

BUYING & OWNING A KOENIGSEGG

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Inside the world's smallest hypercar manufacturer - allocation, commissioning, custody and the factory relationship that outlasts every car

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One factory - allocation, specification, build, software and support all flow through Ångelholm, and the relationship is the product

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Ten years of Ghost Squadron - the 2026 Mallorca tour ran 20+ customer cars, led by Christian von Koenigsegg in his own CC850

€20-35K

The annual service planning figure - custody priced like the long-term engineering project a Koenigsegg actually is

24 years

From the first CC8S customer to the CC850 line - every era of car remains supported by the factory that built it

01 COMMISSIONING, NOT PURCHASING

Papers 88 to 101 examined the cars. This closing paper examines the experience - and its central thesis has been implicit in every custody chapter of this library: buying a Koenigsegg is less like purchasing an automobile and more like commissioning a long-term engineering project, and the relationship with the factory often becomes as valuable as the car itself. Nothing about the process resembles ordinary retail. There is no configurator on a public website that ends in a checkout, no inventory to browse, and no version of the transaction in which the factory does not know, personally, who is buying the car. A company that has built on the order of a few hundred cars in a quarter of a century does not have customers in the mass-market sense; it has a community it admits people into - slowly, deliberately, and on its own terms.

That structure explains almost everything that follows: why allocation is relational rather than transactional, why specification is a dialogue rather than a menu, why the warranty is inseparable from the service rhythm, why the pre-owned buyer's first task is an introduction rather than a negotiation, and why the ten rules that close this paper all reduce to one - keep the factory close. A note on method: this paper describes current operational practice, and several details - the exact scope of the owner app, formal registration procedures after private sales, delivery programmes - vary by model generation and evolve continuously. Where practice varies, the paper says so, and the definitive answer is always the factory's own current information, not any document, including this one.

02 WHO ACTUALLY QUALIFIES

Anyone can enquire - but virtually every allocation is relationship-based, and the waiting list is not really a list.

Can anybody buy a Koenigsegg? In principle, yes: an enquiry to the factory or to one of its official sales partners begins the same way for everyone. In practice, allocation of new production is relationship-based to a degree unusual even in the hypercar world. Existing owners come first - Koenigsegg has repeatedly said its limited runs sell substantially to the established customer base, and the CC850's seventy cars or the Special Projects of Paper 100 were spoken for before any public offer existed. Around that core, referrals from current owners, long-standing collectors of the marque, and introductions through official dealers carry real weight; a first-time buyer with no history typically enters through a dealer relationship, patience, and often a pre-owned car first. A 'waiting list' in the mass-market sense barely exists - what exists is a conversation with the factory about which car, in which production window, might be offered to which customer. Walking in with money is the least effective approach in the building; walking in with history, patience and a genuine intent to drive and keep the car is the most.

03 THE ALLOCATION PATH

From first enquiry to delivery - a path measured in years, and each stage has its own tempo.

The path runs, in the typical case: initial enquiry, dealer introduction, factory discussion, production allocation, deposit, specification meetings, engineering approval, build, factory testing, delivery. The tempo varies enormously by model and moment - but the shape is consistent. The enquiry-to-allocation phase is the least predictable: for an established owner it can be a phone call; for a newcomer it can be years of relationship-building, and for sold-out programmes it is a polite waiting position against cancellations that rarely come. Once allocated, a deposit - typically a substantial six-figure sum - secures the production slot, and the specification phase begins: one or more sessions, often at the factory in Ängelholm, sometimes over months, in which the car is configured with the design team. Engineering approval follows for anything beyond catalogue choices. The build itself, as Paper 99 documented for the CC850's one-car-every-two-weeks cadence, is measured in weeks to months per car, followed by calibration, road testing and quality inspection. From allocation to delivery, one to three years is a realistic overall envelope for recent programmes - and the waiting is, by long-standing owner consensus, part of the experience rather than a defect of it.

