facts. It incorporates personal testimonies from protagonists and experts involved in the EB110’s heyday, including eyewitness accounts from racing driver Derek Hill, test driver Loris Bionchi and race engineer Dieter Gass. The book features previously unreleased documents as well as new findings about the whole Bugatti Automobili S.p.A. saga.

PARIS AS A FITTING LAUNCH VENUE

Authors and Bugatti EB110 experts Johann Petit and Pascal van Mele will be launching the book together with the editor and Bugatti historian Julius Kruta at the 2020 Rétromobile show in Paris, a fitting venue indeed, as Rétromobile is one of the world’s most significant classic car events. With 620 exhibitors covering an area of 72,000 square metres, the exhibition at the heart of Paris draws more than 130,000 visitors each year. Paris is also where the EB110 was revealed to the public for the very first time, on 15 September 1991 – the day that would have been Ettore Bugatti’s 110th birthday. For that first unveiling, nearly 30 years ago, almost 2,000 invited guests flocked to the Paris presentation, as part of which three EB110s drove down the Champs-Élysées. Even the name of the model, EB110, is a homage to Bugatti’s founder Ettore Bugatti, as EB stands for Ettore Bugatti, 110 for his 110th birthday.

OVER 300 PAGES OF CONCISE FACTS

The book offers more than 300 pages of meticulously researched data, over 350 photographs from the factory’s archives, plus a wealth of historic documentation, thanks to the authors’ unprecedented access to historic images, technical drawings, data sheets and racing reports. Thanks to this research, it has for the first time been possible to describe the design and development of Bugatti’s last two factory racing cars – hence the book, written in English, focuses on these two EB110 vehicles, the final, official Bugatti racing cars, a story within the story of the celebrated EB110.

THE LAST BUGATTI RACING CARS

To date, the history of the Bugatti EB110 racing cars has never been fully explained, despite the fact that the EB110 represented a technological revolution at the beginning of the 1990s – a car developed with the purest passion and expertise. The two EB110 racing cars helped to catapult Bugatti back to the pinnacle of automotive development, while enabling the marque to again compete in motorsport.

A CAR FAR AHEAD OF ITS TIME

Only last summer, Bugatti itself paid due respect to the legendary EB110 by unveiling the Bugatti Centodieci (Italian for 110), a re-interpretation of the spectacularly innovative supercar.

The EB110 was the first series-production vehicle with a carbonfibre monocoque. Aluminium, carbonfibre and aramid fibre-reinforced plastic were used for the body, the wheels were cast from magnesium and each screw was made of titanium. The engine at the core of the supercar was a 3.5-litre, mid-mounted V12 with four turbochargers. Two camshafts per bank and 60 valves – five per cylinder – ensured an extraordinarily fast throttle response. Depending on the exact model, the engine generated between 560 and 610HP, permanently transmitted to all four wheels, giving a 0-100km/h sprint time of as little as 3.26 seconds. This made it the fastest series-production car of its era, and gave it a top speed of 351km/h. Bugatti set four world records with the EB110: fastest acceleration, fastest series-production sports car, fastest gas-powered sports car and fastest series-production car on ice. Even today, almost 30 years later, the EB110 is still among the world's fastest cars.

Around 96 EB110 GT and 32 EB110 Supersport production cars were produced up until 1995, a total of around 128 vehicles, two of which were official factory racing cars with an output of 670HP. These raced at the 24 Hours of Le Mans, at Suzuka and in the American IMSA series, including the 24 Hours of Daytona. They were the last cars to leave the factory gates – and they will be displayed to the public for the very first time at Rétromobile, from 5 to 9 February 2020, as part of the launch of the new EB110 book.

ONE BOOK IN THREE EDITIONS

A total of 110 copies of this extraordinary book dedicated to Bugatti enthusiasts and collectors, and produced to a very high standard, are available as the 'IMSA Edition' with a silver cover, alongside 110 copies of the 'Le Mans Edition', featuring a blue cover, both priced at 459 € (excluding shipping). Meanwhile, there are 35 'Publishers' Edition' copies with a leather cover – and signed by crucial protagonists of the Campogalliano saga – priced at 1,100 € (excluding shipping).

Available for pre-order at

www.TheEB110Book.com

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