

BUGATTI EB110

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*The first modern Bugatti, 1991-1995 - the formula before Volkswagen,
and the discipline of owning a car that outlived its factory*

~128

Cars completed at Campogalliano by Bugatti's own account - roughly 96 GT and 32 Super Sport - before the 1995 collapse; registry totals run higher

610 PS

The Super Sport calibration of the 3.5-litre, 60-valve quad-turbo V12 - carbon monocoque, permanent all-wheel drive, six-speed manual

351 km/h

The Super Sport's production-car record of its day - with 355 km/h recorded at Nardò in 1993; the fastest car in the world, briefly

€1.2-4.0M+

The 2026 market span, GT to exceptional Super Sport - thin, chassis-specific, and increasingly divided by identity rather than mileage

01 EXECUTIVE SUMMARY

The EB110 is where modern Bugatti begins. Romano Artioli revived the marque in Italy and unveiled the car in Paris on 15 September 1991 - Ettore Bugatti's 110th birthday - with a specification nothing else in production could match as a package: a 3.5-litre V12 with five valves per cylinder and four turbochargers, a carbon-fibre monocoque weighing around 125 kg, permanent all-wheel drive, a six-speed manual and full luxury equipment. The GT produced 560 PS; the lighter Super Sport, 610 PS and a 351 km/h production-car record, with 355 km/h recorded at Nardò in 1993. Bugatti today treats the EB110, Veyron and Chiron as the trilogy of the modern marque - and the thesis of this paper follows from that: the Veyron did not invent modern Bugatti; it industrialised the formula the EB110 had already established.

This paper also opens a different kind of series. The Bugatti library documents hypercars: seven-figure cars whose maintenance economics operate at a scale most supercar owners never encounter, and this library will state those costs plainly rather than romantically. The EB110 adds a risk no Porsche or McLaren paper needed: the company that built it ceased to exist in 1995. Every parts channel, every specialist, every piece of institutional knowledge survives today because individuals - not a factory - carried it forward. That makes the EB110 the purest case of what this library calls the continuity question, and the buying rule follows: buy the specialist relationship before you buy the car.

Key Finding

The EB110's greatest ownership risk is not one component. It is a break in technical continuity between the factory that built it, the specialists who understand it, and the owner who must keep that knowledge alive. No single defect defines the car; age, stillness and improvised hands define the risk.

Production identity governs value. Bugatti's own account records ~128 Campogalliano-built cars - approximately 96 GT and 32 Super Sport, including two works competition cars - while registry totals of 139 or more count prototypes, competition chassis and cars completed later from factory assets by Dauer. Campogalliano-built, Dauer-completed and later-modified cars are related but distinct market categories.

The market has repriced the car. A GT that traded near €280,000 in 2014 is a seven-figure car today: €1.58 million for a GT at Zoute in October 2025, US\$2.755 million for a Super Sport at Monterey in August 2025 - while a Super Sport showing ~675 km (419 miles), static since 1995, brought US\$1.87 million in May 2026. Stillness is a discount, not a premium; the market prices recommissioning debt.

02 THE MARQUE AND THE CARS

Campogalliano, the blue factory - and the seven-figure frame this series is written in.

Artioli's Bugatti Automobili was not a kit-car revival. The company built a purpose-designed factory at Campogalliano near Modena, hired engineers from Lamborghini, Ferrari and the aerospace industry, and specified the EB110 beyond any contemporary: carbon structure when the F40 used bonded composite panels over steel, four turbochargers when rivals used two, all-wheel drive when nothing else in the class dared the complexity, and air conditioning, electric seats and ABS in a car capable of 342 km/h. The ambition consumed the company.

Bugatti Automobili failed in September 1995 amid the mid-decade collector-market collapse, having completed roughly 128 cars. The marque passed to Volkswagen in 1998; the Veyron arrived in 2005 with quad-plus turbocharging, carbon structure and all-wheel drive - the EB110's formula, industrialised with a corporation behind it.

