



De la Chapelle

THE JUNIOR COLLECTOR'S RANGE

De La Chapelle : Over a century of automobile tradition



Automobiles De La Chapelle was founded in 1907 in the Loire region by two brothers, Guy and Carl de La Chapelle.

At the beginning of the 20th century, over forty manufacturers had set up in the region.

At this time, the Loire was one of the most active centres of the expanding automobile industry, thanks to a long acquired mechanical know-how renowned throughout France, mainly due to the presence of numerous iron-masters who worked in particular for the arms industry. Something exceptional for the time, when many constructors were using De Dion-Bouton engines, was that Automobiles De La Chapelle designed and built their own engines, having filed numerous patents.

An indication of the avant-garde concept of the cars was the emphasis on weight-saving, the chassis was so efficient that they achieved notable success in competition, particularly hill climbs, winning many victories against other much more powerful cars. Over the years, with the introduction of other technical evolutions, many new models were designed and built, leading to the opening in 1912 of a showroom at 3 boulevard de Montparnasse in Paris.



Over one thousand cars were built, a considerable figure for the time. Unfortunately the First World War brought the two brothers' activity to an end and production was suspended.

In 1975, Xavier de La Chapelle, a great-nephew of Guy and Carl, decided to relaunch the adventure.

It was the same passion that motivated him to recreate evocations of the most influential Classic Automobiles.

The mythical Bugatti type 55 Roadster was his first inspiration : the De La Chapelle Type 55 was presented at the Geneva motor show in 1978, followed a few years later by the 4-seater tourer, then the Coupé Atalante 57S and the "Grand Prix" sports model.

Around a hundred of these cars are still highly appreciated by their privileged owners all over the world.



As well as creating extraordinary cars, De La Chapelle is also dedicated to the concept of an exchange between generations, with the idea of transmitting in the best way possible the passion we all share for exceptional vehicles.

This is why, very quickly, Xavier decided to make another one of his dreams come true by creating, in the same spirit as the full-size cars, a collection of smaller scale vehicles for children.

A shared passion



The “Juniors” adventure was born, attracting immediate interest.

Young drivers worldwide were able to experience their first automotive emotions : leather seats, wood-rim steering wheels, a real 4-stroke engine, all the ingredients to enable them to share the same passion with adults who have perhaps never really grown up.

Father and son could now drive together, each at the wheel of his own car, albeit on a different scale !

Almost 1600 De La Chapelle Juniors have been in circulation for the last 30 years on every continent.

They are entirely hand-built, only to order, by the same highly skilled craftsmen responsible for building the reputation of the full-size models, with the same attention to detail and the same passion.

A new “Collector” edition of the junior range has been available since 2010.



Larger, with more interior space, even better finished, much more sophisticated technically, they are a natural evolution of the "Classic" versions which have been in production since 1980.

The sensations offered by Automobiles De La Chapelle are not only limited to the car itself.

Driving such cars opens up a world of meetings and shared pleasures. Every occasion of meeting up and driving together becomes a celebration.

The De La Chapelle Club brings together the most enthusiastic owners for memorable outings in France or abroad.



But the moment all their children dream of is the exceptional "Little Big Mans", a unique event organised during the "Le Mans Classic" : 80 juniors, thousands of spectators in the stands, a Le Mans start for a tour of the most mythical circuit in the world. A demonstration which the children, and especially their parents, will never forget !

TYPE 55 COLLECTOR



Created in 1932, the Type 55 Bugatti "Super Sport" was one of the "Molsheim thoroughbreds" from Alsace, where Ettore Bugatti built the cars he loved. Exceptionally rare, elegant and racy, directly derived from the type 51 Grand Prix, the Type 55, designed by the extremely talented Jean Bugatti when he was only 22 years old, is considered by purists as being one of the most beautiful sports cars of the 30's.

It was also one of the fastest, with an exceptional top speed, for the epoch, of 180 km/h ! The Type 55 was without a doubt one of the "Supercars" of its time. Only 38 models were produced, of which 30 have survived to this day.

