

1/2015

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EXKLUSIV!**

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Der neue Bugatti Chiron



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To: all VW- and BUGATTI-Fans

2021-MAR-29

The history, which started in year 1929 - at the end of the so called Roaring Twenties – with the win of a certain racing driver called Williams at the very first Monaco Grand Prix in the – in those days – unbeatable race car called BUGATTI Type 35, was followed up by the Louise PORSCHE son Prof. Dr. Ferdinand PIECH with the successful buy and control about the BUGATTI-copyrights for the Volkswagen AG (VW) in Wolfsburg-Deutschland at the beginning of the new 21st century.

The idea was to design a sports car which would explore the limits of the technically possible and which would, in every aspect, committed to the extreme. The idea was to design a car which would uncompromisingly unite the passion of the designer, the skill of the engineer, absolute luxury and racing technology. The idea was to interpret a car as a work of ART. The idea was to build: a BUGATTI.

The very first ideas for this car began with a PIECH-drawing on a napkin for an 18-cylinder engine and were realized with a so called 16.4 power unit. Why this? Prof. Dr. PIECH asked the readers of the respected car magazine “auto motor and sport” at Stuttgart-Deutschland, whether they had knowledge about facts of any existing 18-cylinder engine. Because I am one of those regular readers since year 1964, I did answer the question as the Co-Author of the AUTO BECKER Düsseldorf-Deutschland book 1983 “*Ferrari – Faszination auf Rädern*” with the info, that FERRARI Automobili-Italy had done tests with engines from two- to 18-cylinder capacity, but the last one was decided to be not really worthy to be realized.

In fact, I don’t really know the reasons for this rejection, but probably the thermal situation of the third row of cylinders between the V12-cylinder configuration of the two other lines of cylinders in a row seemed to be not very healthy for the power unit itself on the long run...

Instead a 18.3 Volkswagen started to build a 16.4 engine in a new manufacture at the France based town Molsheim and transformed this luxury sports car driven by 1001 horse powers into the fastest (400 km/h) serial produced car worldwide. In the latest “Bolide”-version of the years 2020/2021 this revolutionary car is performing 1850 HP and blasts the car through the incredible 310 miles per hour (500 km/h) barrier. But where this performance could be driven flat out over a longer period of time? Certainly this might take place on test- and racetracks of car producers and in Arab. At Dubai exists a more than 11 miles long straight, where to realize - this most exciting figure - 310 miles per hour is no problem...

More than that, Volkswagen bought the rights at the name of the legendary Monaco based racing driver Louis CHIRON, and has now the permit to call their BUGATTI supercar CHIRON. This really is a fantastic successful story of one of the most famous names in automotive history: Ettore BUGATTI, known as “Le Patron”. His Type 35 model was a true icon of the Industrial Revolution. And the different successors of today just fulfill the glorious tradition with incredibly high performing attitudes with optical and technical perfection, being worthy goods in Style: State-of-the-ART.

But, there is always a BUT... At least I know three reasons only, why the BUGATTI VEYRON or CHIRON is a problem-child for nearly anybody today. First of all, the prices for a BUGATTI of the

modern times are allocated between three and five millions of money in any value, Pound Sterling, EURO and US-Dollars, whatever you like. And this amount of money is not really on the bank-account of all want-to-be-customers of this world. Second reason is, the 25 gallons fuel department of this car is quite empty after 31 minutes of flat-out driving, what equals a fuel consumption of greedy 10 gallons on 60 miles track only. Increasing oil prizes will make it quite difficult - if not impossible - to pay for it, even being a very rich person today. Third: This luxury sports car is 80 inches wide and that is not really the right figure to enter garages at our smaller homes or carparks at super markets.

