

BUGATTI EB110

HALO PROTOCOL · CHASSIS IDENTITY · RECOMMISSIONING · CARBON TUB

Compiled from public sources, the Bugatti EB110, its Model File and specialist review · Personal use only · v2.1

WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist gives an enthusiast the context to follow what is being discussed around an EB110 transaction. It replaces nothing. The EB110 runs outside the normal range — roughly 130 cars, a factory that closed in 1995, and a service world of a handful of specialists — and the register's rule for it is explicit: a car with documented recommissioning by a recognised specialist, a done engine-out service and a fully verified chassis history is nearly always preferable to the supposedly untouched low-mileage car without those proofs. Our standing recommendation is strict: B Engineering, Furlonger, Casil or the specialist the market itself recognises. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · IDENTITY & PROVENANCE

- ☐ Chassis number and production history verified FIRST — GT or SS by chassis data, never by bodywork.
- ☐ Post-insolvency history established: Dauer completion or conversion? B Engineering history? Later builds?
- ☐ Original engine and gearbox confirmed against the record.
- ☐ Ownership chain traced; specialist correspondence archived.
- ☐ Recommissioning file read: who, when, what scope — the value document.
- ☐ Engine-out service invoiced and documented, or priced as pending.
- ☐ Service history by specialist name — the network is a handful of doors.
- ☐ Every document photographed for the collector dossier.

B · THE INSPECTION · WITH THE SPECIALIST

- ☐ Carbon tub inspected: delamination, pickups, sills, underbody — NDT on any doubt.
- ☐ Cooling system pressure-tested: radiators, fans, pump, hoses, thermostats — the collection-car failure point.
- ☐ Cold start filmed: oil pressure, even running, no smoke; warm restart tested.
- ☐ Compression measured; boost delivery on all four turbos checked.
- ☐ Turbo condition: oil traces, wastegate function, noises, charge hoses.
- ☐ Fuel system aged-checked: lines, seals, injection, tank evidence.
- ☐ Clutch judged honestly: bite, slip, take-off — age wears it, not just use.
- ☐ Gearbox: synchros, shiftability, linkage.
- ☐ AWD felt: diffs, shafts, boots — noises investigated.
- ☐ Suspension and rubber components assessed by calendar, not mileage.
- ☐ Electrics round: relays, grounds, instruments, A/C, windows.
- ☐ A real drive with heat watched — five minutes around the block is not an inspection.

BUGATTI EB110

HALO PROTOCOL · CHASSIS IDENTITY · RECOMMISSIONING · CARBON TUB

Compiled from public sources, the Bugatti EB110, its Model File and specialist review · Personal use only · v2.1

C · SPECIALIST SCOPE (MINIMUM)

- ☐ B Engineering, Furlonger, Casil or an equivalently recognised EB110 specialist — nothing else.
- ☐ Composite verdict on the tub — the one true deal breaker, judged by competent hands.
- ☐ Engine-out service status assessed: done, partial, or the ≈£25–30k line item pending.
- ☐ Hose and line inventory: coolant, fuel, oil — age catalogued.
- ☐ Recommissioning scope defined and quoted for standing cars BEFORE purchase.
- ☐ Parts-availability check for any needed component — body, carbon, interior, electronics.
- ☐ Full leak map documented; oil-tightness judged post-engine-out where done.
- ☐ Originality verdict: engine, gearbox, panels, interior against the record.
- ☐ PPI cost at this level follows the car, not a rate card — budget at classic-hypercar scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The V12 is the certainty — the money lives in the recommissioning status, the tub verdict, the lines and hoses, and the identity file.

- ☐ Engine-out service pending: ≈£25–30k — priced before purchase, not after.
- ☐ Cooling refresh due: radiators, fans, hoses — the specialist package, quoted.
- ☐ Clutch worn by age: quoted with the access labour in mind.
- ☐ Standing car: full recommissioning quote obtained BEFORE negotiation.
- ☐ Parts needs priced realistically: LIMITED availability, small-series fabrication.
- ☐ Identity gaps: priced as provenance risk — or the file closes.
- ☐ The low-mileage museum piece recalculated against the recommissioned driver — the rule decides.
- ☐ Negotiate from the history file: tub verdict, recommissioning, specialist record.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- Any tub damage or repair without full composite documentation — the deal breaker.
- A chassis identity that cannot be cleanly verified against the production record.
- An "unrestored original" with thirty-year-old hoses defended as a virtue.
- No recommissioning file on a long-stored car.
- Cooling problems dismissed as "they all run warm".
- Service claims without a recognised specialist behind them.
- Originality claims (engine, gearbox, panels) without the record to prove them.
- A seller who resists the specialist-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The identity and history dossier archived: chassis verification, recommissioning file, tub verdict, leak map.
- ☐ The specialist relationship established — the EB110 is owned through the handful of doors that know it.
- ☐ A movement regime set: the car that killed most EB110 problems is the one that gets driven.

"The EB110 rewards the historian: verify the chassis, fund the recommissioning, trust the specialist — and let the museum pieces go to buyers who have not done the arithmetic."

Deep dive: Supercar Models Paper 77 · Model File 77 · Owner's Intelligence series.

FINDINGS & NOTES