04 DESIGNING YOUR OWN

Naked carbon, tinted weave, gold leaf - almost anything is possible, and the factory's few refusals are instructive.

Specification is where the commissioning character becomes tangible. The palette is effectively unlimited: paint over carbon or the carbon itself - Naked Carbon polished bare, tinted weaves in blue, red, green or gold, exposed sections composed against painted surfaces - and the artisan layer above it, from the 24-carat detailing of Hundra to Naraya's 18-carat gold leaf, applied over hundreds of hours. Inside: seat design and trim, harness options alongside the standard belts, contrast stitching, personal logos and initials embroidered or inlaid, bespoke luggage, and detail choices down to anodising colours and switchgear finishes. Wheels, aero packages within the model's engineering envelope, roof configuration and badge execution complete the picture. The factory's guidance in these sessions is real - the design team will argue for coherence, and most owners let them.

What Koenigsegg politely refuses is as revealing as what it allows. It declines what would compromise safety, homologation or the engineering identity of the car: structural changes dressed as styling, aero alterations that would unbalance a calibrated system (the lesson of every model paper in this library), and requests that would make the car dishonest - replica liveries of record cars, badges implying a specification the chassis does not have. The refusals are delivered as engineering reasoning, not policy - and they mark the boundary where specification ends and the next chapter begins.

05 ENGINEERING REQUESTS - WHERE BESPOKE BEGINS

"I want different aero" - the question that turns a specification into a project, and sometimes into a Special Project.

Because Koenigsegg engineers its own aerodynamics, suspension, transmissions and software, it can entertain requests no supplier-dependent manufacturer could: different aero balance, revised suspension calibration for a specific use profile, an exhaust with a different character, a unique steering wheel, a different seating solution for an unusual driver physique. The internal test is roughly threefold. Can it be engineered without compromising the integrated systems this library has documented - the calibrated aero of Paper 94, the ESS integrity of Paper 99? Can it be validated - because Koenigsegg validates what it delivers, and a one-off part still needs testing, documentation and software support? And is it interesting - because the factory's appetite, as Paper 100 showed, is for requests that teach it something. A yes to all three at modest scale produces a bespoke option on a production car. A yes at large scale produces a Special Project, with development funded by the customer and a place in the register of Paper 100. And the answer is simply no where safety, homologation, or the car's engineering honesty would suffer - the same three refusals as in specification, at higher stakes.

06 THE FACTORY RELATIONSHIP

Dealer, factory, engineering, occasionally Christian himself - accessibility no large manufacturer can imitate.

Communication is the quiet luxury of the marque. The formal chain runs owner to dealer to factory - but in practice the layers are thin and porous. Specification questions reach the design team directly; technical questions reach engineering, sometimes the individual who designed the system in question; service and software matters flow through the factory's support organisation with telemetry attached; and the founder himself remains, by the standards of any industry, remarkably present - at deliveries, at owner events, on the 2026 Ghost Squadron tour leading the convoy in his own CC850. An owner should expect responsive, personal communication for anything substantive - and should reciprocate with the discipline this library preaches: route technical questions through the proper channel, keep the factory informed of the car's condition and location, and treat access as the privilege that sustains the relationship rather than a service level to be consumed.

07 HOW YOUR CAR IS BUILT

Monocoque to road test in one building - and many owners watch it happen in photographs.

The build follows the sequence the factory has refined since the CC8S: the carbon monocoque laid up and cured, paint and surface carbon finished to the specification agreed months earlier, the engine assembled by hand and dyno-run, the transmission built and mated, final assembly bringing chassis, drivetrain, interior and electronics together, then calibration - software, active systems, corner weights - followed by road testing on Swedish roads, final quality inspection, and release for delivery. Two things distinguish the experience from ordinary manufacture. First, the scale: a handful of cars in the building at once, each known by name. Second, the transparency: many owners receive build photographs and progress updates through the production period, and visits during the build are commonly accommodated. The effect is deliberate - by delivery day the owner has watched the car become itself, and the file this library keeps insisting on has existed since before the car did.