Last, but not least: When I made an interview with Enzo FERRARI at his Palazzino on the FERRARI-owned racetrack Fiorano together with my wife Uscha, the FERRARI Secretary Brenda VERNOR and FERRARI Press-Man Dr. Ennio MORTARA at 11-AUG-1978, Uscha and myself were driven by my Volkswagen Scirocco. This VW car had 110 horse powers only and a low weight of 900 kilograms overall, all together a quite wonderful way to be driven through any kind of roads and demanding corners all over the places through pretty Italy. More than that, the car was a very practical partner on any journey. We loved it!!!

In the year 2015 I thought, what would be IF???

What would be IF the Volkswagen AG could produce a light steel body in true BUGATTI-Design on wheels? A BUGATTI with the new electric ID.3-technology for instance... That should be something, which we sports car enthusiasts would very much appreciate to drive around, with the outside quality of a special look: First Class. And with inside abilities as a very well accepted partner concerning modern requirements for a healthy World!!!

Well, believe me or not, I wrote a letter to Prof. Dr. Martin WINTERKORN at 24-JUN-2015 to inform him about my very special idea for a successor of the VW Scirocco. Because this one should really look sporty, elegant and aggressive like a BUGATTI, but a little bit smaller in size than his bigger BUGATTI-brother, of course. Being a sports car, with less energy consumption overall and the ability in measurements allowing to be parked in our smaller sized garages or carparks.

And where should lay the Prizes for such a supercar in BUGATTI-Design for a working class low-budget family member??? It should be allocated in the range of a VW Golf version of today. Otherwise we couldn't afford it again, even if we wanted to do so.

Will this BUGATTI-Design idea stay forever a simple DREAM only???

Of course not, Mazda proved it with their MX 5 Miata-Type car looking like a much more expensive LOTUS ELAN. The well beloved MX 5 is now in its fifth generation. Even Mercedes-Benz made it possible to produce a good looking low-budget sports car with their SLK-Type. Come on Volkswagen: Please make us happy again with a new VW Scirocco-version, which we can afford to pay for it, with a down-sized supercar called BUGATTI CHIRON!!! Maybe the new VW Managing Director of the Board and CEO Herbert Diess should be informed about this idea and my letter.

Here is a Copy of this letter of year 2015:

KOPIE

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M.A.N.I. Verlag Manfred Klutmann Postbox 1964 DE-58469 Lüdenscheld



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DATE
SUBJECT
YOUR LETTER
MY LETTER

24-JUN-2015
Projekt: Bugatti Chiron 16.4 „Sirocco“

Sehr geehrter Herr Professor Doktor Winterkorn !

Sie persönlich, Prof. Dr. Ferdinand Piech und die Volkswagen AG haben vor wenigen Jahren im französischen Molsheim ein Bugatti Veyron 16.4 Projekt erfolgreich in Szene gesetzt, aus dem der schnellste serienmäßige Sportwagen der Welt entstand. Er ist wahrlich ein Imageträger allererster Güte und Qualität für den Volkswagen-Konzern. Meine Glückwünsche !!!

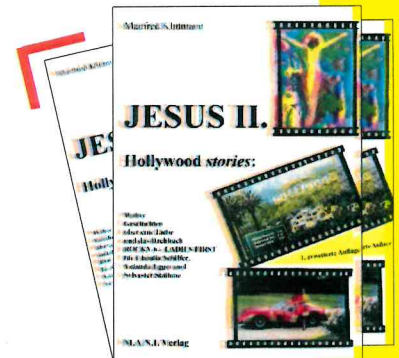
Nachdem ich am 11-AUG-1978 den Firmengründer Enzo Ferrari in seinem Privathaus auf der Teststrecke Fiorano bei Maranello interviewte, fuhr sein Pressemann Dr. Ennio Mortara meinen VW Sirocco recht schnell und gekonnt über diese noch heute stark genutzte Ferrari-Rennstrecke.

Es war mein zweiter VW Sirocco, und ich mache mir heute Gedanken über den idealen Sportwagen für Jung und Alt. Deshalb frage ich Sie, was Sie von einem stählernen Bugatti Chiron 16.4 Projekt auf VW Sirocco-Basis halten, der in seinen Abmessungen in jede bundedeutsche DIN-Garage passt, in seiner Basisversion 800 kg leicht ist, zunächst schmaler bereift und als genereller *Research* und *Development*-Träger für den VW-Konzern dient, weil er mit jeder elektrischen, hybriden und/oder verbrennungstechnischen Antriebsquelle der VW-Gruppe ausgestattet und käuflich erworben werden kann.

