

BUGATTI VEYRON

61

*The impossible car, 2005-2015 - four expressions of one platform,
and the family where custody became a factory relationship*

450

Cars built 2005-2015: 252
Veyron 16.4, 58 Grand Sport, 48
Super Sport, 92 Grand Sport
Vitesse - documented by Bugatti
itself, chassis by chassis

1,001/1,200 PS

The 8.0-litre quad-turbo W16 -
1,250/1,500 Nm, seven-speed
Ricardo dual-clutch, permanent
AWD, ten radiators

431 km/h

The Super Sport's 431.072 km/h
production record of 2010 - and
408.84 km/h open-top for the
Grand Sport Vitesse in 2013

€1.4-4.5M+

The 2026 market span, 16.4 to
Super Sport - factory history now
the first value driver, and asking
prices far above transaction
bands

01 EXECUTIVE SUMMARY

The Veyron solved a problem much of the industry considered impossible: a production car capable of more than 400 km/h that could also be driven to dinner with the air conditioning on. Getting there required nearly every system to be developed beyond contemporary standards - an 8.0-litre quad-turbocharged W16 of 1,001 PS and 1,250 Nm (1,200 PS and 1,500 Nm in the later cars), a seven-speed Ricardo dual-clutch gearbox, permanent all-wheel drive, active aerodynamics with an air brake, a hydraulic ride-height system, a bespoke Michelin tyre programme, ten radiators of cooling capacity and one of the most sophisticated electronic architectures of its era. Bugatti built exactly 450 between 2005 and 2015: 252 Veyron 16.4, 58 Grand Sport, 48 Super Sport and 92 Grand Sport Vitesse - 300 coupés, 150 roadsters, every one documented by the factory.

The ownership thesis of this paper is a single sentence: the Veyron is not expensive because it is rare - it is expensive because nearly every important system on it is unique. And the custody thesis follows from what makes this family the EB110's opposite: the company that engineered the car still exists, still services it, still restores it and now formally certifies it. Before the Veyron, hypercar ownership was a question of engineering complexity. After the Veyron, it became engineering complexity plus factory dependency - and this paper prices both.

Key Finding

No defining engine-architecture weakness has emerged over two decades. Accessories fail - sensors, coils, cooling parts - but the W16's architecture itself has proven remarkably robust; the risks live in the systems around it - cooling, hydraulics, electronics, tyres - and in the custody question of who is allowed to touch them. The buying protocol is therefore built on files, not on folklore.

Factory history is the first value driver. For the first time in this library, the strongest single market signal is a Bugatti service file - and La Maison Pur Sang now certifies modern cars, beginning with the 2008 Grand Sport prototype '2.1', reacquired and restored by the factory itself. The buying line follows: buy the Bugatti history before you buy the Bugatti.

The public market has firmed. Five public 16.4 transactions between October 2025 and May 2026 ran from ~US\$1.96M to ~US\$2.37M, with a Grand Sport Vitesse at €1.86M (Zoute, October 2025) showing how chassis-specific the thin roadster market prices - while the cheapest open-market ask documented in 'The Bugatti Case' stood at £2.2M. Asks are positions; the bands in Section 06 are frameworks.

02 THE IMPOSSIBLE CAR

Engineering beyond economics - and the seven-figure frame it created.

Volkswagen-era Bugatti set the Veyron's targets before the engineering existed: 1,001 PS, 400 km/h, and full civilisation - luggage, leather, climate control, usable manners in traffic. Analysts have long concluded the programme lost money on every car at its €1,225,000 base price; the widely cited Bernstein estimate treated the Veyron as the most expensive halo project in modern industry. That context matters to an owner for one reason: the car's engineering was never priced to be economical, and neither is its custody.

The EB110 of Paper 60 established the formula - quad turbocharging, carbon structure, all-wheel drive - and died with its factory. The Veyron industrialised the formula with a corporation behind it, and that corporation is still there: the challenge moved from keeping knowledge alive to maintaining a relationship with the single institution that holds it.

THE SEVEN-FIGURE FRAME, CONTINUED

The series frame from Paper 60 applies with larger numbers: entry is now €1.4 million and rises past €4 million; the annual service alone runs €20,000-35,000; a tyre set is €30,000-40,000 on a time basis, not a tread basis. A Veyron budgeted like a Carrera GT will embarrass its owner - the correct planning unit is €100,000-300,000 per five years before any major event.

