

KOENIGSEGG SPECIAL PROJECTS

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The ultimate expression of customer commissioning - factory-engineered one-offs and final editions, grown organically over three decades without a catalogue

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Agera Final Editions - One of One, Thor and Väder closed Agera production with virtually unrestricted customer specification

2 of 3

CCXR Trevita - three cars announced, two completed: the Diamond Weave carbon process itself defeated the production plan

1,600 hp

Chimera - a Jesko engine and the CC850's Engage Shift System engineered into one customer's Agera RS by the Legends Division

€8-15M+

The analytical span for Final Editions - in a market where the most important cars almost never trade publicly

01 EXECUTIVE SUMMARY

Unlike Bugatti's Sur Measure or Ferrari's SP programme, Koenigsegg has never operated a formal special-projects division with a published catalogue. Its special projects grew organically over nearly three decades - officially named factory projects, final editions, engineering demonstrators and one-off customer commissions - and only recently acquired a semi-formal identity when the company began attributing work such as the Chimera to its 'Legends Division'. Because production volumes are microscopic, almost every Koenigsegg is partly bespoke; the true Special Projects are therefore the cars in which the factory significantly re-engineered a production platform for one customer, rather than applying unique paint, trim or exposed carbon. That definition governs this paper.

The central thesis follows from the definition: Koenigsegg's Special Projects are not styling exercises. They are factory-engineered, chassis-specific developments - aerodynamics, suspension, cooling, drivetrains, software and interiors redesigned for a single customer - and they frequently function as research-and-development programmes whose solutions flow into or out of the production range. The CCXR Special Edition carried Koenigsegg's first paddle-shift system; the Chimera adapted the CC850's Engage Shift System with Jesko paddle shifters into an Agera RS. No larger manufacturer re-engineers at this depth for one chassis, and that willingness is what separates these cars from ordinary one-off commissions.

Key Finding

The market for these cars is structurally private. Allocation was never commercial - it required long-standing relationships, multiple prior Koenigseggs, the trust of Christian von Koenigsegg and senior engineering staff, willingness to fund development, and patience. The same logic governs resale: most Special Projects sit in long-hold collections, comparable sales are almost nonexistent, and value concentrates in provenance, engineering uniqueness and factory documentation rather than mileage or condition alone.

The custody conclusion is the sharpest in this library: a Special Project is only as good as its factory relationship. The chassis file, the CAD data, the software and often the very engineers who built the car remain in Ängelholm - and a one-off component that fails can only be manufactured again by the factory that drew it. Every rule of Papers 88-99 applies here at maximum intensity: the file is the price, and the factory is the file.

02 WHAT IS A KOENIGSEGG SPECIAL PROJECT?

Engineering for one chassis is the test - paint, leather and embroidery are specification, not project.

This paper includes only factory-engineered bespoke cars: the One:1 prototype, the Agera Final Edition programme (One of One, Thor, Väder), the homologation one-offs XS and HH, the named Agera RS commissions Naraya, Phoenix, Gryphon and RSN, the milestone car Hundra, the CCX-era Trevita, Special Edition and Special One, and the Chimera - together with other officially engineered one-offs. It excludes cars distinguished only by paint, leather, exposed carbon or customer embroidery: those remain individual specifications. The boundary matters commercially, because the market routinely describes richly specified production cars as 'one-offs' - and the premium belongs to engineering, not to embroidery.