The EB110 buyer today is therefore buying two things: a landmark of engineering history, and membership of a small custodial ecosystem that exists nowhere on an organisation chart. Both are priced in seven figures, and both demand the discipline this series returns to throughout.

THE SEVEN-FIGURE FRAME

This series documents hypercars, and the frame differs from every previous library. Entry is €1.2 million and rises past €10 million in later papers; a single scheduled service can exceed the annual running cost of a GT3; a fuel-system recommissioning can cost more than a new 911. These are cars for buyers to whom a €50,000 annual reserve is a planning line, not a shock - and this library will state every band plainly so that no reader mistakes the price of the car for the cost of the car.

The papers of record for this series' repair politics are 'The Locked Hypercar' (April 2026) and 'The Bugatti Case' (July 2026). Their finding is carried forward here: at this level, ownership depends on access - to parts, to documentation, to a reply - and the EB110 is the case where the community, not the factory, became the access.

03 ARCHITECTURE: TWO INTERPRETATIONS OF ONE FORMULA

A 60-valve quad-turbo V12, a 125 kg carbon tub, permanent all-wheel drive - as GT and as Super Sport.

The 3,499 cc V12 runs two camshafts per bank, five valves per cylinder - 60 in total - and four small IHI turbochargers at 1.05 to 1.2 bar, chosen over two large units for response. Peak power arrives near 8,250 rpm. Drive passes through a six-speed manual to all four wheels with a 27:73 front-rear torque split; the monocoque is carbon fibre, built by Aérospatiale, and the body panels are aluminium. The GT delivers 560 PS and approximately 611 Nm, roughly 1,620 kg, 3.46 seconds to 100 km/h and about 342 km/h. It is the complete technological flagship: leather, air conditioning, electric seats, usable luggage space - a hypercar specified like a grand tourer.

The Super Sport, shown at Geneva in 1992, is not simply a GT with more boost. It carries 610 PS and approximately 650 Nm through higher boost and revised calibration, sheds substantial weight through reduced insulation, lighter seats, magnesium wheels and thinner glazing, wears a fixed rear wing and revised ventilation, and reaches 100 km/h in 3.26 seconds on the way to its 351 km/h record. Production of roughly 32 cars against 96 GTs makes it the collector version by arithmetic alone; the performance and the motorsport associations complete the case. The governing distinction for the whole family: the GT is the complete technological flagship; the Super Sport is the lighter, faster and substantially rarer collector car.

BUGATTI EB110 - SPECIFICATION

Engine	3,499 cc V12 · five valves per cylinder, 60 total · four IHI turbochargers, 1.05-1.2 bar · GT 560 PS / ~611 Nm · SS 610 PS / ~650 Nm · peak past 8,000 rpm
Drivetrain	6-speed manual · permanent all-wheel drive, 27:73 torque split · viscous coupling · magnesium wheels on the SS
Structure	Carbon-fibre monocoque by Aérospatiale, ~125 kg · aluminium body panels · double wishbones · ABS, power steering, air conditioning as standard equipment
Performance	GT: 0-100 ~3.46 s, ~342 km/h, ~1,620 kg · SS: 0-100 ~3.26 s, 351 km/h production record, 355 km/h at Nardò 1993 · ~1,420 kg dry / ~1,570 kg in commonly quoted kerb data
Production	~128 Campogalliano-built cars, 1991-1995: approximately 96 GT and 32 Super Sport, including two works competition cars · registry totals of 139+ count prototypes and later completions
Competition and successors	EB110 LM, Le Mans 1994 · Sport Competizione, Daytona 1996 · Dauer completions and lightweights from factory assets · B Engineering Edonis from residual parts

(Production totals follow Bugatti's own historical account; higher registry figures are not wrong, they count different things - which is precisely why chassis identity outranks any headline total.)

04 THE ORPHANED TECHNOLOGY

Continuity as the ownership system - the factory died in 1995; the knowledge did not, but it lives in people.