The repair-politics papers of record remain 'The Locked Hypercar' and 'The Bugatti Case' - and this family is where their subject lives: the McCann case car was a Veyron 16.4. Section 09 returns to what that case means inside the factory-custody model this paper otherwise recommends.

03 FOUR INTERPRETATIONS OF ONE PLATFORM

Not four cars - four expressions of the same engineering, priced by roof, boost and record.

Veyron 16.4 - the original and the reference: 1,001 PS, 407 km/h, the grand-touring calibration of the platform. Most numerous at 252 cars, most usable, and usually the best value in the family. Grand Sport - the roof removed, structure reinforced, slightly heavier, 58 cars: the open-air experience at a collector premium. Super Sport - 1,200 PS through revised turbochargers, improved cooling and reworked aerodynamics; 48 cars, and the 431.072 km/h world-record derivative that closed the platform's original argument. Grand Sport Vitesse - the open-top Super Sport: 1,200 PS, 92 cars, 408.84 km/h with the roof off under controlled conditions, and arguably the most desirable regular-production Veyron. The governing distinction: the 16.4 is the usable reference, the Super Sport is the record car, and the Vitesse is where the family's collector demand concentrates.

BUGATTI VEYRON FAMILY - SPECIFICATION

Engine	7,993 cc W16, four turbochargers · 16.4/Grand Sport: 1,001 PS, 1,250 Nm · Super Sport/Vitesse: 1,200 PS, 1,500 Nm · ten radiators across engine, intercoolers, gearbox, hydraulics, AC and differentials
Drivetrain	7-speed Ricardo dual-clutch · permanent AWD · active aerodynamics with air brake · hydraulic ride-height system · bespoke Michelin tyre programme
Performance	16.4: 0-100 ~2.5 s, ~407 km/h · Super Sport: 431.072 km/h production record (2010) · Vitesse: 408.84 km/h open-top record (2013) · 1,838-1,990 kg by variant
Production	450 cars, 2005-2015: 252 × 16.4, 58 × Grand Sport, 48 × Super Sport, 92 × Grand Sport Vitesse - 300 coupés, 150 roadsters, all factory-documented
Factory support	Bugatti factory servicing, restoration and archive research · La Maison Pur Sang authentication and certification - first modern classic: the 2008 Grand Sport prototype '2.1'
Special editions	Pur Sang, Sang Noir, Bleu Centenaire, L'Or Blanc, Hermès, Les Légendes and others - collector specifications, documented per chassis by the factory

(Production splits are Bugatti's own, chassis-documented figures - unlike the EB110, no registry arithmetic is required; identity questions on this family are answered by the factory archive.)

COLLECTOR SPECIFICATIONS - THE EDITIONS

The numerous factory editions - Pur Sang, Sang Noir, Bleu Centenaire, L'Or Blanc, the Les Légendes series, Hermès collaborations and others - affect rarity, provenance and market value rather than ownership mechanics. Mechanically they are still Veyrons: same systems file, same custody, same protocol. This paper therefore treats them as specifications, not as separate models - verified against factory records like any other chassis, and priced per car above the standard frameworks.

One caution carried over from the public record: aftermarket conversions are not factory editions. A converted car is a different asset - documented, declared and priced as one.

04 FACTORY CUSTODY

The EB110's opposite: the company that engineered the car still holds the knowledge - and the keys.

Unlike the EB110, a Veyron buyer is not buying a rare old supercar and hunting for a workshop; they are buying a machine still supported by the company that engineered it. Bugatti today offers factory servicing, restoration, originality verification, archive research and restoration planning - and, since the programme's extension to the modern era, La Maison Pur Sang certification. The first modern Bugatti certified was a Veyron: the 2008 Grand Sport prototype '2.1', reacquired by the factory in 2020, stripped, verified against chassis and component identification numbers, restored over months and certified against the archive. Bugatti's own language is explicit that certification 'significantly enhances the value' of these cars - which converts the buying advice from 'find a workshop' into something this library has never written before: find a car already known to Bugatti.

The dependency cuts both ways, and this paper prices both edges. The factory channel concentrates knowledge, parts, calibration tools and diagnosis in one institution -

which is why the systems file in Section 05 keeps returning to 'through Bugatti'. It also concentrates access: a service network with one gatekeeper is only as good as its door, and Section 09 addresses what the public record of 2026 says about that door. For the buying protocol the conclusion is unchanged either way: a Veyron with a complete Bugatti file is a different asset from the same car without one, and the market now prices the difference first.

