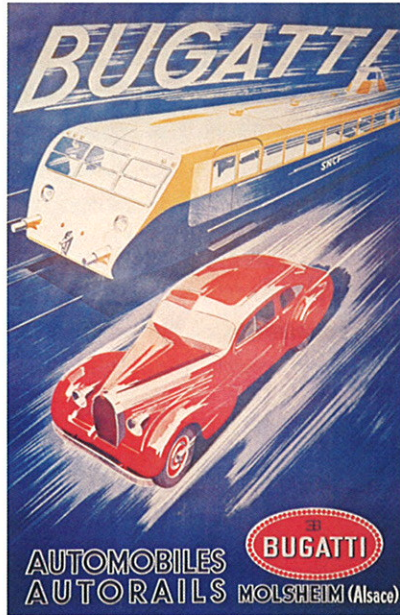
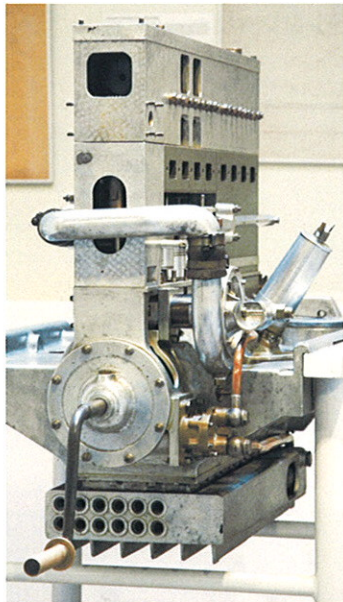


## Visit the Bugatti Trust

A small permanent exhibition tells the Bugatti story. The artistry and individuality are demonstrated by photographs, models, diagrams, mechanical components and complete cars.



A 1930s poster which is part of the permanent exhibition and below, a sectioned Bugatti engine



### Admission

Visitors are welcome to look around the exhibition during our normal opening times.

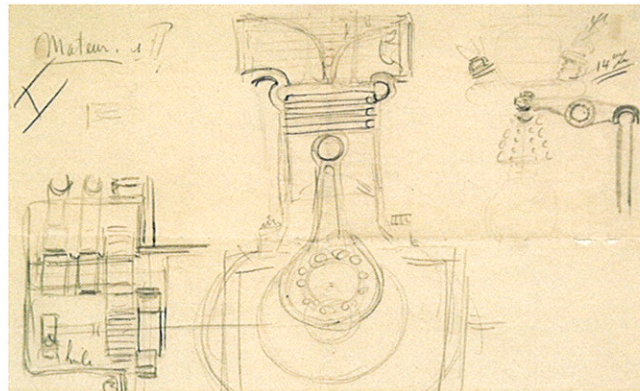
### Group Visits

By prior arrangement we can provide informal talks or illustrated lectures. Group visits can be tailored to your requirements.

### Research

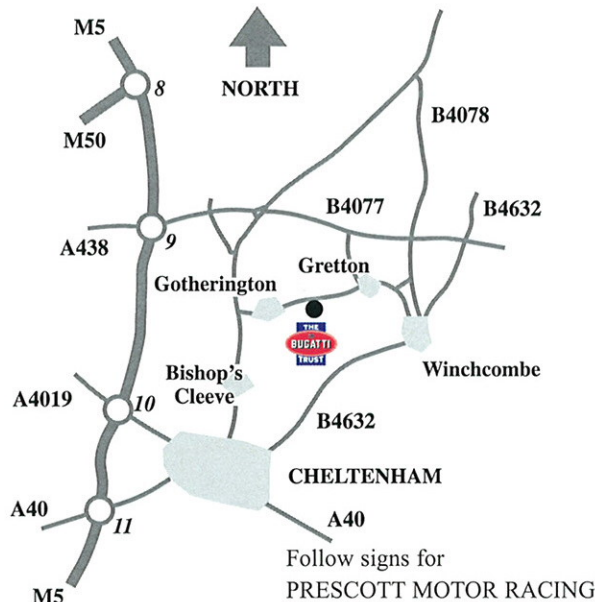
The photographs and document archive as well as the library are available for academic research.