The De La Chapelle Type 55 is a 6/10 scale reproduction of this rare roadster. The fabulous proportions of the original model have made it possible to create a junior with perfectly balanced lines. It faithfully follows the sensual curves of its bodywork and certain pieces of metalwork such as the radiator shell, the headlights, or the windscreen frame. The beauty of its Grand Prix wheels, a very modern design for the time, and its attractive polished aluminium front axle elegantly complete the picture.



De la Chapelle



Length : 2,05 m
 Width : 0,98 m
 Height : 0,69 m
 Weight : 145 kgs

Engine : 169 cc Subaru - OHV 4 Stroke - 6,5 hp
 Engine start : Electric
 Clutch : Automatic, centrifugal
 Transmission : Oil bath reduction box, chain final drive and reverse

Chassis : Tubular, epoxy coated
 Front axle : Polished forged aluminium mounted on leaf springs

Braking : Hydraulic disc-brake and cable-operated hand-brake
 Wheels : Polished aluminium Bugatti "Grand-Prix" type, with central spinner
 Tyres : Pneumatic

Body : "Varnished" two-tone paint
 Windscreen : Folding, polished stainless steel frame
 Radiator shell : Polished aluminium
 Accessories : Polished stainless steel luggage rack
 Chrome headlamps
 Polished aluminium hand-brake lever

Dashboard : Varnished solid wood
 Custom DLC electronic rev-counter and speedometer with classic style dials
 Interior : Bench seat with folding back giving access to engine compartment. Adjustable reach pedals
 Leather upholstery and wool carpet
 Steering wheel : Varnished wood-rim with polished stainless steel spokes
 Lighting : Functional headlamps, rear lamps, and dashboard instruments
 Horn : Electric
 Battery : Sealed lead acid, 12 volts, 7 Ah

Model shown : Type 55 Collector - Series 2 - Black & Blue Paint

330P2 COLLECTOR



The Ferrari 330 P2, « P » signifying prototype, was wheeled out of Marenello in 1965. Destined at first for the race at Daytona, it was principally used by the official Ferrari team especially for Le Mans 1965. The 330 P2 was one of the first mid-engined Sports-Prototypes whose design directly inspired by Ferrari's experience in Formula 1. It is believed that only 5 models were built.

The De La Chapelle 330 P2 Collector is a 6/10 scale reproduction of this superb and rare sports car. The bodywork of the original "Classic" version which have been in production since 1987 has been increased in size to give birth to the new "Collector" version which now offers improved driver comfort for older children.

The magnificent tubular chassis has also been redesigned around a new drive train equipped with a reverse and a differential (with the option of adding sophisticated suspension with double aluminium wishbones machined from solid billet as well as hydraulic gas shock absorbers).

Surprisingly easy to drive, young drivers are immediately captivated and can safely discover the thrills of driving.



Length : 2.56 m
 Width : 1.11 m
 Height : 0.70 m
 Weight : 175 kgs

Engine : 169 cc Subaru - OHV 4 Stroke - 6,5 hp
 Engine start : Electric
 Clutch : Automatic, centrifugal
 Transmission : Oil bath reduction box, reverse, differential and CV joints

Chassis : Tubular, epoxy coated
 Steering : Rack and pinion

Suspension : Front and rear hydraulic coil-over shocks
 Front and rear unequal length double billet aluminum wishbones
 Rear aluminium hub carrier
 Braking : Inboard hydraulic discs-brakes and cable-operated hand-brake
 Wheels : Cast aluminium wheel covers with central spinner
 Tyres : Pneumatic
 Body : "Varnished" paint
 Accessories : Polished aluminium hand-brake lever
 Polished stainless steel exhaust pipes
 White "Racing" circles, with numbers

Dashboard : Brushed stainless steel
 Custom DLC electronic rev-counter and speedometer with classic style dials
 Interior : Sliding bucket seat
 Leather upholstery and wool carpet
 Steering wheel : Varnished wood-rim with polished stainless steel spokes
 Lighting : Functional headlamps, rear lamps and dashboard instruments
 Horn : Electric
 Battery : Sealed lead acid, 12 volts, 7 Ah

Model shown : 330P2 Collector - Series 3 - Black Paint

“Great is the one who keeps his child’s heart” Confucius



www.delachapelle.com