08 DELIVERY AND THE FIRST WEEK

Factory handover in Ängelholm, dealer delivery, or enclosed transport - and then the days that set the pattern.

Delivery takes one of three forms: handover at the factory - the full experience, with facility tour, engineering introductions and instruction on the car, though the standard programme's exact contents should be confirmed at allocation; delivery through the official dealer; or international enclosed transport to the owner's location with a handover at destination. Whatever the form, the substance is the same: driver training on the car's systems, the documentation set, photography, app and software account setup where the model supports it, keys, charging equipment for the hybrid models, and the owner manuals. The first week matters more than new owners expect. It is when the car's operating culture is learned: the hydraulic lift and where it is needed, the Autoskin and dihedral doors' envelope, roof removal and stowage, charging discipline on a Regera or Gemera, fuel choice and the E85 rules of Papers 91-99, battery conditioning, tyre temperatures, the drive modes and what they change, and correct shutdown and storage behaviour. A week of deliberate familiarisation - ideally begun at the handover itself - prevents most of the first-year support calls the factory otherwise fields.

09 THE FIRST YEAR

Break-in, first service, first invitations - the year the ownership pattern is set.

The first year has a rhythm. Mechanical break-in by the factory's guidance, then the software cadence - updates applied when offered, never deferred, per Rule Four. A factory check during the first months is common and worth accepting whether or not it is formally required; the first annual service, at the €20,000-35,000 planning figure this library carries, establishes the service relationship and the telemetry baseline that every later custody decision builds on. And the first year is when the invitations begin: driving events, owner meetings, factory visits, previews of what comes next. Accept them. The custody chapters of Papers 88-101 all conclude that the factory relationship is the asset - the first year is when it is built, and an owner who drives the car, keeps it current and shows up becomes part of the community whose members the next allocation letter reaches first.

10 THE OWNER ECOSYSTEM - AND THE APP

Ghost Squadron at ten years, factory dinners, record attempts - and a digital layer that serves the ownership, not a lifestyle.

The ecosystem is unlike anything else at this scale. Its centrepiece is Ghost Squadron - the owners' tour, carrying that name since 2016 and marking its tenth anniversary with the 2026 Mallorca event: more than twenty customer cars, a week of mountain roads, track time and shared tables, with Christian von Koenigsegg leading the convoy himself. Around it: track days, private factory tours, collector dinners, concours invitations, customer previews of new models, and - uniquely to this marque - proximity to record attempts, the advertising the company never bought. Paper 88 told that story; the owner lives it. Access to this ecosystem follows the ownership relationship, which is one more reason the pre-owned buyer's registration with the factory (chapter 11) matters beyond paperwork.

The digital layer deserves sober description. Koenigsegg provides owners with connectivity through the vehicles' telematics and owner services - vehicle diagnostics, software updates where applicable, service communication, maintenance information and remote technical support. It is an ownership-support tool, not a consumer lifestyle platform - the comparison with a Tesla app flatters neither. Functionality varies materially by generation: a Gemera or CC850 is a connected car in the modern sense, a Jesko and Regera substantially so, while the 3G-era telematics of the Agera family and the early cars' more limited electronics mean older chassis lack much of this connectivity - their 'remote diagnostics' is the telemetry download at service. The exact current capabilities per model are a question for the factory at purchase, and the paper flags them as evolving rather than fixed.

11 WARRANTY, SERVICE AND BUYING PRE-OWNED

What voids the warranty, how support reaches every continent - and why the second owner's first call matters most.

The warranty follows the production programme and, in the normal case, the car - transferability to subsequent owners is standard practice, conditional on the maintenance record. What sustains it: the annual factory service rhythm, documented inspections, factory-applied software, and honesty about use. What endangers it: skipped services, non-factory software or mechanical modification (the sharpest lesson of Papers 92-99), undocumented track incidents, and unapproved repairs. Track use itself is not the enemy - the factory encourages driving, and documented, properly prepared track days sit comfortably inside the relationship; concealment is the enemy. Service reaches owners through a small worldwide network of official partners, through factory technicians who travel to the car, through remote diagnostics against the telemetry, and - for major work - through factory transport to Sweden. Emergency support is organised through the same channels: the factory would rather fly a technician than let a local shop improvise, and accident recovery follows the Gryphon logic of Paper 100 - recover, document, and let Ängelholm decide the repair design.

