

BUGATTI FINAL W16

64

*W16 Mistral and Bolide - two farewells to one engine,
the last road-going W16 and the machine that exhausts it*

99 + 40

The closing run: 99 W16 Mistral roadsters and 40 track-only Bolides - every example allocated before production, none openly offered

1,600 PS

The Super Sport calibration in the Mistral; the race-derived Bolide develops the same figure at 1,450 kg - the W16's final and purest ratio

453.91 km/h

The Mistral World Record Car, Andy Wallace, Papenburg, 9 November 2024 - the open-top production-car record, set as a farewell

€5-10M+

The indicative span across both cars - a market of private indications rather than public transactions, thinner even than the coachbuilt tier

01 EXECUTIVE SUMMARY

This paper documents two cars that close an engine programme of nearly twenty years. The quad-turbocharged W16 powered the Veyron, the Chiron, the Divo, the Centodieci, La Voiture Noire and the Profilée; the W16 Mistral is its final road-going expression - 99 roadsters on the Chiron Super Sport's 1,600 PS powertrain, all sold before production began - and the Bolide is its final circuit expression: 40 track-only cars, 1,600 PS at 1,450 kg, with a Dallara-developed carbon structure meeting the FIA's LMH and LMDh safety requirements and more than 2,630 kg of downforce at 320 km/h. The Mistral sealed its farewell in public: 453.91 km/h at Papenburg on 9 November 2024, Andy Wallace driving, the open-top production-car record. The central thesis of the paper is one sentence: the Mistral celebrates the W16; the Bolide exhausts its potential.

For a buyer, the two cars could hardly differ more. Mistral custody is recognisably Chiron custody - the factory partnership of Paper 62 with a roof mechanism and weather sealing added to the file. Bolide custody is something this library has not documented before: a customer-race-programme ownership model closer to a Ferrari XX or a McLaren Solus than to any road Bugatti, budgeted per event rather than per year. Both were allocated, not sold - and on both, the factory relationship has effectively replaced the traditional concept of warranty. No model-wide engineering weaknesses have yet emerged on either car, and with production this young and this small, that sentence is the honest state of knowledge.

Key Finding

Two farewells, two ownership models. The Mistral is the last chance to own a road-going W16 and is maintained like the Chiron it descends from; the Bolide is a competition-derived machine whose custody is organised around events - transport, crew, tyres, brakes, data, engine hours - not calendars. The paper prices both models side by side for the first time in this series.

Allocation is the tier's defining transaction. Neither car was openly available: Bugatti's rarest models have historically been offered first to established clients with significant ownership history and long-term relationships with the marque - no formal policy has ever been published, and no formula should be assumed. Provenance therefore begins with the allocation itself.

The market is private indications, not public record: Mistral positions circulate around €7-10M against a ~€5M net list, Bolide indications around €5-8M against ~€4M net - with verified public transactions close to non-existent on both. Every figure in Section 06 is labelled accordingly.

02 THE LAST CHAPTER OF THE W16

Why two cars conclude one of the most significant engine programmes in automotive history.

No other modern engine carried a marque the way the W16 carried Bugatti: sixteen cylinders, four turbochargers, roughly two decades of continuous development from the Veyron's 1,001 PS to the Bolide's 1,600, through every record this library has documented - 431 km/h, 490 km/h, and finally 453.91 km/h with the roof open. The Tourbillon that follows is deliberately different: naturally aspirated, sixteen cylinders in a V, hybridised - a new book rather than a new chapter.

That is why these two cars matter beyond their numbers. The Mistral closes the road: Bugatti identifies it explicitly as the last road-going car powered by the W16, and it was conceived so that the engine's farewell would happen under an open sky, next to the driver's ear. The Bolide closes the argument: freed from road legality, it shows what the W16 could do when nothing was asked of it except performance - Bugatti's interpretation of a modern endurance prototype, built around the engine that started everything. The collector logic follows without embellishment: closed books are what collectors ultimately collect, and these are the last two pages.

