



BUGATTI T32

18



Range of handbuilt models in scale 1/18 cast with polyurethane and polyester resin. For accuracy reasons some parts are also injected in ABS or soft ABS like tires, rims, front track suspension and axle and then chromed plated. Each LMM's miniature is supplied with a driver in a realistic position mainly based on original documents.

The models manufactured under Pantheon range do not include driver.



Ref. 118006/6M



Ref. 118006M



The basis is made of resin. It reproduces the dirt road at the start of the Grand Prix in La Membrolles. The patinated sewer plate stamped with the original LE MANS miniatures logo has been retained.

The packaging that serves as the box for this new project was also the subject of a collaboration with Erika Bienabé for the main illustration. The graphic has the same spirit as the one for 1/32 scale slot model cars in a shade of orange red warmer and is in connection with the new paperboard box of our productions of kits to 1/87th, accessories and figurines for the other colour and lines.

To open the box just pull on the cloth tab and slide the sleeve cover. Then to get out the model for the bottom, slide the base out the side automatically opened.





GRAND PRIX DE L'A.C.F.

Tours 1923

18



Ernest Friderich & cofrivers
35 laps in 7 h 0 mn 22 s 4
3rd place

118006/6M



The first edition of the 24-hour Endurance Grand Prix organised by the Automobile Club de l'Ouest took place on 26 and 27 May 1923 at the permanent circuit of La Sarthe in Le Mans. Chenard & Walcker wins the race and takes 2nd place.

One month later the Tours GP happens. Its organization mobilizes months throughout the Touraine. The creation of the temporary circuit requires a lot of discussion and negotiation downstream. The circuit has 22,864 km, the race 35 laps.

For this race, Ettore Bugatti decides to build an original car: the Type 32 and he decides to take a serious interest in aerodynamics.

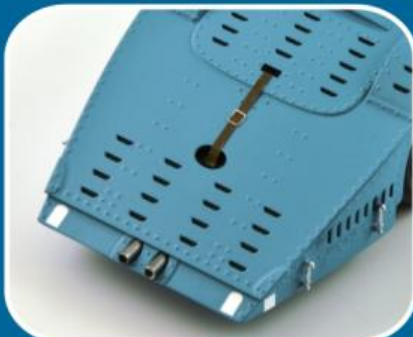
The body is fully enveloping. It has the shape of an aircraft wing seen in cross section. This gives it a good coefficient of penetration but also makes the body bearing which therefore tends to lighten with speed; which makes it consequently difficult to drive. The whole car is made with standard parts. The width of the body is 1.2m, its height is 80 cm. The total length reaches 3.8m.

2 drivers
ref. 118006/6M



Panthéon version car number 6 without figurine
ref. PANT024

www.gts-series.com



N°11, 16 or 18 to decorate
as you wish

18



Removable
bonnet

118006M



The 4 cars are equipped with 8 cylinder engine in line. The chassis has been lowered so that the body encloses all the organs as well as the 730mm diameter wheels.

The cockpit has a fuel tank pressure pump, fuel gauge and oil pressure. The magneto is placed at the end of a shaft, in the Molsheim tradition, within the mechanic's reach. The gearbox is part of the aft deck. This funny machine quickly takes the nickname of Tank.

Never before has a Grand Prix been so crowded while the race is on a weekday. The start flies.

The Bugatti T32 of Cizcaya does not finish the first lap because it leaves the track at La Membrolle.

Pierre Marco's #16 Bugatti pushes his car to the pit in the 3rd and gives up. Cystria's goes straight in the 9th turn and ends up in the sand and gives up.

Only the Bugatti #6 of Friedrich withstands, which advances from lap to lap and climbs up to the final 3rd place.

More details about the race in documentation section on gts-series.com

Decal sets
to apply



2 drivers
ref. 118006M

Panthéon version including mechanics
ref. PANT025

www.gts-series.com



Ref. 118009M



Ref. 118005M



Ref. 118011/55M

CHENARD & WALCKER

GRAND PRIX D'ENDURANCE DE 24 HEURES
SUR LE CIRCUIT PERMANENT DE LA SARTHE LES 26-27 MAI 1923

18



Ref. 118004/10M



Ref. 118003/14M

BUGATTI
T57 S45



Ref. 118003/16M

Other available
references

GRAND PRIX
AUTOMOBILE
1934 MONACO



Ref. FLM118035-2025

BUGATTI
T59

Ref. 118002/28M

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