Buying pre-owned is the chapter most buyers actually need. The question is always the same: will the factory recognise me? The answer is generally yes - Koenigsegg has historically supported second, third and subsequent owners, auction buyers included, with service, software and, in due course, invitations. But recognition is not automatic; it is established. The sensible sequence, immediately after purchase: introduce yourself to the factory, have the chassis verified and its file reviewed, update the ownership records, and book the first service - converting an anonymous transaction into a registered relationship. Whether a formal registration programme exists in the moment of reading, and what it includes, should be confirmed with the factory directly - the practice has evolved and will continue to. What does not change is the principle every checklist in this library carries: a Koenigsegg without a current factory relationship is materially impaired, and the pre-owned buyer's first week determines whether theirs has one.

12 STORAGE, TRANSPORT, INSURANCE, SELLING

The unglamorous chapters that decide what the glamorous chapters are worth.

Storage discipline is model-specific but principled. Battery: maintained continuously on the approved conditioner - low voltage mimics every other fault first, on every model since the Agera. Fuel: fresh, correct, and never aged E85 - the flex-fuel rules of Papers 91-99 apply in the garage more than on the road. Hybrids: the Regera and Gemera add high-voltage battery care - state of charge, temperature, and the factory's storage procedure. Beyond that: stable humidity and temperature, tyres protected from flat-spotting and age, hydraulics and doors cycled, and the exercise rhythm this library prescribes everywhere - regular, documented heat cycles, because dormancy is the most expensive storage mode of all. Transport is enclosed, always, with approved loading points, attention to ground clearance and carbon edges, and factory-recommended operators; air freight for intercontinental moves is routine at this level, with customs and carnet handling by specialists and transit insurance confirmed before the car moves. Insurance is agreed-value collector cover with worldwide validity as needed, track and concours extensions where used, transit cover, and - non-negotiable in this library - factory repair clauses, so that the policy that protects the value cannot force the repair that destroys it.

Selling, one day, closes the loop. The channels are private sale, specialist dealer, auction, or - frequently - the factory's own assistance in placing the car with the next owner, which is often the best outcome for car and community alike. Preparation is the mirror of everything above: the complete file, current software, every original part preserved and included, and a factory inspection that lets the next buyer's Paper-89-to-100 checklist find nothing. A Koenigsegg sold with a complete file and a warm introduction to Ängelholm realises its value; one sold as an anonymous asset does not.

13 RUNNING COSTS - THE HONEST TABLE

The figures this library has carried for eleven model papers, gathered in one place.

The table below consolidates the planning figures of Papers 88-101. They are planning allowances, not quotations; they assume a current, exercised, factory-maintained car; and the tail risks - carbon and one-off components - dominate the arithmetic exactly as they did in every custody chapter.

BUYING & OWNING - RUNNING COST PLANNING FIGURES

Annual service	€20,000-35,000 - the non-negotiable entry ticket; with transport to a factory point €30,000-50,000
Major scheduled service	€40,000-90,000 - time-based as much as mileage-based
Insurance	€25,000-150,000 per year - agreed value, by car, use and territory
Tyres	€6,000-15,000 per set - age-limited regardless of wear; bespoke fitments at the upper bound
Factory transport	Case-specific - enclosed always; intercontinental moves routinely five figures
Carbon repair	€30,000 cosmetic to €1,000,000+ structural - the defining tail risk of the marque
Engine rebuild	€250,000-600,000+ - platform-dependent; hybrid systems and one-off components by factory quotation

(Consolidated from the custody chapters of Papers 88-101. Five-year reserves: €150,000-350,000 for a current, exercised car by platform; materially more for stored, under-used or bespoke cars. Every figure assumes the factory relationship this paper is about - without it, no figure applies, because no support applies.)