Die preislich niedrigste Version sollte irgendwo im mittleren Golf-Angebot liegen...

Es wäre schön von Ihnen zu hören, zumal ich Interesse hätte, eine Bildgeschichte über dieses weltweit sicher sehr interessante Projekt ins Internet zu stellen, sofern Sie damit einverstanden sind.

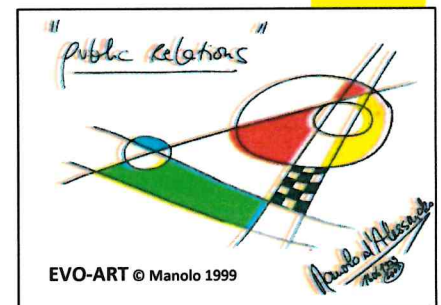
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Bookwriting



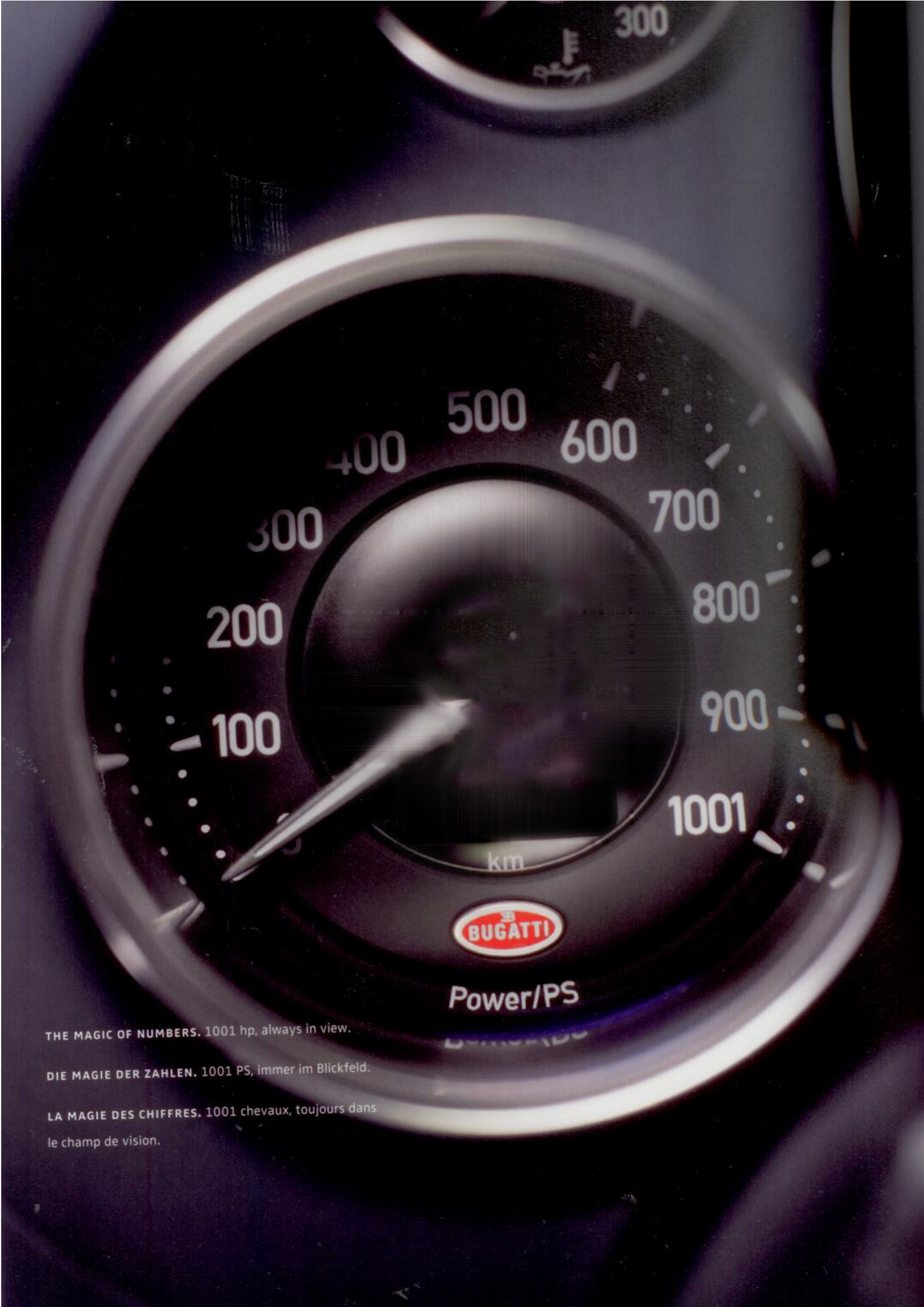
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THE MAGIC OF NUMBERS. 1001 hp, always in view.