The Bugatti Trust is open to the public 10am – 4pm on weekdays, closed on Fridays between 1 Nov and 28 Feb.



An original Ettore Bugatti sketch of an eco-friendly engine for a petrol/electric car

## How to find us



Website: [www.bugatti-trust.co.uk](http://www.bugatti-trust.co.uk)

The Bugatti Trust, Prescott Hill, Gotherington, Cheltenham, Gloucestershire GL52 9RD, UK

Telephone: +44 (0)1242 677201

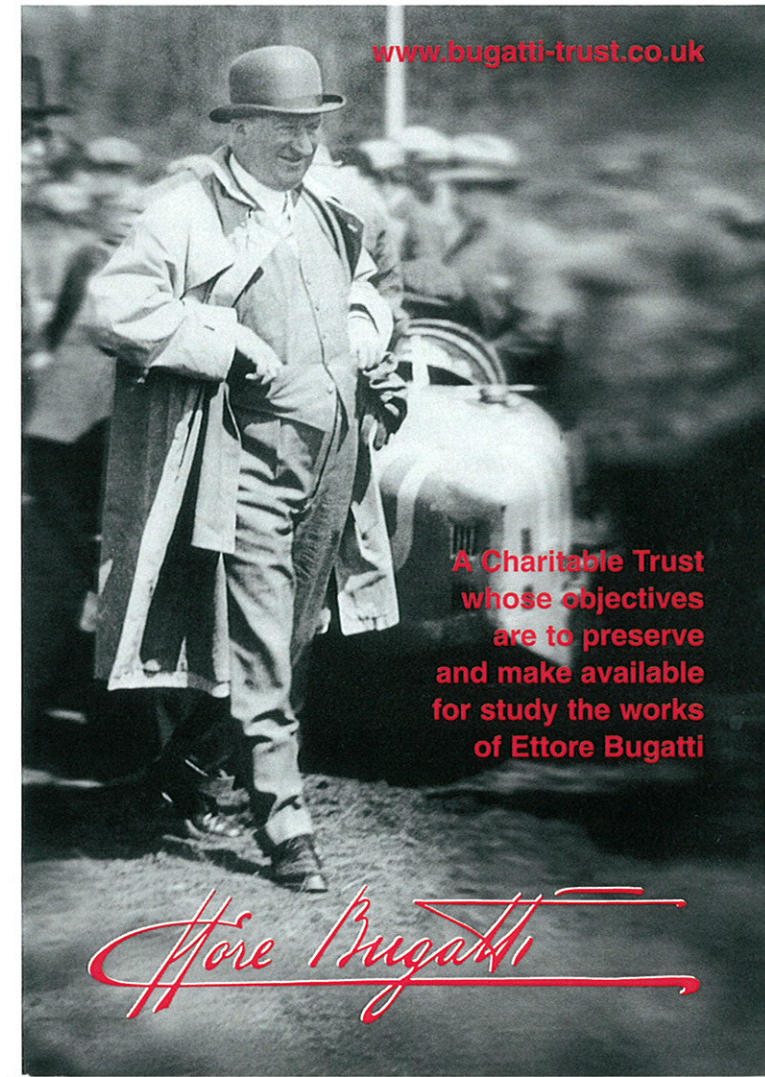
Fax: +44 (0)1242 674191

E-mail: [info@bugatti-trust.co.uk](mailto:info@bugatti-trust.co.uk)

