

MODEL FILE 77 · BUGATTI · CLASSIC HYPERCAR · HALO PROTOCOL

BUGATTI EB110

3.5 QUAD-TURBO V12 · GT & SUPER SPORT · CARBON TUB · CAMPOGALLIANO

THE CAR IN BRIEF

THE FAMILY & THE COUNT

Two technical models: EB110 GT (≈560 PS) and EB110 Super Sport (lighter, ≈610 PS, changed aero). The production count is deliberately a "ca.", and the register keeps it that way: ≈128–139 cars including prototypes to the 1995 insolvency — Bugatti's own historical account says 95 GT and 39 SS including works racers, other sources 96 and 32. The Dauer cars and later-completed chassis do NOT join the series production: they run as their own chapter, "Post-Bugatti / Dauer / B Engineering". Fields: GT_OR_SS, BUILD_NUMBER, DAUER_HISTORY, B_ENGINEERING_HISTORY.

POSITION

The first car of Romano Artioli's revived Bugatti Automobili S.p.A., developed and built in Campogalliano — and in 1991 technically far ahead of its time: 3.5-litre V12 with FIVE valves per cylinder (60 in total), four turbochargers, permanent all-wheel drive, a carbon monocoque from Aérospatiale, six-speed manual. The dossier's Fazit frames the file: today the EB110 is less a "problem supercar" than a highly complex COLLECTOR CAR whose value hangs on the quality of its history.

POWERTRAIN · THE ENGINE COMES LAST

THE V12 · DELIBERATELY
LAST

The dossier's buying priorities put the engine at the END of the list — for a reason: there is NO reliable series of crank, piston or valvetrain failures, and the V12 counts as very robust WHERE maintenance and recommissioning were done properly. V12_CORE_ENGINE = LOW OBSERVED FAILURE RATE. PPI: compression, oil pressure, turbochargers, leaks, cold start, warm start, boost delivery.

TURBOS, COOLING & LINES

The four turbos are an AGE issue, not a construction issue: oil loss, boost, wastegates, noises, hoses, charge system. COOLING is one of the most important checkpoints of the whole file — specialists regularly report corroded radiators, seized fans and aged coolant hoses, and collection cars that stood for years typically fail HERE on their first real outing: radiators, fans, water pump, hoses, thermostats, pressure test — COOLING_SYSTEM = HIGH. The fuel system follows the same logic: lines, seals, injection, tank — material ageing after thirty years, not a series fault.

GEARBOX, CLUTCH & THE
ENGINE-OUT SERVICE

The six-speed manual counts as fundamentally solid: synchronisation, shiftability, clutch, linkage. The specialist finding that matters: **MANY EB110 ONLY EVER RECEIVED BASIC SERVICES** — so today they carry worn clutches, oil leaks and aged fuel and coolant lines despite low mileages. The remedy has a name and a documented price: the **ENGINE-OUT SERVICE** — ≈£25,000–30,000, covering seals, lines, leaks and the necessary disassembly in one pass: afterwards a properly used car settles to a major service around £4,500 plus VAT. One of the very few publicly documented specialist prices in this world — and worth more to the register than any speculative figure.

STRUCTURE & SYSTEMS

THE CARBON TUB · THE ONE
DEAL BREAKER

The most important structural point: the Aérospatiale carbon monocoque — delamination, accident damage, suspension pickups, sills, underbody. A damaged tub is **PRACTICALLY THE ONLY TRUE DEAL BREAKER** on this car: specialists state expressly that carbon-tub damage is barely repairable economically or authentically. On any suspicion: NDT and the composite specialist. **CARBON_MONOCOQUE_STATUS = CRITICAL.**

CHASSIS, BRAKES &
ELECTRICS

No known constructive weakness anywhere here — after thirty-plus years, wear and rubber ageing simply outrank original design: control arms, bearings, dampers, geometry. Brakes: discs, calipers, lines, fluid — normal checks. Electrics: relays, ground points, connectors, instruments, air conditioning, window lifters — age-typical contact problems are realistic, and no recall series exists to point at.

PROVENANCE & THE POST-BUGATTI WORLD

IDENTITY FIRST

On an EB110 the provenance is almost more important than the kilometres: chassis number, production history, GT or SS, a Dauer conversion or completion?, B-Engineering history?, original engine, original gearbox. The reason is structural: after the insolvency, unfinished chassis were completed by Dauer and later by other specialists — so **EVERY** car's identity is verified carefully. **CHASSIS_VERIFIED** is the file's first field, and **ORIGINAL_ENGINE / ORIGINAL_GEARBOX** stand next to it.

GT OR SS & THE SPECIALIST
WORLD

The SS differences are technically real — more power, less weight, changed aerodynamics — and market value and collector status differ clearly: the variant question is settled by chassis data, never by bodywork. The service world is **VERY LIMITED**, and the register names it: **B ENGINEERING** in Modena — founded by former Bugatti engineers, caring for EB110s to this day — **FURLONGER** in the UK, **CASIL MOTORS** in the US. **PARTS_AVAILABILITY = LIMITED**: body parts, carbon, interior and electronics are the critical corners — small-series and bespoke fabrication. Worth remembering: the **NEW** car shipped with three years of **ALL** wear parts included — Bugatti's own estimate of this car's appetite.

FACTORY ACTIONS & MARKET

THE RECORD

The EB110 differs sharply from Chiron and Veyron here: NO officially documented recall programmes of the modern OEM kind exist — unsurprising for a tiny volume, a short production run and a 1995 insolvency. Per the formulation discipline: KNOWN FACTORY RECALLS = NONE DOCUMENTED — which claims only that no official programmes are documented, never that problems never existed. The register's bulletin layer for this car is the SPECIALISTS' accumulated knowledge, and the PPI buys access to it.

RECOMMISSIONING & THE RULE

The most important point of the whole file. Many EB110 were barely driven and stored for years — and the register adopts the dossier's rule verbatim: an EB110 WITH documented recommissioning by a recognised specialist, a demonstrable engine-out service and a fully verified chassis history is nearly always preferable to the supposedly "untouched" low-mileage car without those proofs. Fields: RECOMMISSIONED, ENGINE_OUT_SERVICE, HOSE_REPLACEMENT, COOLING_REFRESH. The buying priorities, in the dossier's order: carbon tub → recommissioning → service history → cooling → turbos → clutch → originality → engine. The engine stands last on purpose. Halo protocol: no bands — single cars, single histories, single files.

139

Cars at most, prototypes included — the count itself is a "ca.", and the register keeps it honest

30k

Pounds, roughly, for the documented engine-out service — then ≈£4.5k a year once cared for and driven

1

True deal breaker: the Aérospatiale carbon tub — everything else is care, history and patience

Sources: Bugatti historical account and period record (Campogalliano 1991–95, ≈128–139 cars incl. prototypes — 95 GT/39 SS per Bugatti's history incl. works racers, 96/32 per other sources, carried as "ca."; 3.5 quad-turbo 60-valve V12, AWD, Aérospatiale carbon tub, GT ≈560 PS/SS ≈610 PS; three years of wear parts included at new); specialist documentation per the dossier's named sources — engine-out service ≈£25–30k and ≈£4.5k+VAT majors thereafter (Furlonger/Classic Driver), cooling/hose/clutch ageing patterns and recommissioning doctrine (B Engineering, Octane, specialist market); no documented factory recall programmes — formulation per register discipline; Dauer/post-insolvency completions as own chapter. No bands per halo protocol — single files decide.