

MODEL FILE 79 · BUGATTI · ROADSTER HYPERCAR · HALO PROTOCOL

BUGATTI W16 MISTRAL

8.0 W16 QUAD-TURBO · 1,600 PS · 99 CARS · THE LAST W16 · 2022–2026

THE CAR IN BRIEF

POSITION

NOT an open Chiron: the Mistral stands on the Chiron platform and carries the known 8.0 quad-turbo W16 at 1,600 PS — but body, aerodynamics and packaging were developed completely anew, and Bugatti conceived it from the start as the last open expression of the W16. 99 cars, all sold before production began — and the 99th car closed W16 production altogether in July 2026: "The last of its kind", in Bugatti's own words. Model structure per the dossier: ONE series model — the Sur Mesure cars and one-offs (Blanc Éternel, La Perle Rare) run as configuration and provenance variants, not as models. Fields: BUILD_NUMBER, LAST_W16, SUR_MESURE, WORLD_RECORD_SPEC.

COLLECTOR FIRST,
TECHNICAL RISK SECOND

The register's classification, from the dossier: the Mistral is technically the FINAL EVOLUTION of the Chiron Super Sport rather than a new car — which is a gift to the PPI: the technical protocol stands almost entirely on the Chiron file (File 75), and what is genuinely new is the roadster layer, the Sur Mesure individuality and the extraordinary collector position. The biggest value driver is not a technical feature at all: it is the car's standing as the LAST PRODUCTION ROAD-GOING W16 — probably one of the strongest collector arguments of recent decades.

POWERTRAIN · THE CHIRON REFERENCE

W16, DCT & SYSTEMS

Drivetrain: late Chiron Super Sport technology throughout — 8.0 W16, four turbos, 7-speed DCT, permanent AWD, carbon monocoque, CCM, active aero. The Chiron doctrine carries over verbatim: NO reliable systemic W16 weakness · turbos and DCT with no known series problems · PPI identical to File 75 — turbochargers, cooling system, oil supply, full Bugatti diagnostic pull, fault memory, adaptations, shift quality, temperatures, oil service. Engine and gearbox stand DELIBERATELY far back in the dossier's priority list: carbon → service history → software → cooling → aero → tyres → interior → W16 → DCT.

CARBON & THE NEW REAR

Highest priority, per the marque standard: monocoque, sills, suspension pickups, front structure, underbody, crash repairs — NDT on any suspicion. The entire REAR SECTION is new on the Mistral: active rear wing, airbrake, actuators, sensors, calibration — checked per the Chiron steps, on the Mistral's own architecture. And the new air intakes behind the seats plus the roadster structural reinforcements belong to the inspection map, not the brochure.

THE ROADSTER LAYER

OPEN-TOP SPECIFICS

Here the Mistral clearly departs from the Chiron, and the register's open-car discipline applies: water drains, seals, interior, leather, cockpit carbon, wind deflector, the cover/top solution by specification, moisture damage. A roadster lives with the weather — long-term, climate exposure matters MORE here than on any Chiron, and the carpet tells the story before the seller does. The Elva/Speedster lesson, at Molsheim prices.

THE RECORD CAR & SUR MESURE

A singular provenance point: in 2024 the Mistral set the official WORLD RECORD FOR OPEN PRODUCTION CARS at 453.91 km/h — and the record car itself was delivered to its owner in 2026: if that chassis ever trades, the record status is a mandatory part of the provenance assessment. Sur Mesure: a substantial share of the 99 carry special paints, individual interiors, bespoke materials — SUR_MESURE_CONFIGURATION is its own field, verified against the build sheet: at this level a configuration is an identity, not an option list.

FACTORY ACTIONS & OWNERSHIP

THE RECORD

No documented model-typical recall campaigns — unsurprising: tiny volume, very young cars, intensive works care. No reliable field data on weaknesses either: practically the whole fleet is in first ownership and the early service phase. Per the formulation discipline: "none documented", with FACTORY_CAMPAIGNS open as a field and the Bugatti VIN lesson unchanged — when campaigns come, they come VIN-precise.

OWNERSHIP & STATUS

The service world is the Chiron's, unchanged: authorised Bugatti partners, Molsheim, Flying Doctors, premium recovery, works support — the Mistral was integrated into the existing aftersales ecosystem from day one. And ownership is probably EASIER than on an early Veyron: every car documented, first ownership, complete Bugatti history, no forgotten cars, barely a free-workshop visit anywhere — provenance checks are comparatively uncomplicated, and the register expects them to stay that way. Status: Collector First, Technical Risk Second — no bands per halo protocol, and the "last W16" position is the file's centre of gravity.

99

Cars, all sold before production began — the 99th closed W16 production in July 2026

453.91

km/h: the 2024 open-production world record — the record chassis delivered to its owner 2026

75

The file this file stands on: the technical PPI is the Chiron's — the Mistral adds the roadster layer

Sources: Bugatti factory data ("The last of its kind" — W16 Mistral 99 cars, all pre-sold, Chiron platform with fully new body/aero/package, 1,600 PS late-Super-Sport drivetrain, production completed July 2026 with the 99th car; 453.91 km/h open-production world record 2024, record car delivered 2026; Sur Mesure one-offs incl. Blanc Éternel, La Perle Rare; aftersales integration into the existing ecosystem); no documented model-typical recalls and no reliable field data as of September 2026 — formulation per register discipline; technical protocol referenced to Model File 75 (Chiron); roadster layer, priority order and collector classification per the dossier. No bands per halo protocol — single files decide.

