

MODEL FILE 80 · BUGATTI · COACHBUILD MASTER FILE · HALO PROTOCOL

DIVO · CENTODIECI · LVN

40 + 10 + 1 CARS · SUR MESURE ONE-OFFS · TECHNICAL REFERENCE: CHIRON

THE COLLECTION IN BRIEF

THE REGISTER

One master file, three technical sub-chapters plus a Sur Mesure section, per the dossier: Divo (40 cars, Chiron base) · La Voiture Noire (ONE car, Chiron base) · Centodieci (10 cars, Chiron Super Sport / late Chiron technology) · Sur Mesure one-offs (Golden Era, 57 One of One, Alice, Sur Mesure Chiron and Mistral) — deliberately NOT led as own models but as provenance sub-chapters: unique design on existing platforms. Fields: COACHBUILD_TYPE, BUILD_NUMBER, SUR_MESURE_DOCUMENTATION.

THE VALUE SPLIT · THE
FILE'S LAW

The dossier's central sentence, adopted verbatim: the TECHNICAL value of these cars lies overwhelmingly in the Chiron platform — the ECONOMIC and collector value overwhelmingly in the unique body, design and provenance features. That is the decisive difference from EB110 or Veyron, which are their own technical platforms. Consequence for the register: TECHNICAL_REFERENCE = CHIRON — File 75's PPI remains fully valid, roughly 90% of the technical protocol transfers directly, and THIS file carries only what is genuinely coachbuilt: bespoke carbon, model-specific aero, extremely limited body-parts supply, and above all the provenance.

THE THREE SUB-CHAPTERS

DIVO · THE HANDLING
CHIRON

The first modern Bugatti coachbuild project — and expressly NOT a "luxury Chiron" but a HANDLING CHIRON: developed for higher lateral grip, more downforce (≈90 kg more than the Chiron) and distinctly more agile behaviour, with an almost completely new carbon body, modified aerodynamics, adapted chassis and changed cooling routing — at unchanged 1,500 PS. PPI: the Chiron protocol PLUS front splitter, diffuser, aero flicks, rear wing, underbody, carbon, cooling ducts — and the honest usage note: a Divo is driven dynamically far more often than a La Voiture Noire ever will be. No reliable model-typical weaknesses. One verified campaign cross-link from the register: BUGCR033 / NHTSA 20V-732 (the ESC software action) expressly covers the DIVO 2020–21 — the Chiron VIN matrix applies here literally, not by analogy.

CENTODIECI · THE EB110
HOMAGE

Ten cars, the modern homage to the EB110 — and the often-overlooked technical point, per Bugatti itself: the Centodieci carries 1,600 PS on the CHIRON SUPER SPORT drivetrain, specially calibrated. Completely new front, new flanks, the five characteristic air intakes as the EB110 tribute, a fully new rear. PPI: Chiron Super Sport base plus carbon, cooling-air routing, the aero package and the front structure. And a delivery fact worth carrying: every car ran an exceptionally intensive test programme — thousands of test hours and individual sign-off by works test drivers — which is part of why no field failures are known.

LA VOITURE NOIRE · THE
ONE-OFF

Technically the most unusual case: NOT a new model — a ONE-OFF on Chiron technology (1,500 PS), where the difference lives almost entirely in body, packaging, design and craft: nearly every visible carbon part newly developed, a lengthened front, a new roofline, a fully bespoke rear with the continuous light band and six exhaust tips. PPI: the normal Chiron protocol stands — plus the complete carbon body, the one-off components, panel gaps, fit, originality. Here provenance counts practically MORE than technology: a non-original carbon part can be economically graver than a technical defect.

SUR MESURE & THE SHARED WORLD

SUR MESURE · NO OWN
FILES

The register deliberately creates NO individual model files for the one-offs — every specification is individual, and technically they remain Chiron or Mistral derivatives: what decides is the individualisation and its documentation. Each car runs as a provenance sub-chapter with its build sheet, Sur Mesure record and works chain — the File-74 authenticity logic, applied to Molsheim.

SERVICE, CAMPAIGNS &
PARTS

No own service philosophy: Bugatti partners, Passeport where applicable, CPO where applicable, Flying Doctors, works support — the Chiron ecosystem, unchanged. Campaigns: NO coachbuild-specific recalls separate from the Chiron technology exist — so the check is always the CHIRON campaign set, by VIN (File 75's matrix, with the Divo named in 20V-732). The REAL difference is parts: engine, gearbox, brakes — Chiron; the BODY — coachbuild-specific: a damaged Divo front wing or an LVN carbon part does not come from the Chiron shelf. BESPOKE_BODY_COMPONENTS = HIGH, and bodywork damage is priced at works level: single pieces, carbon, handcraft, Molsheim.

PROVENANCE & MARKET

THE COLLECTOR ORDER &
THE AUDIT

The dossier's collector order: La Voiture Noire → Centodieci → Divo → Sur Mesure (by individuality) — with prices secondary to ORIGINALITY. The audit: build sheet, Sur Mesure documentation, original specification, works service, delivery documents, photographs, individualisation, original parts.

THE VERDICT

The closing doctrine, carried as the file's verdict: a technically perfect Divo or Centodieci with undocumented replaced carbon components can be distinctly LESS attractive to a collector than a car with minimal patina but a fully documented works and history chain. Bugatti itself frames these cars as the continuation of its historic coachbuilding tradition — the register prices them accordingly: no bands per halo protocol, provenance first.

51

Coachbuilt cars plus the one-offs: 40 Divo, 10 Centodieci, one La Voiture Noire — on one platform

90

Percent of the technical PPI transferring straight from File 75: the Chiron carries the machinery

1

File that decides the money here: the provenance file — originality outranks the odometer entirely

Sources: Bugatti factory data (Divo 40 cars, 1,500 PS, ≈90 kg more downforce, new carbon body and aero, handling focus; Centodieci 10 cars, 1,600 PS on the Chiron Super Sport drivetrain, EB110 homage, thousands of test hours per car; La Voiture Noire one-off on Chiron technology, fully bespoke body; Sur Mesure programme incl. Golden Era, 57 One of One; coachbuilding-tradition framing); campaign layer = the Chiron matrix by VIN — BUGCR033/20V-732 expressly including the Divo 2020–21, verified September 2026 (File 75); no coachbuild-specific recalls separate from Chiron technology; value-split, parts and provenance doctrine per the dossier. No bands per halo protocol — single files decide.