03 TWO FAREWELLS

The Mistral celebrates the W16 - the Bolide exhausts its potential.

W16 Mistral (99 cars, ~€5M net, deliveries from 2024) - not simply a roofless Chiron: a bespoke roadster body over the Super Sport's 1,600 PS powertrain, with its own glasshouse, air intakes relocated beside the occupants' heads, and the last opportunity to buy the W16 for the road. The one-off World Record Car - €14 million, Jet Orange over visible carbon - took the open-top record at 453.91 km/h and joined the collection that owns all three previous Bugatti record cars; the 99 customer cars inherit the provenance halo. Bolide (40 cars, ~€4M net, deliveries from 2024) - track-only, and honest about it: 1,600 PS on standard 98 RON fuel, 1,600 Nm, 1,450 kg, a carbon structure developed with Dallara to the FIA's LMH/LMDh safety requirements, X-theme lighting, more than 2,630 kg of downforce at 320 km/h and braking from 300 km/h in six seconds. It is not a road car denied registration; it is a competition machine that never asked for it.

FINAL W16 COLLECTION - SPECIFICATION

W16 Mistral	1,600 PS Super Sport powertrain · 7-speed DCT, AWD · 99 cars, ~€5M net, all pre-sold · bespoke roadster body and glasshouse · 453.91 km/h open-top record (World Record Car, Papenburg, 9 November 2024, Andy Wallace)
Bolide	1,600 PS at 98 RON, 1,600 Nm · 1,450 kg · 40 cars, ~€4M net, track-only · Dallara-developed carbon structure to FIA LMH/LMDh safety standards · >2,630 kg downforce at 320 km/h · 300-0 km/h in 6.0 s / 228 m
Shared	The final quad-turbo W16s - the engine of Veyron, Chiron and the coachbuilt tier · factory partnership custody · allocation before production, no open sale · the last cars before the V16 Tourbillon era
Ownership models	Mistral: Chiron custody plus roof, sealing and roadster file · Bolide: event-based track ownership - transport, crew, tyres, brakes, telemetry, engine hours
Documentation	Configuration, build documentation, photographs, transport and delivery records, correspondence, software history, every invoice - and for the Bolide, the complete track record
Known issues	None model-wide on either car to date - production this young and this small has produced no defining weakness, and this paper says so plainly rather than inventing one

(Figures are Bugatti's own: 99 and 40 cars, 1,600 PS, 1,450 kg, the FIA-grade structure and the Papenburg record. The Bolide's concept-era 1,850 PS figure belonged to the 110-octane show car, not the customer machine - the distinction matters and is kept throughout.)

04 BUILT FOR DIFFERENT WORLDS

Road touring and circuit operation - and the cooling question answered without mythology.

Mistral custody is Paper 62's model with a roadster file added: factory servicing, annual inspections, the hydraulic systems, the tyre programme on the calendar, software support and battery conditioning - plus the roof mechanism and its stowage, weather sealing, and the wind-management hardware inspected as carefully as the hydraulics. The inspection priorities are the carbon body, the roof and sealing, the rear wing, cooling, factory documentation and transport history; with 99 cars, documentation is a valuation factor from the first day. Bolide custody begins with a correction this paper owes its readers: the internet's claim that the car 'cannot stop' is folklore. The Bolide can idle, run pit lanes, and be loaded and unloaded - Bugatti engineered its cooling for low-speed operation, transport and pit procedures. What is true is subtler and more useful: its cooling, tyres, brakes and operating procedures assume a circuit environment, and sustained low-speed running or urban use is simply outside its intended envelope. The Bolide is not fragile in traffic - it is the wrong machine for traffic, and it is not road legal in any case. Its world is the circuit, and its ownership model follows in Section 05's economics: scheduled inspections, circuit support, transport logistics, telemetry review, specialist tyres, brake monitoring and engine-hour awareness - the operating reality of a customer race programme, whether or not a central series ever exists for it.