Every other car in this library enjoys a factory heritage programme. The EB110's factory closed thirty years ago, and its support ecosystem is a network of individuals: workshops founded by former Campogalliano personnel; B Engineering, built by ex-Bugatti staff around residual components; marque specialists such as Simon Furlonger in the UK, entrusted with recommissioning numerous EB110s including Romano Artioli's personal Super Sport; and custodians of the parts inventories that Dauer acquired from the liquidation. Dauer of Nuremberg finished a small number of cars from factory assets around 1999-2000 and then built five re-engineered lightweight derivatives; B Engineering's Edonis used EB110 monocoques and a rear-drive 3.8-litre development of the V12. These cars matter to a buyer for one reason: Campogalliano-built, Dauer-completed and specialist-modified cars are related but not interchangeable market categories, and every EB110 must be identified precisely before it is priced.

Modern Bugatti has, to its credit, re-embraced the car: the Centodieci of 2019 was styled as its homage, and the marque's La Maison Pur Sang programme now provides factory authentication and restoration support - reconstructing cars through original order records, assembly-change logs, transmission records and road-test documentation, and certifying its first EB110, the America chassis SS025, in 2025. Molsheim also maintains a service-partner network, though deep EB110 experience should be verified facility by facility rather than assumed. There is, even so, no EB110 equivalent of Porsche Classic's parts shelf: parts are made, found or remade through the network - custom AP Racing clutch components, bespoke fuel tanks, machined suspension joints - and lead time, not labour, governs repair duration.

An EB110 without a standing specialist relationship is not a hypercar; it is a sculpture with fluid in it.

THE CONTINUITY RULE

Do not buy an EB110 until you know who will service it, where the parts will come from, and how the car will be transported there. The specialist relationship is not an accessory to the purchase; for this car it is the purchase. A chassis with a twenty-year file at a recognised EB110 workshop is a different asset from the same chassis without one, and the market has begun pricing accordingly.

Identity before money: verify Campogalliano completion, chassis and engine numbers against factory records, La Maison Pur Sang certification or Bugatti archival verification where available, and the Certificato di Autenticità where present. A GT represented as a Super Sport, or a later completion represented as a factory car, is not a negotiation - it is a misrepresentation.

05 THE SYSTEMS FILE

Fuel, boost, hydraulics, carbon - where thirty years and four turbochargers concentrate the risk.

Fuel system first. Tanks, pumps, hoses, seals, regulators and injectors are all thirty years old and all sensitive to static storage; a documented Super Sport required new fuel tanks in 2024 at a cost above US\$20,000. A car that has sat for years with old fuel is not a low-use car - it is a fuel-system project until proven otherwise. The quad-turbo system multiplies ordinary turbo ageing by four: oil feed and return lines, boost hoses, intercoolers, wastegates and vacuum plumbing must deliver boost progressively and symmetrically, and any irregularity traces to causes from perished hoses to incorrect calibration. On a Super Sport, verify the correct turbo and calibration specification - modified GTs must not be marketed as factory Super Sports. Cooling carries the thermal load of twelve cylinders and four turbochargers in a compact bay; radiators, pumps, thermostats and every hose joint need a genuine road test at full temperature, not a static inspection.

Clutch and hydraulics are a documented weak point in specialist files: one recent Super Sport needed a complete clutch-hydraulic rebuild with a custom AP Racing component set, and the work took months - almost all of it parts lead time. The all-wheel-drive system demands matched tyres in circumference, age and specification, correct differential oils, and inspection for vibration and binding; improper towing leaves damage a test drive will find. Confirm the availability of an appropriate matching high-speed-rated tyre set before purchase - on a permanent-AWD car with this small a global fleet, tyre sourcing can determine whether the car is immediately usable at all. The carbon monocoque and aluminium body close the file: tub condition, suspension pick-up points and crash structures read by specialists; aluminium panels checked for corrosion, distortion and incompatible repair methods. An undocumented composite repair is a major valuation event on a car this rare. Oil leaks, ageing ABS electronics, air conditioning and cabin electrics complete the age file - none trivial, because original switches, modules and trim are scarce.