SPECIAL PROJECTS - THE REGISTER

Chimera (2024)	Agera RS re-engineered by the Legends Division: Jesko 1,600 hp V8, CC850-derived ESS with Jesko paddle shifters, ~1,220 kg - conceived summer 2022 for Mohammed Ben Sulayem
One of One (2016)	First Agera Final Edition - unique aerodynamics with One:1 influence, bespoke interior and exclusive carbon detailing
Thor (2018)	Final Edition - One:1 aero package, extensive exposed carbon, revised splitter, unique roof scoop, white detailing
Väder (2018)	Final Edition - the dark counterpart to Thor: black exposed carbon, One:1 aero, bespoke interior; historically paired with Thor
Agera XS (2017)	US-homologated one-off - larger rear wing and bespoke aerodynamic appearance; remained a unique customer vehicle
HH (2015)	Unique US-homologated Agera S built for David Heinemeier Hansson - bespoke aero and individual chassis identity
RSN (2017)	Unique roadster-style Agera RS - removable roof, right-hand drive, unique aero details; among the most usable RS derivatives
Hundra (2013)	The 100th Koenigsegg - hand-applied 24-carat gold detailing and commemorative trim; milestone rather than mechanical redesign
Naraya (2016)	Blue carbon with hand-applied 18-carat gold leaf and bespoke interior - hundreds of artisan hours; mechanically close to Agera RS
Gryphon / Phoenix	Gryphon damaged before delivery and later restored; Phoenix built as its factory replacement in Naked Carbon with gold detailing - provenance carried across two cars
CCXR Trevita (2009)	Proprietary Diamond Weave carbon finishing process, unique wing and aero - three announced, two completed
CCXR Special Edition (2008)	Two cars - Koenigsegg's first paddle-shift system, revised aero, touchscreen, all-visible carbon; the bridge from CCX to Agera
Special One (2007)	Officially engineered one-off CCXR commission - an early statement of the bespoke method

03 THE PHILOSOPHY OF BESPOKE ENGINEERING

'Yes, we can engineer that' - and an allocation game harder than any waiting list.

Christian von Koenigsegg's repeated willingness to say yes has produced cars no larger manufacturer would attempt: unique aerodynamics, revised powertrains, custom cooling, different suspension, unique bodywork, entirely new technologies - engineered for a single chassis. Unlike Ferrari, Koenigsegg almost never announces that it will build exactly one of something; projects emerge because a customer requests something the factory considers technically interesting. Sometimes the resulting technology travels: the Special Edition's paddle shift preceded the Agera's; the Chimera stress-tested the ESS in a lighter, older platform. A Special Project is therefore often a development programme wearing one customer's colours - which is precisely why the factory chooses its commissioners carefully.

Allocation is the most restrictive in the industry: a long-standing relationship, multiple previous Koenigseggs, trust from the founder and senior engineers, willingness to fund development, and patience measured in years. There are no published prices. The invoice assembles the base car, engineering hours, bespoke development, unique tooling, design work and validation - and because none of it amortises across other cars, realistic totals for major projects likely exceeded €4-10 million depending on complexity. A Chimera-class commission almost certainly cost substantially more than any production Jesko or Agera RS.

04 CHIMERA - THE ULTIMATE FACTORY COMMISSION

Three cars fused into one for a single collector - and the clearest window into how the Legends Division works.

The Chimera is probably the most important modern Special Project. Commissioned by Mohammed Ben Sulayem - FIA president and one of Koenigsegg's longest-standing collectors - and conceived in the summer of 2022 after the CC850's unveiling, the brief was extraordinary: take the customer's own Agera RS, install the Jesko's 1,600 hp engine, and adapt the CC850's Engage Shift System - gated manual, true clutch pedal - with Jesko paddle shifters added, so that one car offers stick-shift, paddle and automatic operation. The result, revealed in 2024 as a work of the Legends Division, weighs approximately 1,220 kg - some 200 kg lighter than a Jesko - and carries chimera-specific details from the shark-finned roof scoop to the re-trimmed RS interior. Koenigsegg describes the programme as one of its greatest engineering challenges.

The Chimera matters beyond its owner for two reasons. First, it demonstrates the R&D character of the genre: adapting the ESS to the Agera platform forced solutions that deepen the factory's understanding of its own transmission family. Second, it shows the custody logic of every Special Project at its purest - the car is VIN-documented as the customer's original Agera RS, its provenance is continuous, and the only organisation on earth that can maintain its unique drivetrain combination is the one that engineered it. While retained by its commissioner it is effectively priceless; if it ever traded, the file - commission correspondence, engineering drawings, software history - would be the price.