THE EVENT LEDGER - THE BOLIDE'S STORAGE LEDGER

The Bolide replaces the storage ledger with an event ledger: every outing documented - circuit, date, laps and engine hours, tyre sets and pressures, brake measurements, fluids, setup sheets, telemetry archive, incidents however minor, and the names of the crew who ran it. Engine hours are this car's odometer, and consumables its service book.

Between events, the road doctrine still applies: battery conditioning, conditioned storage, transport records - a Bolide that sits is still a stored hypercar, and voltage faults mimic failures here exactly as they do on the road cars.

05 ALLOCATION AND THE FACTORY PARTNERSHIP

Neither car was for sale in any ordinary sense - and the relationship has replaced the warranty.

Neither the Mistral nor the Bolide was openly available to the public: both runs were fully allocated before production, and while Bugatti has never disclosed a formal allocation policy, its rarest models have historically been offered first to established clients with significant ownership history and long-term relationships with the marque - considerations that have historically included existing ownership, collector history, commitment across previous limited runs, geography and strategic standing. It has never been first come, first served, and no rigid formula should be read into it. For the buyer this makes the allocation itself part of the car's provenance: who was offered the build slot, and why, is a documented fact in the factory's archive.

The warranty question resolves the same way: conventional coverage matters less at this tier than the standing factory relationship - software currency, technical bulletins, factory servicing, transport, owner communication. The relationship effectively replaces the traditional concept of warranty, and it is the first thing a second owner must confirm transfers with the car.

THE ALLOCATION RULE

At this tier, provenance begins before the car exists: the allocation, the configuration and the commissioning correspondence are the opening pages of the file. A second owner buys the whole sequence - and a car whose allocation history is opaque is asking its buyer to start the archive at chapter two.

The relationship must transfer: factory contact, servicing standing, software support and - for the Bolide - event support. Confirm the transfer in writing before funds; at this tier it is the warranty, the service network and the market access in one.

06 MARKET AND MONEY

Private indications, almost no public record - and costs framed per year for one car, per event for the other.

Both cars are too new, too few and too privately held for a public market to exist: most examples remain with original owners, private sales dominate, and auction evidence is close to non-existent. What circulates are indications: Mistral positions of roughly €7-10 million against the ~€5 million net list, depending on specification and delivery status, and Bolide indications of roughly €5-8 million against ~€4 million net - both presented here with the caution the thinness demands, and both moving on documentation, specification and relationship rather than mileage or hours. The value drivers are the tier's: factory relationship, known ownership, original specification, complete documentation, Bugatti servicing, limited mileage on the Mistral and a documented track programme on the Bolide - where honest recorded hours with a complete event ledger read better than a suspiciously untouched car. The negatives mirror them: accident history, carbon damage, missing documentation, unauthorised modifications, incomplete factory servicing.

FINAL W16 - INDICATIVE POSITIONS, MID-2026

W16 Mistral	€7-10 million indicative - private positions against a ~€5M net list; 99 cars, none publicly traded in meaningful numbers; specification, delivery status and documentation do the pricing
Mistral World Record Car	A €14M one-off outside every band - the fourth Bugatti record car in a single collection, and the model's provenance anchor rather than its price reference
Bolide	€5-8 million indicative - private indications against a ~€4M net list; 40 track cars, verified public sales almost non-existent; the event ledger and factory support standing decide
The caution	Every figure above is an indication, not a transaction record - this tier trades on relationships, and a single public result would move the visible market more than any framework

(Positions, not valuations - presented more cautiously than any other paper in this library because the public record is thinner than any other paper's. This series makes no deal calls on Bugattis.)