THE STORAGE LEDGER

Most EB110s cover almost no annual mileage, and stillness - not use - is the family's quiet enemy. A proper storage ledger records fuel replacement, battery conditioning, periodic full-temperature operation, clutch and gearbox exercise, air-conditioning operation, cooling-fan cycling, brake exercise, tyre-pressure management, annual fluids, humidity control and every transport movement.

The May 2026 result is the lesson priced in public: a Super Sport showing ~675 km, static since 1995, brought US\$1.87 million - beneath the band for a strong, exercised example. Mileage is evidence of use; the storage ledger is evidence of preservation. They are not the same thing, and the market has learned the difference.

Tyres are dated, not judged by tread: correct high-speed-rated sizes for the road, originals retained as artefacts only. Magnesium SS wheels are inspected for cracks and corrosion and never generically refurbished.

06 MARKET AND MONEY

A recognition market, repriced in a decade - and traded mostly behind doors.

How these cars trade shapes how they should be bought. The EB110 market is thin - a handful of public transactions a year - and most cars move through specialist dealers or off-market between collectors; auctions supply the only public evidence, and asking prices can sit far above it, including a GT currently offered at US\$4.57 million in Dubai. This series therefore makes no 'deal' recommendations for Bugattis: there is no liquid market to time, only individual chassis to verify. The public record shows the repricing plainly. A GT that traded near €280,000 in 2014 reached €603,750 by 2018 and roughly €1.8 million by 2022; 2025 delivered €1.58 million for a GT at Zoute in October and US\$2.755 million for a Super Sport at Monterey in August; May 2026 added the US\$1.87 million static-car result, and aggregate trackers now put the average public EB110 transaction above US\$2 million. The supports are structural: first modern Bugatti, carbon tub, quad-turbo V12, tiny production, the Campogalliano story, the trilogy connection - and a finite pool of correct, original cars. The risks are the market's own thinness: single results extrapolated into universal prices, identity confusion between factory, Dauer and modified cars, and static collections carrying invisible recommissioning debt.

BUGATTI EB110 - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

EB110 GT - driver quality	€1.2-1.5 million - higher mileage or thinner history, correct identity, no structural repair; the usable end of the family
EB110 GT - strong original	€1.5-1.9 million - complete file, documented specialist care, current recommissioning, matching identity throughout
EB110 GT - exceptional	€1.9-2.4 million+ - provenance, colour, low ownership count and an unbroken file; significant prototypes potentially beyond the band
EB110 Super Sport - compromised, static or unusual history	€1.7-2.2 million - long-static cars, thin files or unusual histories; the US\$1.87M May 2026 result sits here, and sold below its pre-sale expectations
EB110 Super Sport - strong factory car	€2.3-3.2 million - verified factory SS with complete identity, live mechanical file and current recommissioning; US\$2.755M (Monterey 2025) is the public benchmark
EB110 Super Sport - exceptional	Above €3.2 million - historically significant chassis, certification, provenance or prototype history; priced per car, not per model

(Broad frameworks, not transaction values - public SS trades are so thin that single results move the visible market; the US\$1.87M static-car result of May 2026 shows the discount recommissioning debt now attracts.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Annual inspection / service	€4,000-8,000 - EB110-competent specialist only
Larger scheduled service	€10,000-20,000+ - documented historical examples run from ~€11,800 (2011) to ~US\$30,000 (2018)
Recommissioning after storage	€25,000-60,000+ - fuel, hydraulics, tyres, fluids, electronics brought back to operating condition
Fuel tanks / fuel system	€20,000-40,000+ - the documented 2024 SS tank replacement exceeded US\$20,000
Clutch and hydraulic work	€15,000-35,000+ - custom component sets; lead time governs duration
Turbochargers and boost system	€20,000-60,000+ depending on scope - four turbochargers, four sets of ageing
Cooling-system overhaul	€10,000-30,000+ by access and scope
Suspension and joints	€10,000-30,000+ - individual machined components where no shelf part exists
Gearbox, AWD or carbon structure	Substantial five figures; carbon repair five figures to materially more - specialist assessment before any commitment
Custody	Enclosed transport a material recurring cost · agreed-value insurance individually underwritten · humidity-controlled storage assumed

(Planning categories, not quotations - parts scarcity makes every EB110 job chassis-specific. Five-year reserve for a sorted car: light collector use €30,000-60,000 · regular road use €50,000-100,000 · one major fuel, clutch, turbo or cooling event €100,000+ - restoration and structural work sit outside every band.)

