

Note 40**The Bugatti change of cylinder head, 1931**

<u>Type</u>	<u>35B</u>	<u>51</u>	
1 st raced	1926	1931	
Both IL8 60/100 = 0.6; R = 6; IVP = 1.68 ATA; Elcosine fuel			
Data sources	4, 28, 516	26, 28	
<u>Valve Arrangement</u>			
VIA	0	96 ⁰	
No. per cyl.	2 Inlet 1 Exhaust	2	
IVA/PA	0.36	0.28	
<u>Combustion Chamber</u>			
Shape	Cylindrical	Hemispherical	
Piston Crown	Flat	Flat	
Plug Location	1 under inlets	1 central	
Max. Flame Travel mm	60	45	-25%
<u>Valve Gear</u>			
	SOHC	DOHC	
	With levers	With finger followers	
<u>Valve Timing⁰</u>			
IO/IC//EO/EC	10/35//50/20	7/40//40/7	
IOD//EOD (OL)	225//250 (30)	227//227 (14)*	-23 EOD (-16 OL)
PP HP	147	185	+26%
@ NP RPM	5,200	5,500	+6%
MGVP m/s	48.0	64.4	+34%
BMPA Bar	13.8	16.4	+19%
ECOM	37.8%	45.0%	+7.2% points
MPSP m/s	17.3	18.3	+ 6%
MVSP m/s	2.22	2.70	+21.6%
Weight**		Small increase for 2 nd camshaft and its drive	

*Miller 1.5 L: 5/38//35/8
223//223 (13)

**No Bugatti engine weights have been found in the literature and none have been obtainable from people concerned with Bugatti engines still in use.