THE FACTORY RULE

The Veyron is no longer maintained by ordinary workshops. It is preserved through an ongoing relationship with Bugatti itself - servicing, records, calibration, certification. Buy the Bugatti history before you buy the Bugatti: the file is the car's second VIN, and its absence is a price, not a mystery.

Identity on this family is factory-answerable: VIN, production specification, edition status, service history and recall record all reconcile against Molsheim's archive. A seller who cannot produce that reconciliation is asking you to buy the archive gap.

05 THE SYSTEMS FILE

Ten radiators, one hydraulic network, four turbochargers and a rolling computer cluster.

Cooling first, always. The W16 generates extraordinary heat, and the car answers with ten radiators serving engine, intercoolers, gearbox, hydraulics, air conditioning and differentials. Everything on a Veyron depends on cooling: inspect radiator condition and corrosion, fans, coolant leaks, pump history, pressure behaviour and - decisively - temperature stability on a genuine drive, because a static inspection proves nothing about a system built for 400 km/h loads. The hydraulic system is the family's defining ownership risk after cooling: it operates the rear wing, the air brake, ride height and suspension functions. Inspect for leaks, pump behaviour, actuator function, pressure retention, deployment speed and warning messages - and cycle the aerodynamics through their full range. A hydraulic fault is rarely cheap and never improvised. The Top Speed Key is the system that proves all the others: the Veyron's highest-speed mode is enabled only after the dedicated key is inserted and the car completes a sequence of electronic and hydraulic checks, lowering the ride height and adjusting the rear wing. A car that cannot complete this sequence requires investigation before any high-speed operation - and the sequence itself is one of the honest diagnostic tools a buyer has. The brakes deserve their own sentence on the first production car repeatedly asked to slow from beyond 400 km/h: carbon-ceramic discs, enormous multi-piston calipers and the active rear air brake together form one of the most sophisticated braking systems ever fitted to a road car - inspection covers carbon wear, hydraulic function and air-brake deployment.

The Ricardo gearbox is among the highest torque-capacity production dual-clutch transmissions ever built - the McCann case demonstrated in public that even its failure is repairable - but overhaul is specialist territory and replacement is priced accordingly: verify shift quality, launch history, software updates, clutch calibration and leaks. The AWD system wants differentials, transfer hardware, driveshafts and tyre matching inspected, with vibration the tell. The four turbochargers follow the EB110 discipline: oil lines, boost consistency and symmetry, intercoolers, smoke, heat shielding.

The electronics make the Veyron a rolling network of control units - inspect everything, and route diagnosis through Bugatti or a Bugatti-approved facility, because fault memory on this car is part of the file. The carbon structure closes the list: splitter, diffuser, underbody, wheel arches, paint transitions - composite repairs must be documented or priced as unknowns.

06 WHEELS, TYRES AND THE STORAGE QUESTION

The most famous ownership topic, told without the internet's help.

Michelin developed the Veyron's PAX tyres specifically for this car, and high-speed capability depends on tyre age, tyre condition, the Bugatti-approved fitting procedure and correct balancing. Bugatti historically required replacement on a time basis rather than tread depth, because above 400 km/h the loads are not a function of wear - and the famous stories of wheels replaced at every tyre change belong largely to the early high-speed protocols of the PAX era, when mounting ran through specialised facilities at five-figure cost. Modern servicing is more nuanced; tyre age is not. Plan €30,000-40,000 per set, on the calendar, and read a car's tyre history as a proxy for its whole custody: an owner who stretched the tyres stretched everything else.

THE STORAGE LEDGER

Veyrons dislike inactivity almost as much as EB110s. The storage ledger for this family records battery conditioning, tyre pressures and dates, fuel and fluid replacement, operating cycles to full temperature, hydraulic exercise and spoiler deployment - the aerodynamics are moved, not admired. A static Veyron is not necessarily a healthy Veyron, and the systems most sensitive to stillness - hydraulics, seals, electronics, tyres - are precisely the expensive ones.

Battery conditioning is part of custody, not an accessory to it. Low system voltage can generate numerous electronic faults across the car's network of control units - faults that disappear once the vehicle is returned to the correct charging regime. Read a wall of warning messages on a stored car as a voltage question first and a diagnosis question second.

The same lesson priced on the EB110 applies unchanged: mileage is evidence of use, the ledger is evidence of preservation, and the market has learned to tell them apart.

07 MARKET AND MONEY

A firming public market, a thin roadster record - and asks far above the bands.