Charity Registration No 298099  
Registered Office of Bugatti Molsheim Ltd



## VISITOR CENTRE





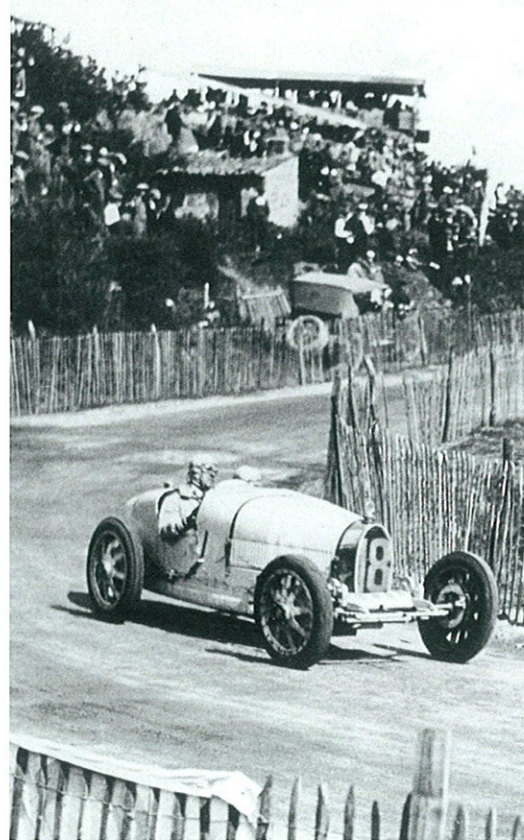


Part of the study centre at Prescott where many items are on display

**Ettore Bugatti** (1881–1947) is perhaps most famous for his racing cars of the '20s and '30s which, as well as winning races, have been acknowledged as works of art.

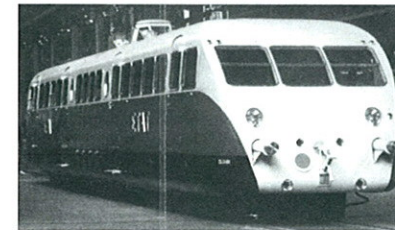
Having produced several car designs from 1899 for other companies, Ettore Bugatti set up a small factory in France in 1909. From there for more than 30 years he invented, designed and produced, with awesome variety, not only cars – which ranged from his innovative and successful tiny racing car in 1911 to the luxury limousines and grand touring cars of the '20s and '30s – but also engines, machine tools, railway rolling stock and many other examples of twentieth century industrial design.

Ettore Bugatti was not formally trained in engineering but he developed a style and method of working seemingly based on his talents and self-confidence. He suffered some spectacular failures but all his work is marked by an uncompromising design integrity allied to a simple and logical use of materials. He described his works as 'thoroughbred' (*Pur Sang*).



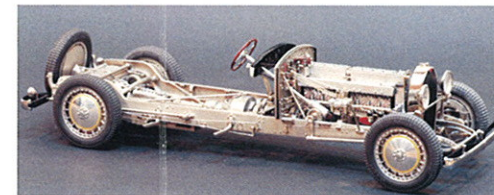
From the archive: 'The 1924 French GP at Lyon' – Type 35 Bugattis went on to become one of the most successful racing cars.

## Some of Bugatti's products were to become design icons of their day



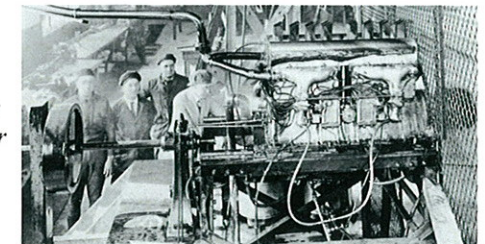
A Bugatti Railcar of the mid-1930s. Replacing the heavy locomotives of the steam age, these railcars were in wide use in France and took the world speed record.

The Bugatti air speed record aircraft of the late 1930s is now on display at the AirVenture Museum, Oshkosh, Wisconsin



As well as racing cars Bugatti produced all types of road cars including the 12 litre 'Royale' designed in 1926

A Bugatti aero engine of the First World War – on test in America



The Bugatti Trust was formed in 1987 by the late Hugh Conway supported by a small group of Bugatti enthusiasts. Hugh Conway was an acknowledged expert on Bugatti history and well known internationally through his books, other writings and personal contacts. His remarkable collection of photographs, drawings, letters and articles form the basis of the Bugatti Trust archive which we continue to expand and develop.

Our aim is to promote the works of Bugatti and to raise awareness of the importance of aesthetics and integrated design in engineering by his example.