05 FINAL EDITIONS AND BESPOKE AGERAS

One of One, Thor and Väder closed the Agera - around them, the named one-offs defined Koenigsegg bespoke.

The Agera Final Edition programme built exactly three cars to conclude Agera production - One of One, Thor and Väder - on the RS base with virtually unrestricted specification including bespoke aerodynamics unique to each car. One of One, unveiled at Geneva, established the template; Thor is arguably the most recognised, with its One:1-derived aero, exposed carbon and white detailing; Väder is its dark counterpart, and the two have historically travelled as a pair. Around the Final Editions sit the engineering one-offs: the XS, developed around US homologation with its larger rear wing; HH, a unique US-homologated Agera S configuration; and RSN, the roadster-style right-hand-drive RS often considered the most usable derivative. Each is a genuine engineering configuration, not a trim level.

The artisan cars complete the Agera chapter. Hundra, the 100th Koenigsegg, carries hand-applied 24-carat gold detailing - historically important as a milestone rather than a mechanical redesign. Naraya, in blue carbon with 18-carat gold leaf applied over hundreds of artisan hours, is mechanically close to an Agera RS and among the most beautiful cars the factory has built. And the Gryphon-Phoenix pair documents something rarer than craftsmanship: the factory's refusal to abandon a damaged landmark. Gryphon was damaged in transport before delivery; Koenigsegg built Phoenix - Naked Carbon, gold detailing - as the customer's replacement, and restored Gryphon itself, which survives. Two cars, one commission, both documented: a provenance case study this library will cite for decades.

06 THE CCX-ERA FOUNDATIONS

Trevita, Special Edition, Special One - where the bespoke method, and its limits, were first demonstrated.

The CCXR Trevita was announced as three cars and completed as two - not for lack of demand but because its proprietary Diamond Weave carbon finishing process, which renders the weave in shimmering silver-white, proved so demanding that the third car was never built. With its unique rear wing and aero details it remains the clearest case of a Special Project limited by its own manufacturing ambition. The CCXR Special Edition - two cars, the highest-specification farewell to the CCX generation - introduced Koenigsegg's first paddle-shift system alongside revised aerodynamics, touchscreen infotainment and all-visible carbon construction, effectively bridging the CCX and Agera generations. The Special One and the era's other engineered commissions established the pattern everything since has followed: the customer funds an experiment the factory wanted to run.

07 SUPPORTING ONE-OFF ENGINEERING

The strongest argument for these cars is the factory that still knows them - person by person, drawing by drawing.

Factory support is arguably the genre's strongest point. Koenigsegg knows the customer, the chassis, the engineers involved, the drawings, the software, the CAD data and the component history - and in many cases the same engineers who designed the car remain available, a continuity impossible at larger manufacturers. Warranty follows the original production programme; after expiration, factory goodwill becomes the operative support structure, based more on relationship than on catalogue parts. There is no evidence that Koenigsegg abandons these projects after delivery - the company's history, from Gryphon's restoration to continued software support for early cars, suggests continued support wherever technically feasible.

Known issues are project-specific by definition - production numbers are too small for statistical patterns. The recurring concern categories: custom software (compatibility and future updates), bespoke carbon (replacement complexity), prototype parts (no production inventory), unique hydraulics (custom seals and fabricated components) and unique aero (replacement requires factory manufacture). None of these is a defect; all of them are dependencies - and each one is a reason the purchase protocol of this paper begins and ends with the factory.

08 OWNERSHIP BEYOND PRODUCTION

Donor-platform servicing plus one-off exposure - and the largest risk is never the routine bill.