14 TEN RULES - AND SYNTHESIS

Everything this library has learned about the marque, reduced to ten sentences.

THE TEN RULES OF KOENIGSEGG OWNERSHIP

Rule one	Never skip the annual factory service - it is the warranty, the telemetry baseline and the relationship in one appointment
Rule two	Maintain battery voltage continuously - low voltage mimics every other fault first, on every model since the Agera
Rule three	Drive the car - dormancy is the most expensive storage mode, and the factory built it to be used
Rule four	Never ignore software updates - software originality and currency are this marque's matching numbers
Rule five	Use factory-approved transport - enclosed, correct loading points, and insurance that survives contact with reality
Rule six	Document every repair - the file is the price, and an undocumented event is permanent damage even when the repair is perfect
Rule seven	Preserve every original part - from Aircore wheels to the shifter knob, originality is the market
Rule eight	Register yourself with Koenigsegg after buying pre-owned - recognition is established, not automatic, and it is the asset
Rule nine	Develop the factory relationship - answer invitations, show up, and be the owner the next allocation letter reaches
Rule ten	Think in decades, not years - every other rule is this one, applied to a shorter horizon

The synthesis of fifteen papers is short. Koenigsegg is a company of a few hundred cars, one factory and one founder's engineering culture - and ownership works exactly like the cars do: as an integrated system that must never be modified or diagnosed in isolation. The buyer who understands that buys well at any point in the range, from a CC8S to a CC850 to a Special Project. The buyer who does not will discover that the most expensive thing in the Koenigsegg world is not the car, the service or even the carbon - it is distance from Ängelholm.

BOTTOM LINE

Buying a Koenigsegg is commissioning a long-term engineering project from the world's smallest hypercar manufacturer - allocation is relational, specification is a dialogue, the build is transparent, and the ownership that follows runs on an annual factory rhythm, a disciplined custody regime and an ecosystem, from Ghost Squadron to the founder's table, that no larger company can imitate. The running costs are those of the engineering, the rules are ten, and the asset that appreciates most reliably is the factory relationship itself. Keep it close, keep the file complete, and think in decades.

ONE-SENTENCE VERDICT

A Koenigsegg is bought once but owned continuously - a commission that begins years before delivery and never quite ends, in which the car is the visible half of the asset and the relationship with one factory in Ängelholm is the half that makes the visible half work.

SOURCES

Synthesis paper drawing on the documented findings of Papers 88-101: company history, allocation practice and customer-base structure (Paper 88; CC850 allocation, Paper 99; Special Projects allocation and commissioning, Paper 100); specification and bespoke practice (Naked Carbon, tinted carbon, gold leaf - Papers 89-100, Hundra and Naraya as documented references); engineering request boundaries and Special Project threshold (Paper 100); build sequence and factory practice (Papers 88-99); custody, storage, fuel, battery and software disciplines (custody chapters, Papers 89-99); warranty and service-network practice (factory service rhythm, travelling technicians, remote diagnostics against telemetry, factory transport - Papers 92-99); running-cost planning figures consolidated from Papers 88-101. Ghost Squadron: owners' tour carrying the name since 2016, tenth-anniversary 2026 tour in Mallorca with 20+ customer cars led by Christian von Koenigsegg in his CC850 (duPont Registry and event reporting, 2026). Owner app and telematics: ownership-support capabilities - diagnostics, updates where applicable, service communication, remote support - varying by model generation (Gemera/CC850 most connected; Agera-era 3G telematics limited); exact current scope, formal pre-owned registration procedure, service-plan offerings and standard factory-delivery programme contents are operational details that evolve and should be confirmed against Koenigsegg's current owner-facing information - this paper states them as practice, not as fixed policy. No model file or checklist accompanies this paper; it concludes the Koenigsegg library, Papers 88-102. Nothing here is investment advice.