

BUGATTI W16 MISTRAL

HALO PROTOCOL · COLLECTOR FIRST · CHIRON-SS BASE · ROADSTER LAYER

Compiled from public sources, the Bugatti W16 Mistral, 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 a W16 Mistral transaction. It replaces nothing. The Mistral runs outside the normal range — 99 cars, all sold before production began, and the LAST road-going W16 Bugatti ever built — and the register reads it as "Collector First, Technical Risk Second": the drivetrain is the proven late Chiron Super Sport package, so the technical PPI stands on File 75, while the money lives in provenance, Sur Mesure configuration and the roadster-specific layer. Our standing recommendation is strict: Bugatti's authorised service partners — nearly every car has never left them. Not a specialist: the specialist. Without that verdict, do not touch the car.

A · PROVENANCE & THE COLLECTOR FILE

- ☐ Identity first: build number of the 99, delivery documents, original specification.
- ☐ Sur Mesure documentation verified line by line — the configuration IS the identity.
- ☐ World-record status checked where claimed — the record chassis is one car.
- ☐ Complete Bugatti service history: partner, dates, scope — the fleet has barely left the network.
- ☐ Works-care and coverage status documented.
- ☐ Original parts, keys, covers, documentation inventoried.
- ☐ Factory campaigns checked by VIN — none exist yet: the field stays open.
- ☐ Ownership chain: short by nature — verified anyway.

B · THE INSPECTION · CHIRON BASE + ROADSTER LAYER

- ☐ The File-75 protocol run in full: diagnostic pull, W16 cold start, heat soak on a REAL drive, turbos, DCT adaptations.
- ☐ Carbon walk: monocoque, sills, pickups, front structure, underbody — NDT on any doubt.
- ☐ The new rear inspected on its own terms: wing, airbrake, actuators, calibration.
- ☐ Air intakes behind the seats and roadster reinforcements sighted.
- ☐ ROADSTER LAYER: water drains, seals, carpet moisture, leather, cockpit carbon, wind deflector.
- ☐ Cover/top solution present and undamaged per specification.
- ☐ Weather exposure history read honestly — a roadster lives outside.
- ☐ Tyres: spec, DOT, condition — the high-speed file as on every W16.
- ☐ CCM sighted: chips, oxidation, thermal state.
- ☐ Storage and movement regime documented.

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C · SPECIALIST SCOPE (MINIMUM)

- ☐ Bugatti authorised partner — the fleet has never known anything else.
- ☐ Full diagnostic session: software levels, fault history, campaign flags.
- ☐ Composite verdict on tub and new rear structure where any doubt exists.
- ☐ Cooling system watched under real load — the W16 standard.
- ☐ Active aero function-tested electronically, Mistral calibration respected.
- ☐ Interior moisture inspection: beneath carpets, seals, drain paths.
- ☐ Sur Mesure materials condition-checked — bespoke surfaces, bespoke care.
- ☐ Tyre and wheel identification by part number, per the marque doctrine.
- ☐ PPI cost at this level follows the car — budget at hypercar scale and obtain quotes.

D · PRICE & INVESTIGATION ITEMS

The drivetrain is the proven part: the money lives in provenance, Sur Mesure, the roadster layer — and the "last W16" position.

- ☐ Provenance or documentation gaps: priced as identity risk — at this level, decisive.
- ☐ Sur Mesure damage: bespoke materials at factory-level quotes only.
- ☐ Moisture findings: interior restoration priced seriously — the roadster tax.
- ☐ Any carbon finding: Molsheim-level verdict before any price is discussed.
- ☐ Tyre set due: factory quote, per the W16 standard.
- ☐ Works-care status: remaining coverage priced as the asset it is.
- ☐ The record chassis, if ever offered: the record IS the price discussion.
- ☐ Negotiate from the collector file: build number, configuration, history completeness.

E · RED FLAGS · WALK-AWAY OR ESCALATION

- A service touch outside the Bugatti network — on a fleet that never left it.
- Sur Mesure content that cannot be verified against the build sheet.
- Moisture evidence explained away on an open car.
- Carbon or rear-structure findings without factory documentation.
- A "world record" claim without the chassis to prove it.
- Speculative fault claims — the fleet is too young for known problems.
- A seller who resists the factory-level inspection.
- A car whose findings cannot be named, quantified and priced.

F · FIRST WEEK OF OWNERSHIP

- ☐ The collector dossier archived: build sheet, Sur Mesure record, service history, diagnostic baseline.
- ☐ Weather and storage regime set — covered, dry, moved: the roadster rules.
- ☐ The Bugatti relationship established — the last W16 is owned inside the house that built it.

"The Mistral's engineering is a solved problem — the Chiron solved it. What you are buying is the last open W16 ever made: verify the paper, respect the weather, and let history do the appreciating."

Deep dive: Supercar Models Paper 79 · Model File 79 · Owner's Intelligence series.

FINDINGS & NOTES