Mechanically, maintenance follows the underlying donor platform: an Agera-based project follows the Agera service schedule, a Jesko-based project the Jesko's - the custody chapters of Papers 92-97 apply directly. Above that baseline, the bespoke systems demand attention their production siblings never need: unique hydraulics, custom aero, bespoke software, individual bodywork, one-off electronics and prototype components. Owners consistently describe the experience as closer to commissioning a yacht or private aircraft than owning a production car - interaction with the factory continues long after delivery for updates, modifications, servicing, recommissioning, transport and engineering advice.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Annual €20,000-40,000 · major scheduled service €50,000-100,000 · factory recommissioning after storage €100,000-300,000
Powertrain	Engine rebuild €250,000-600,000+ on donor-platform logic - Jesko-engined projects at the upper bound
Bespoke systems	One-off hydraulic components, unique carbon bodywork and bespoke software support: by factory quotation only - no market alternative exists
The tail risk	Major bespoke reconstruction potentially €1 million+ - the largest financial risk is not routine maintenance but the replacement of a unique, one-off component

(Planning allowances, not tariffs - extrapolated from the documented Koenigsegg service economics of Papers 88-99 with a bespoke premium. Insurance is agreed-value only, with factory repair control non-negotiable: no independent shop can quote a one-off panel, and no policy without factory involvement protects the value it insures.)

09 MARKET BEHAVIOUR

Delivery, private collection, silence - and major appreciation whenever a car finally surfaces.

This is one of the most difficult markets in this library to analyse, because many of the cars have never reached public sale. The typical trajectory: delivery, then private collection, then little or no public trading, then major appreciation when eventually offered. The market values provenance, engineering uniqueness, factory documentation and historical significance far more than mileage - and because every car is effectively unique, comparable-sales analysis barely functions. The working bands below are therefore analytical positions, stated with the humility the evidence demands.

SPECIAL PROJECTS - WORKING VALUATION FRAMEWORK, MID-2026

Agera Final Editions	€8-15M+ - One of One, Thor and Väder as the reference tier; Thor and Väder carry a further premium as the recognised pair
CCXR Trevita	€7-10M+ - two cars, a unique process, and celebrity provenance in the public example
Named Agera one-offs	Naraya, Phoenix, RSN, XS, HH: significant to major premiums over standard Agera RS values - chassis-specific, provenance-driven
Chimera	Effectively priceless while retained by its commissioner - any future offer would be priced on its file, not on comparables
Milestone cars	Hundra and the artisan commissions: premiums rest on historical significance and documentation rather than mechanical uniqueness

(Analytical estimates. Almost no public transaction evidence exists; private transactions are rumoured but rarely documented. The bands assume complete factory files, continuous provenance and factory-confirmed originality - without those, a Special Project is an expensive question mark, and the discount is unquantifiable.)

10 COLLECTOR ANALYSIS

The pinnacle of Koenigsegg collecting - engineering uniqueness, founder participation, and files that cannot be recreated.

These cars represent the pinnacle of Koenigsegg collecting for reasons that compound: engineering uniqueness, direct factory involvement, one-off or near-one-off status, historical significance, impossibility of reproduction, documented provenance and - in most cases - the personal participation of Christian von Koenigsegg. Within this library's framework they sit above even the One:1 and CC850 in collecting hierarchy, because their scarcity is not an edition number but an engineering fact. The value logic of Paper 101 applies at full strength: technology strengthens value when it is historically first, unique to the model, central to the experience, documented and factory-supported - and every Special Project is, by definition, all five.

The same compounding works against a compromised car. A Special Project that is non-operational, unsupported, modified, or separated from its original software and unique components loses more, proportionally, than any production Koenigsegg - because its value rests on singularity, and a gap in a singular file cannot be benchmarked away against other cars. There is no 'market price' to fall back on. Provenance is not part of the asset; it is the asset.

11 BUYING A UNIQUE KOENIGSEGG

Market timing is irrelevant - the five questions, the factory-led PPI, and the conditions that end the conversation.