The Veyron market of 2025-2026 is documented enough to anchor: five public 16.4 transactions between October 2025 and May 2026 ran from roughly US\$1.96 million to US\$2.37 million - Munich, Las Vegas, Miami, Fernandina Beach, Indianapolis - with a Mansory-converted car at US\$2.365 million in January 2026 and a Grand Sport Vitesse at €1.86 million at Zoute in October 2025. Aggregate trackers put the public average near US\$1.84 million. Meanwhile the cheapest open-market asking price documented in 'The Bugatti Case' stood at £2.2 million in early 2026: asks sit above transaction bands across the family, and the spread is the negotiation.

The supports are structural - 450 factory-documented cars, the W16 era's founding monument, living factory custody, certification now extended to the modern era - and the risks are the family's own: overdue time-based tyres, neglected hydraulics, archive gaps, static collections, and single thin results read as markets, in both directions.

BUGATTI VEYRON - INDICATIVE GLOBAL FRAMEWORKS, MID-2026

Veyron 16.4 - driver quality	€1.4-1.8 million - higher mileage or thinner file, complete identity, no structural repair; the usable entry to the family
Veyron 16.4 - strong documented car	€1.8-2.2 million - complete Bugatti file, current tyres and service; the October 2025-May 2026 public results (~US\$1.96-2.37M) sit here
Grand Sport	€1.8-2.4 million - 58 cars, the open-air premium over comparable 16.4s; roof provenance and hydraulic file decisive
Grand Sport Vitesse	€2.4-4.0 million+ - 92 cars, the family's collector focus; the €1.86M Zoute 2025 result shows how chassis-specific the thin record prices
Super Sport	€3.0-4.5 million - 48 cars and the record provenance; public trades are rare enough that every result is a chassis, not a market
Special editions and exceptional provenance	Materially above all bands - Pur Sang to Les Légendes priced per car against factory documentation

(Broad frameworks, not transaction values - the roadster and Super Sport records are thin, asking prices sit well above public results across the family, and factory history moves cars between bands more than mileage does.)

MAINTENANCE - EUROPEAN PLANNING FRAMEWORK

Annual service	€20,000-35,000 - factory or Bugatti-approved facility; the calendar, not the odometer
Major service	€40,000-70,000 - scope-dependent; scheduled, not discovered
Tyres	€30,000-40,000 per set on a time basis - fitting via the Bugatti-approved procedure; wheel condition documented at every change
Battery replacement / conditioning	High four to low five figures depending on scope and recommissioning - low system voltage generates electronic faults that vanish under the correct charging regime
Hydraulic work	High five figures depending on scope - pumps, actuators, lines; the system that runs wing, air brake and ride height
Cooling overhaul	High five figures - ten radiators, and access costs as much as parts
Turbocharger work	High five figures - four units, heat-managed plumbing throughout
Gearbox	Potentially six figures - overhaul specialist-only; the 2026 community rebuild documented £39,083 as an independent documented repair - a floor, not a factory invoice
Engine removal events	Six-figure territory depending on scope
Custody	Enclosed transport recurring · agreed-value insurance individually underwritten · conditioned storage assumed

(Planning categories, not quotations - and deliberately without the internet's 'every service costs \$100,000' folklore: some major events can, but bands plan better than headlines. Five-year reserve: light collector use €100,000-150,000 · regular use €150,000-300,000 · a major hydraulic, cooling, gearbox or engine-out event sits above every band.)

08 THE BUYING PROTOCOL

Three passes: identity, systems, continuity - and the factory archive behind all three.

The Identity Pass. VIN against factory records; production specification and edition status confirmed by the archive; the complete Bugatti service file; recall and software-update history; ownership chain; La Maison Pur Sang documentation where it exists. On this family every identity question has a factory answer - accept no other kind. The Systems Pass. Cooling under genuine load with temperature stability watched; the hydraulic network cycled - wing, air brake, ride height - with pressure retention verified; gearbox shift quality, calibration and software level; AWD vibration; turbo symmetry; a full electronics interrogation, ideally through Bugatti; tyre dates before tread; carbon and paint transitions surveyed.

The Continuity Pass. The Bugatti relationship itself: which facility knows the car, what the transport arrangement is, what the storage ledger shows, whether certification has been considered. A Veyron entering your custody should exit someone else's - not surface from an archive gap. Budget the pre-purchase inspection like a service, because on this family it is one, and route it through people with Veyron-specific tooling.

