

COLLECTOR REFERENCE FILE 95 · KOENIGSEGG · ONE-OFFS & BESPOKE · HALO PROTOCOL

SPECIAL PROJECTS

FINAL EDITIONS · GOLD CARS · CHIMERA · SADAIR'S SPEAR · THE BESPOKE LAYER

PURPOSE & THE PROGRAMME THAT ISN'T

WHAT THIS FILE IS

A COLLECTOR REFERENCE FILE — the One:1 profile's lineage (File 94): no PPI, no checklist. These cars are no regular series models, practically never reach the open market, are often sold before they are built, and stand technically on existing platforms — a classical buying guide is neither practicable nor sensible. And the register states what Koenigsegg does not: there is NO officially named "Special Projects" programme in the Ferrari sense — one-offs, final editions and deeply individualised cars simply emerge, in close collaboration between works and customer. What this file carries: history, provenance, technical placement, collector significance. Fields: PROJECT_NAME, BASE_MODEL, CHASSIS_NUMBER, ONE_OFF_OR_SERIES, FACTORY_CERTIFICATE, SPECIAL_CONFIGURATION, SHOW_HISTORY, PROVENANCE_SCORE, COLLECTOR_SIGNIFICANCE.

THE AGERA CHAPTER

THE FINAL EDITION & THE GOLD CARS

The AGERA FINAL EDITION closed the Agera line with THREE cars, not two: the "One of 1" (Geneva 2016) came first — the dossier's famous pair, THOR and VÄDER (2018, crushed-diamond finishes, Goodwood debut), completed the farewell: new aero components, individual carbon work, works single-piece builds. Collector status per the dossier: the full five stars. The NARAYA stands beside them as the jewel: blue exposed carbon, 18-carat gold inlays, a badge set with 155 diamonds, a fully hand-finished interior — technically near-identical to the Agera RS beneath it, which is precisely the register point: File 87 carries the machinery, this file carries the art.

GRYPHON & PHOENIX · ONE STORY

The register correction to the dossier's two entries: GRYPHON and PHOENIX are ONE story. The Gryphon — chassis 131, exposed carbon with 24-carat gold, commissioned by the collector Manny Khoshbin — crashed during PRE-DELIVERY TESTING in May 2017 (not a transport accident, per the record), served afterwards as a works prototype, and crashed again in May 2018. Koenigsegg built the replacement to the same gold-over-carbon idea with its own bespoke aero: the PHOENIX, chassis 144 — the name says what it is. The pair is stored as a single narrative, and it is exactly this documented works-rebuild history that makes both names famous in the collector world.

CHIMERA & SADAIR'S SPEAR

THE CHIMERA · CORRECTED RECIPE

One car, unveiled 7 July 2024 at The Aurora in Båstad and presented to FIA president Mohammed Ben Sulayem. The register corrects the dossier's combination: the Chimera is AGERA RS chassis + JESKO engine + CC850 transmission — the 5.0 flat-plane biturbo V8 without flywheel (1,280 bhp on petrol, 1,600 on E85) through the ESS world of File 89, in the final Agera body. Its deepest provenance layer: the car served for roughly three years as the CC850's DEVELOPMENT PLATFORM before the unveiling — a one-off that is also a piece of the marque's engineering history.

SADAIR'S SPEAR · THE BOUNDARY CASE

Named after the racehorse of Jesko von Koenigsegg, the founder's father — and officially a small series on the Jesko Attack, not a one-off: 30 cars, revealed 2025, consequent track optimisation, weight reduction, evolved aerodynamics, the V8 raised to $\approx 1,603$ bhp on E85 per launch data. The dossier's placement is adopted: it stands in THIS file for exclusivity and platform closeness — and the technical protocol will live in the Jesko model file when that file is built, exactly as the Trevita will stand beside File 91.

THE BESPOKE LAYER & THE TECHNICAL TRUTH

ART ABOVE, SERIES BELOW

Beyond the named cars runs the bespoke layer: individual paints, unique exposed-carbon patterns, precious-metal inlays, special interiors, special aero packages, exclusive works options — many carrying no model name of their own. The technical truth, per the dossier and adopted as register law for the whole file: differences usually confine themselves to aero, software calibration, weight, materials and interior — ENGINE AND BASE ARCHITECTURE REMAIN UNCHANGED. The base model's file carries the machinery: File 87 under the Agera projects, the Jesko file under the Spear, File 89 under the Chimera's gearbox. This file adds the layer that the base file cannot: what makes each car the only one of its kind.

OWNERSHIP, MARKET & PROVENANCE

THE MARKET THAT BARELY EXISTS

Nearly all of these cars live permanently in works care: factory support, authorised partners, direct works engineers, individual documentation — the owner-manufacturer relationship far closer than on series cars. The market, when it appears at all: discreet private sales, specialised hypercar dealers, international brokers, and the auction houses — RM Sotheby's, Bonhams, Gooding & Company, Broad Arrow, occasionally Mecum or Barrett-Jackson. Public listings are the exception. Seen, when seen: Pebble Beach, Monterey Car Week, Goodwood, The Quail, Villa d'Este, Geneva historically, Ghost Squadron events — most of these cars spend their lives in collections.

PROVENANCE DECIDES

The value factor above all others: chassis number, original build sheet, works certificate, complete service history, first owner, exhibition and event history, press- or works-car status, known collector history where publicly documented — MILEAGE IS SUBORDINATE TO HISTORY. The One:1 discipline (File 94) applies unchanged: public record only, no spotter-register attributions, no owner lists — PROVENANCE_SCORE is built from works documentation alone. Fazit, per the dossier: these cars are less standalone models than the purest expression of the marque's philosophy — each documents the technical state of its platform, and how far Ängelholm will go for one customer.

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Final Edition cars — One of 1, Thor, Väder: the works' farewell to the Agera line

2

Cars, one story — the Gryphon lost before delivery, the Phoenix built from its ashes

1

Chimera — RS chassis, Jesko engine, CC850 gearbox: three files in one body, and a test bed turned treasure

Sources: Koenigsegg factory data and model records (Agera Final Edition: One of 1 Geneva 2016, Thor & Väder 2018 with Goodwood debut; Naraya: blue exposed carbon, 18-carat gold, 155-diamond badge; Gryphon chassis 131 — 24-carat gold, crashed in pre-delivery testing May 2017 and again as works prototype May 2018; Phoenix chassis 144 built as its replacement); Chimera per record and launch coverage (one-off, 7 July 2024 Båstad, FIA president Ben Sulayem; Agera RS chassis, Jesko flat-plane V8 1,280/1,600 bhp, CC850 transmission, ~3 years CC850 test platform); Sadair's Spear per 2025 launch data (30 cars, Jesko Attack base, ≈1,603 bhp E85, named for Jesko von Koenigsegg's racehorse); market and event picture per the dossier. COLLECTOR REFERENCE FILE: no PPI, no checklist, no bands — base-model files carry the machinery, provenance carries the value.