07 THE BUYING PROTOCOL

Identity before archive, archive before car - and an EB110 specialist's hands on all of it.

Level One - identity and archive before the car. GT or SS identity against factory records; Campogalliano completion or later status declared; chassis and engine numbers reconciled; the Certificato di Autenticità where present; ownership chain; service and recommissioning history; fuel-tank work; clutch-hydraulic history; turbo work; storage ledger; accident and paint file. Then the car, genuinely cold: start, smoke, boost symmetry, clutch behaviour, every gear, drivetrain vibration, ABS, air conditioning, every electrical system, tyre dates, wheel condition, underbody and panel fit.

Level Two - the specialist PPI. A recognised EB110 specialist, not a general exotic workshop: compression and leak-down where indicated, oil analysis, fuel-pressure and tank inspection, injector testing, cooling-system pressure test at temperature, boost-system test, clutch-hydraulic inspection, gearbox and AWD assessment, ABS diagnostics, suspension and geometry, carbon monocoque examination, aluminium body and paint survey, authenticity reconciliation, and a road test to full operating temperature. Budget the inspection like a service - it is one.

WALK AWAY - THE NON-NEGOTIABLES

Uncertain model identity or a GT represented as a Super Sport · incomplete ownership chain · no qualified specialist relationship and no plan for one · unresolved fuel leakage or stale-fuel storage without recommissioning · inconsistent boost or overheating history · clutch-hydraulic faults without a repair path · significant AWD vibration · undocumented carbon repairs · long static storage sold as preservation · seller resistance to an EB110-specialist inspection. On a ~128-car population there is no averaging away a compromised chassis - the next correct car is worth the wait.

08 OWNERSHIP ECONOMICS AND SCENARIOS

Custodianship priced in seven figures - and cheapest when the car is exercised, not entombed.

The scenarios model a well-bought strong original GT at around €1.7 million with verified identity, current fuel and hydraulic files and a standing specialist relationship, driven 1,500-3,000 km per year with annual specialist service. The economics reward exactly what museum ownership punishes: regular full-temperature operation keeps seals, injectors, hydraulics and air conditioning alive, while static years accumulate recommissioning debt the next PPI converts into a price reduction - the May 2026 result put a public number on that conversion. The Super Sport adds a premium on both sides of the ledger: higher entry, identical systems, and a thinner public market in which provenance does the pricing. For both, the frightening bill is not evidence of unreliability - it is the cost of restoring a thirty-year-old, 128-car technological experiment to proper operating condition, and it is cheapest when it is never allowed to become due all at once.

OWNERSHIP SCENARIOS - WELL-BOUGHT ORIGINAL CAR (PLANNING BANDS)

Year 1	€15,000-40,000: EB110-specialist entry PPI, annual service, tyre renewal by date, fuel-system verification, storage and insurance established; recommissioning items surfaced by the PPI extra
Years 1-3	€30,000-70,000 cumulative: annual services, one larger scheduled service, one age item - hoses, hydraulics, battery, air-conditioning work
Years 1-5	€30,000-60,000 light collector use · €50,000-100,000 regular road use · €100,000+ where a major fuel, clutch, turbo or cooling event falls inside the window

