

Note 41



Larger-capacity non-CoY engines, 1925 – 1933

While making the point in Eg. 19 regarding increased swept volume (V) of “regular” racing cars over 1928 – 1933 it may be noted that in some *Formule Libre* races over 1925 – 1933 much larger-engined cars were used.

In 1925 Sunbeam raced a 60V12 4L built-up essentially from 2 blocks of their Grand Prix engine driving on one crank (see Fig. N41A).

Maserati in 1929 put 2 of their 1926 IL8 2L engines side-by-side in a joint crankcase (the “*Sedici Cilindri*”) and followed this in 1932 with a double IL8 2.5L version.

Alfa Romeo in 1931 copied Maserati with 2 IL6 1.75L sports engines alongside each other in one *Monoposto* chassis.

Bugatti, whose T50 IL8 5L production engine was his 1st with DOHC, made a racing version, T54, in 1931 (see Fig. N41B).

Fig. N41A

1926 Sunbeam *Formule Libre*

60V12 MSC $67/94 = 0.713$ 3,977 cc

299 HP @ 5,000 RPM on 60/40 Petrol/Benzole

Showing the modified installation of 2 Roots-type superchargers in parallel (which pre-dated the same arrangement on the 3L V12 Mercedes-Benz M154 by 12 years)

which replaced the original single unit when the latter’s casing cracked several times.

DASO 24

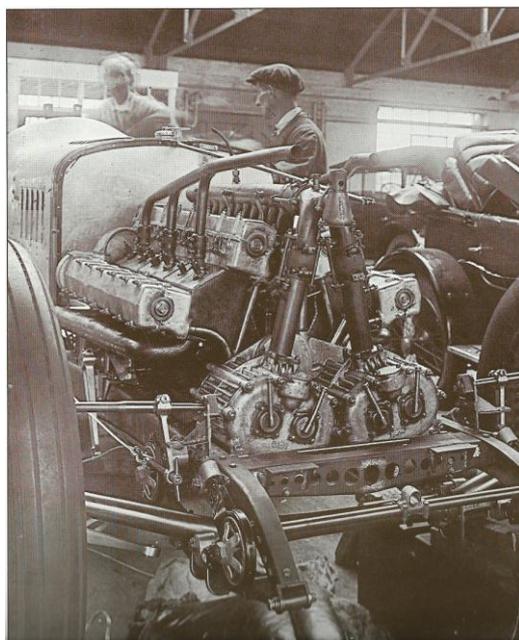


Fig. N41B

1931 Bugatti T54

IL8 MSC $86/107 = 0.804$ 4,972 cc

As the road-going T50, the 1st DOHC engine built by Bugatti, the power was 200 HP @ 4,000 RPM on petrol (DASO 308).



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