If a Special Project becomes available, timing is largely irrelevant - opportunity, not cycle, decides. The questions become: Is the provenance impeccable? Will Koenigsegg continue to support the chassis? Is the specification historically important? Is every unique component documented? Has the factory confirmed originality? Because no two projects are identical, every inspection begins with the factory build file: original commission documentation, engineering drawings where available, build correspondence, software history, chassis verification and the unique-part inventory. Mechanical inspection follows the donor platform's protocol from Papers 92-97, then evaluates the bespoke layer - hydraulics, aero, prototype components, software, custom electronics, carbon structure. A purchase should not proceed without direct Koenigsegg involvement: on these cars a PPI without the factory is not a PPI.

WALK AWAY - THE NON-NEGOTIABLES

Undocumented bespoke modifications · missing unique components · unsupported software · uncertain provenance · undocumented accident repairs · inability to confirm continued factory support · replacement of one-off components with non-original substitutes. And the most dangerous sales phrase in this market: 'it is basically an Agera RS with a special body' - a description that prices the donor platform and ignores the one thing the car actually is: a factory-engineered singularity whose file cannot be rebuilt.

WHO SHOULD BUY THIS CAR

The apex collector: completing the definitive Koenigsegg collection, for whom a Final Edition or named one-off is the crown - bought on a complete factory file with confirmed continued support.

The provenance custodian: the buyer who understands that commission correspondence, drawings and software history are the asset - and who will maintain the factory relationship as carefully as the car.

The patron: the collector invited to commission the next one - accepting years of development, unamortised engineering costs and a result no one else will ever own.

Not: the comparable-sales buyer, the mileage arbitrageur, or anyone who needs a market price to feel confident - this market does not provide one.

BOTTOM LINE

Koenigsegg's Special Projects are the purest expression of the company Paper 101 described: a factory willing to re-engineer aerodynamics, drivetrains and software for one chassis, one customer, one idea. From the Trevita's impossible carbon to the Chimera's three-cars-in-one brief, these are development programmes wearing customer colours - allocated on relationship, priced on engineering, and valued on files that cannot be recreated. Buy only with the factory at the table, support confirmed and every unique component documented - or admire the photographs.

ONE-SENTENCE VERDICT

A Koenigsegg Special Project is the factory's own curiosity made metal for a single trusted customer - the rarest assets in the marque's world, whose value lives entirely in provenance, engineering singularity and a factory relationship that no subsequent owner can afford to lose.

SOURCES

Koenigsegg documentation and public reporting: Special Projects grown organically without a published catalogue, recently attributed to the 'Legends Division'; definition applied - factory-engineered bespoke cars only (unique paint, leather, carbon or embroidery excluded as specification). Chimera: commissioned by Mohammed Ben Sulayem, conceived summer 2022 after the CC850 unveiling, revealed 2024 - customer's own Agera RS (VIN-documented) with Jesko 1,600 hp V8 and CC850-derived Engage Shift System plus Jesko paddle shifters, ~1,220 kg, shark-fin roof scoop; described by Koenigsegg as one of its greatest engineering challenges. Agera Final Editions: three cars (One of One - Geneva unveiling, unique aero, One:1 influence; Thor - One:1 aero, exposed carbon, white detailing; Väder - black counterpart), virtually unrestricted specification on the RS base. One-offs: Agera XS (US-homologated, larger rear wing), HH (unique US-homologated Agera S for David Heinemeier Hansson), RSN (roadster-style right-hand-drive RS), Hundra (100th Koenigsegg, 24-carat gold detailing), Naraya (blue carbon, 18-carat gold leaf, hundreds of artisan hours), Gryphon (damaged pre-delivery, later restored) and Phoenix (Naked Carbon replacement built for the original customer). CCX era: CCXR Trevita (Diamond Weave carbon process, three announced, two completed), CCXR Special Edition (two cars, first Koenigsegg paddle shift, revised aero, touchscreen), Special One. Allocation, pricing (€4-10M+ development-inclusive estimates), custody allowances and valuation bands are analytical estimates - public transaction evidence is nearly nonexistent and the paper treats private figures as rumoured, not documented. Companion documents: Papers 88-99 (custody baselines by donor platform), Paper 101 (technology framework); Paper 102 to conclude the marque. Nothing here is investment advice.