(Assumption-based planning bands excluding storage-facility and insurance premiums; structural repair, gearbox or AWD rebuilds and full restorations sit outside every band by definition.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No single systemic defect - the V12 is robust when exercised and correctly serviced; the risk profile is age, stillness, four turbochargers and parts lead time, not design
Maintenance costs	□□□□	Hypercar amplitude on an orphaned platform: five-figure routine years, six-figure event years - every job chassis-specific, every part found, made or remade
Parts availability	□□□□	Limited factory support - La Maison Pur Sang authentication and restoration, plus a very small specialist network and bespoke fabrication; capability is real, lead time is the cost
Investment potential	□□□□	First modern Bugatti, ~128 cars, the trilogy connection and a decade of repricing - identity-verified cars lead; static and uncertain cars trail the same headline

MARQUE BUYING SCORE - BUGATTI EB110

Category	Collector example (SS)	Driver example (GT)	Static stored car
Reliability	7 / 10	7.5 / 10	4.5 / 10
Driving experience	9 / 10	9 / 10	9 / 10
Ownership cost	2 / 10	2.5 / 10	1.5 / 10
Parts availability	3 / 10	3 / 10	3 / 10
Long-term collectability	10 / 10	9 / 10	8.5 / 10
Investment potential	9.5 / 10	8.5 / 10	7 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The static column prices recommissioning debt and identity risk - the odometer is the least informative number on the car.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Bugatti's own historical documentation (launch in Paris on 15 September 1991; ~128 Campogalliano-built cars - approximately 96 GT and 32 SS, including two works competition cars; 560/610 PS, five valves per cylinder, four turbochargers at 1.05-1.2 bar, ~125 kg carbon monocoque, 27:73 all-wheel drive; the 351 km/h production record and the trilogy framing), general reference records for the 355 km/h Nardò run, the 1994 Le Mans and 1996 Daytona entries, Dauer's post-bankruptcy completions and lightweight derivatives and the B Engineering Edonis; specialist documentation for the recommissioning cost picture, including a US\$20,000+ SS fuel-tank replacement (2024) and a months-long clutch-hydraulic rebuild with custom AP Racing components; Bugatti's La Maison Pur Sang programme, which certified its first EB110 in 2025; and public market results - €1.58M GT (Broad Arrow, Zoute, October 2025), US\$2.755M SS (Gooding Christie's, Monterey, August 2025), US\$1.87M ~675-km SS (Mecum, May 2026) - with aggregate benchmarks from public trackers, mid-2026. Production totals follow Bugatti's account; higher registry figures count prototypes, competition chassis and later completions. SS weights vary by standard quoted, from ~1,418 kg dry to ~1,570 kg kerb. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THE RIGHT TO A REPLY, REVISITED

What Papers I and II of the repair series mean for a car whose factory disappeared in 1995.

'The Locked Hypercar' mapped the legal terrain of hypercar repair; 'The Bugatti Case' documented a Veyron owner who, per his published account, could not obtain a substantive reply from the factory - and whose car was repaired by a community of specialists for £39,083 including VAT against an expected factory cost, according to the participants, of £300,000. The EB110 is the inversion of that case, and its quiet vindication: this car has had no factory to call for thirty years, and it survives - driven, serviced, recommissioned and repriced upward - entirely on the knowledge network that grew where the factory used to be. The lesson cuts both ways. It proves the independent route can sustain even a quad-turbo, carbon-tub, all-wheel-drive hypercar at the highest level of complexity; and it prices that route honestly, because everything in Section 06 is what independent continuity actually costs. Ownership on a different kind of budget exists at this altitude - the McCann rebuild proved it for the Veyron, and every EB110 on the road proves it daily - but 'different' still means seven figures of car and five figures a year of custody. What it does not mean is waiting for permission: the EB110 community never had anyone to ask, and that, three decades on, may be the most honest ownership model in the hypercar world.

10 SYNTHESIS

The EB110 opens the Bugatti library because it settles the question every later paper inherits: what does it cost, in money and in discipline, to keep a hypercar alive? Here the answer has run for thirty years without a factory. Buy the GT on mechanical completeness - the more numerous, more usable car, strongest as a documented, exercised example. Buy the Super Sport on mechanical completeness plus historical identity - factory chassis, correct calibration, certification, provenance.