WALK AWAY - THE NON-NEGOTIABLES

Missing or partial Bugatti service file · overdue time-based tyres marketed as 'barely worn' · hydraulic faults or slow deployment without a documented repair path · undocumented composite repairs · undeclared aftermarket conversions · archive-irreconcilable specification claims · long static storage without a ledger · seller resistance to Bugatti-level diagnosis. On a 450-car family with a living archive, every one of these is checkable - which means every one left unchecked was a choice.

09 OWNERSHIP ECONOMICS AND SCENARIOS

Custody as a standing relationship - priced per calendar, not per kilometre.

The scenarios model a well-bought strong 16.4 at around €2.0 million with a complete Bugatti file, current time-based tyres and a live factory relationship, driven 1,500-3,000 km per year with annual factory-level service. The economics reward the calendar: tyres, fluids and hydraulic exercise on schedule keep the expensive systems out of event territory, while static trophy ownership accumulates exactly the recommissioning debt the EB110 paper priced - here with larger numbers attached. The Super Sport and Vitesse carry the same systems at higher entry and thinner markets: provenance does their pricing, and the custody bands are identical. Across the family, the five-year reserve is the honest planning unit: €100,000-150,000 for light collector use, €150,000-300,000 for regular use, and any major hydraulic, cooling, gearbox or engine-out event above every band by definition.

OWNERSHIP SCENARIOS - WELL-BOUGHT 16.4 (PLANNING BANDS)

Year 1	€35,000-70,000: Veyron-specific entry inspection through Bugatti or an approved facility, annual service, tyre set if dates require it, storage and insurance established
Years 1-3	€70,000-150,000 cumulative: annual services, one tyre cycle, hydraulic and software attention, one age item
Years 1-5	€100,000-150,000 light collector use · €150,000-300,000 regular use · major hydraulic, cooling, gearbox or engine-out events sit above every band

(Assumption-based planning bands excluding storage-facility and insurance premiums; factory restoration and certification projects are priced per car, outside every band.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No defining engine-architecture weakness in two decades - accessories, sensors and coils fail; the risks are systems and stillness: cooling, hydraulics, electronics, tyres
Maintenance costs	□□□□	The highest standing custody in this library so far: €20,000-35,000 ordinary years, tyre sets on the calendar, six-figure event territory - priced in advance or suffered in arrears
Parts availability	□□□□	A complete, living factory ecosystem - parts, tooling, archive, certification; the constraint is channel and access, not existence
Investment potential	□□□□	450 documented cars, the W16 era's founding monument, a firming public record and certification now extended to the modern era - file-verified cars lead the family

MARQUE BUYING SCORE - BUGATTI VEYRON

Category	Collector example (SS/Vitesse)	Driver example (16.4)	Static stored car
Reliability	8 / 10	8 / 10	5 / 10
Driving experience	9.5 / 10	9.5 / 10	9.5 / 10
Ownership cost	1.5 / 10	2 / 10	1 / 10
Parts availability	6 / 10	6 / 10	6 / 10
Long-term collectability	10 / 10	9 / 10	8.5 / 10
Investment potential	9 / 10	8 / 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 ledger-less storage - on this family the hydraulics and tyres convert stillness into invoices faster than any other system in the library.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Bugatti factory documentation (450 cars with per-variant splits, W16 outputs, the Ricardo gearbox, ten radiators, the records of 2010 and 2013, the Michelin programme, La Maison Pur Sang's extension to the modern era via the Grand Sport '2.1'); public transaction results October 2025-May 2026 as itemised in the sources; the documented economics of 'The Bugatti Case' (July 2026) for the gearbox event floor and the early-2026 asking-price landscape; and specialist commentary on PAX-era tyre and wheel protocols, presented without the internet's folklore. Maintenance bands are planning frameworks assembled from documented events and stated programmes, not quotations. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 THE RIGHT TO A REPLY, REVISITED

The factory rule has a counterpart - and in 2026 its test case was a Veyron.