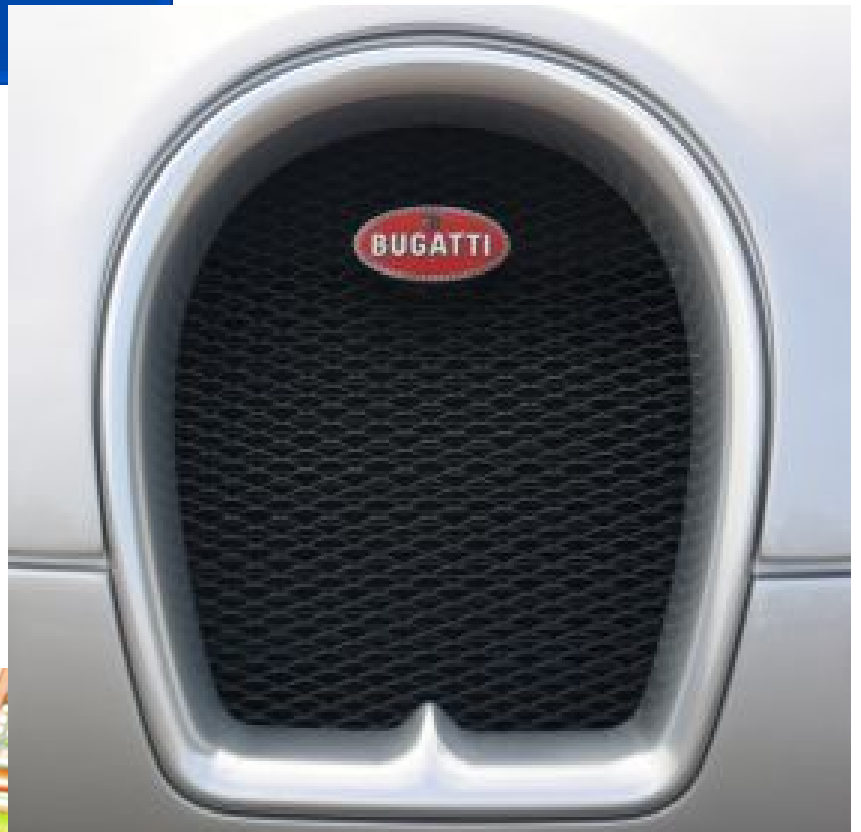
DIE MAGIE DER ZAHLEN. 1001 PS, immer im Blickfeld.

LA MAGIE DES CHIFFRES. 1001 chevaux, toujours dans
le champ de vision.



Bugatti Veyron 16.4
TANKVERSCHLUSS

Firmengründer
Ettore Bugatti liebte Pferde,
deshalb haben Bugatti-Kühler
eine Hufeisen-Form.



Gestickte
Original-Unterschrift vom
Firmengründer
Ettore Bugatti