Treat static low-mileage cars as recommissioning projects priced accordingly, and treat identity - Campogalliano, Dauer, modified - as the first fact to verify, because the market now prices it first. Above all, secure the specialist before the car: on this family, continuity is the asset, and the chassis is how you hold it.

WHO SHOULD BUY THIS CAR

The collector who wants the origin point of modern Bugatti - the trilogy's first chapter and the formula the Veyron industrialised - and who will fund the custody that a 128-car orphaned platform demands.

The driver-collector who understands that a documented, higher-mileage GT with a live specialist file may be the most convincing car in the family - more convincing than a museum piece with a perfect interior and unknown fuel tanks.

Not: the buyer without a standing EB110-specialist relationship; the trophy buyer planning a decade of static storage; or anyone who reads a US\$4.57 million asking price - or a US\$2.755 million record - as the value of an unverified ordinary chassis.

BOTTOM LINE

One family, ~128 factory cars, 1991-1995: a 60-valve quad-turbo V12, a 125 kg carbon tub, permanent all-wheel drive - 560 PS as the complete GT flagship, 610 PS and a 351 km/h record as the Super Sport. €1.2-2.4M+ for GTs, €1.7 million to beyond €3.2 million for factory Super Sports, five figures a year of correct custody, and six-figure event years priced in advance. No systemic defect; the file is identity, fuel, hydraulics, boost, carbon and continuity. The factory died in 1995 - the car outlived it, and buying one means joining the network that made that possible.

ONE-SENTENCE VERDICT

The EB110's real risk is a break in continuity, not a component - buy the specialist relationship, the identity file and the storage ledger before you buy the car.

SOURCES

Bugatti historical and Newsroom documentation: launch in Paris, 15 September 1991, Ettore Bugatti's 110th birthday; ~128 Campogalliano-built cars - approximately 96 EB110 GT and 32 Super Sport, including two works competition cars; 3.5-litre V12, five valves per cylinder, four turbochargers at 1.05-1.2 bar, ~125 kg carbon monocoque, 27:73 permanent all-wheel drive, six-speed manual; 560 and 610 PS; 3.26 s and the 351 km/h production-car record of its era; the EB110-Veyron-Chiron trilogy framing and the Centodieci homage; the La Maison Pur Sang authentication and restoration programme, which certified its first EB110 - the America, chassis SS025 - in 2025. General reference records: 355 km/h at Nardò (1993); GT figures of ~3.46 s, ~342 km/h, ~1,620 kg; SS weights quoted from ~1,418 kg dry to ~1,570 kg kerb by standard; registry totals of 139+ cars counting prototypes and competition chassis; Le Mans 1994 (EB110 LM) and Daytona 1996 (Sport Competizione); Dauer Sportwagen's post-bankruptcy completions (circa 1999-2000) and five lightweight derivatives (2001-2002); B Engineering Edonis prototypes from residual EB110 components. Specialist documentation: Simon Furlonger (Kent, UK) EB110 servicing and recommissioning, including Romano Artioli's personal SS; published workshop records of a months-long SS clutch-hydraulic rebuild with custom AP Racing components, multi-source oil-leak diagnosis and air-conditioning work; RM Sotheby's lot documentation including a US\$20,000+ SS fuel-tank replacement (2024) and historical service invoices (~€11,800 in 2011; ~€14,262 in 2013; ~US\$30,000 in 2018; ~€20,500 B Engineering service before a 2022 sale). Market results: €603,750 GT (2018); ~€1.8M GT (2022); €1.58M GT, Broad Arrow Zoute, October 2025; US\$2.755M SS, Gooding Christie's Monterey, August 2025; US\$1.87M ~675-km SS, Mecum, May 2026; aggregate public-tracker benchmarks, mid-2026; one GT publicly offered at US\$4.57M (asking, not a transaction). Marque Intelligence prior papers: 'The Locked Hypercar' (April 2026), 'The Bugatti Case' (July 2026), 'The Supercar Market' (April 2026). Companion documents: Buyer's Checklist No. 77 and Model File 77. Values are indicative frameworks, not valuations; nothing here is investment advice.