This paper recommends the factory route without reservation: the file, the certification, the relationship. The public record of 2026 requires the counterpart to be stated with the same clarity. 'The Bugatti Case' documented a Veyron 16.4 owner who, per his published account, sought to commission the factory at the factory's own price and received no substantive response - and whose gearbox was subsequently repaired by a community of specialists, including engineers from Ricardo, for £39,083 including VAT against an expected factory cost, per the participants, of £300,000. Bugatti's chief executive has separately stated the factory-only position in public: such repairs are too complex for independents, and the factory is the only safe place for them. Both facts can be true at once - the factory is the standard custody route, and the independent route has now publicly proven viable at a fraction of the expected cost. What the family's owners still await is the piece this library asked for in July 2026: a stated service policy - who is eligible, what is excluded, what answers, and how fast. Until then, the Factory Rule stands, with one honest footnote: a rule that depends on a door depends on the door opening.

11 SYNTHESIS

The Veyron closes the argument the EB110 opened: the formula worked, the factory survived, and custody became a relationship rather than a hunt. Buy the 16.4 as the usable reference - most numerous, best documented, best value. Buy the Grand Sport for the open air with the hydraulic file read twice. Buy the Super Sport for the record and the 48-car scarcity, priced per chassis. Buy the Vitesse as the family's collector focus, with the thin record read as caution in both directions. Across all four: the Bugatti file first, the tyre dates second, the hydraulics third, the odometer last - and treat the special editions as provenance on top of the same machine, never as different machines.

WHO SHOULD BUY THIS CAR

The collector who wants the W16 era's founding monument with living factory support behind it - and who will fund a custody model measured in €100,000-300,000 per five years before events.

The driver-collector who understands that a documented, exercised 16.4 with current tyres and a complete file is the family's strongest proposition - and its best value.

Not: the buyer who reads €1.4 million as the cost of entry rather than the first instalment; the trophy buyer planning static storage without a ledger; or anyone unwilling to maintain a relationship with the one institution that holds the car's knowledge.

BOTTOM LINE

One platform, four expressions, 450 factory-documented cars, 2005-2015: 1,001 to 1,200 PS, ten radiators, a hydraulic aero network, a bespoke tyre programme on the calendar, and the first family in this library where the factory file is the leading value driver. €1.4-2.2M for 16.4s, €1.8-2.4M for Grand Sports, €2.4-4.0M+ for Vitesses, €3.0-4.5M for Super Sports - plus five figures a year of custody and six-figure events priced in advance. No engine folklore, no service mythology: files, tyres, hydraulics, cooling - and the relationship that keeps all four current.

ONE-SENTENCE VERDICT

The Veyron is preserved through a relationship with the factory that built it - buy the Bugatti history, the tyre dates and the hydraulic file before you buy the Bugatti.

SOURCES

Bugatti factory and Newsroom documentation: 450 cars, 2005-2015, with variant splits of 252 Veyron 16.4, 58 Grand Sport, 48 Super Sport and 92 Grand Sport Vitesse; the 8.0-litre quad-turbocharged W16 at 1,001 PS/1,250 Nm and 1,200 PS/1,500 Nm; the seven-speed Ricardo dual-clutch transmission; ten radiators; active aerodynamics, air brake and hydraulic ride height; the bespoke Michelin programme; the 431.072 km/h Super Sport record (2010) and the 408.84 km/h open-top Grand Sport Vitesse record (2013); €1,225,000 original base price; La Maison Pur Sang certification extended to the modern era with the 2008 Grand Sport prototype '2.1', reacquired 2020, restored and certified by the factory, with Bugatti stating certification 'significantly enhances the value' of these cars. Public market results: five 16.4 transactions October 2025-May 2026 from ~US\$1.96M (Broad Arrow, Fernandina Beach, March 2026) to ~US\$2.37M (Mecum Kissimmee, January 2026, Mansory-converted); €1,973,750 (RM Sotheby's Munich, October 2025); US\$2.205M (Broad Arrow Las Vegas, October 2025); US\$2.1225M (RM Sotheby's Miami, February 2026); US\$2.2M (Mecum Indianapolis, May 2026); €1.8625M Grand Sport Vitesse (Broad Arrow, Zoute, October 2025); aggregate public-tracker average ~US\$1.84M, mid-2026. Analyst context: the widely cited Bernstein Research per-car loss analysis (2013) - context, not audited fact. Marque Intelligence prior paper 'The Locked Hypercar' (April 2026), 'The Bugatti Case' (July 2026, including the £39,083 community gearbox repair, the £2.2M cheapest open-market ask of early 2026 and the CEO's stated factory-only position of January 2026), 'Supercar Models Paper No. 60 - Bugatti EB110'. Companion documents: Buyer's Checklist No. 76 and Model File 76. Values are indicative frameworks, not valuations; maintenance figures are planning bands, not quotations. Nothing here is investment advice.