MAINTENANCE - TWO FRAMEWORKS, ONE TIER**Mistral - annual custody**

Chiron bands apply: annual €20,000-35,000 · major €40,000-70,000 · tyres €30,000-40,000 on time · battery, hydraulics, software per Paper 62 - plus roof mechanism and sealing inspection

Bolide - per event

Transport and logistics · support crew · tyre sets · brake inspection and consumables · fluids · setup and data review · cleaning and preparation - five figures per outing as the honest planning unit

Bolide - standing

Conditioned storage, battery regime, insurance individually underwritten, scheduled factory inspections by hours and calendar - the race car's fixed costs continue between events

Both - documentation custody

The archive inventoried, digitised, insured - and for the Bolide, the telemetry and event records preserved as part of the asset

Engine-hour awareness (Bolide)

The W16 at race calibration is inspected by hours, not kilometres - factory guidance governs; budget major inspections as events, not surprises

(Planning categories, not quotations. The Mistral plans like a Chiron with a roof file; the Bolide plans like a GT race car - per event, plus standing custody. Five-year reserves: Mistral €100,000-200,000 light use · Bolide entirely usage-dependent - ten events can outspend five years of road custody.)

07 THE BUYING PROTOCOL

Three passes - and for the Bolide, a fourth: the operational file.

The Identity Pass. VIN and specification against the factory archive; allocation history and original owner; configuration documents and factory photographs; delivery records. The Mechanical Pass. Cooling, hydraulics, powertrain, tyres, electronics and carbon structure - for the Mistral per Paper 62's protocol verbatim, plus roof mechanism, stowage and weather sealing; for the Bolide through the factory's track-support channel, with brake and consumable measurements documented. The Operational Pass. Storage and transport history, factory servicing continuity, battery regime, software currency - and the relationship transfer confirmed in writing. For the Bolide, additionally: track hours against factory guidance, the complete event history, accident and incident record however minor, and the consumables state - tyres, brakes, fluids - priced into the transaction like a race car's, because that is what it is.

WALK AWAY - THE NON-NEGOTIABLES

Opaque allocation or ownership history · missing configuration and build documentation · undocumented carbon repair on either car · a Bolide without an event ledger or with hours nobody can state · unauthorised modifications · broken factory-servicing continuity · a relationship that does not transfer · resistance to factory-level inspection. On 139 cars across two models, every chassis is known to Molsheim - a seller's gap is a choice, not an accident.

08 OWNERSHIP ECONOMICS AND SCENARIOS

One tier, two arithmetics - the calendar for the Mistral, the event for the Bolide.

The scenarios model both cars honestly rather than averaging them. A well-bought Mistral at an €8 million position with complete documentation and factory continuity runs Paper 62's economics plus the roadster file - the most predictable custody in this tier, priced per year. A Bolide at a €6 million position runs two budgets at once: standing custody between events - storage, battery, insurance, scheduled inspection - and the event arithmetic itself, where transport, crew, tyres, brakes, fluids, data and preparation make five figures per outing the honest planning unit, and a season of ten events can outspend five years of road ownership. Neither car rewards stillness: the Mistral inherits the storage doctrine of every W16 before it, and a Bolide that never runs is a race car losing its purpose and its crew's familiarity - the event ledger, thin or thick, should at least be current.

OWNERSHIP SCENARIOS - TWO ARITHMETICS (PLANNING BANDS)

Mistral - Year 1	€30,000-60,000: factory-level entry inspection including roof and sealing, annual service, tyres by date, storage and relationship transfer
Mistral - Years 1-5	€100,000-200,000 light collector use - Chiron bands plus the roadster file; major events above every band
Bolide - per season	Standing custody €30,000-60,000 plus events: five figures per outing · a 5-10 event season plans at €100,000-250,000+ all-in, usage-dependent by definition

(Assumption-based planning bands excluding storage-facility and insurance premiums; Bolide event costs vary with circuit, distance and crew - the bands assume European events with factory-approved support.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	No model-wide weaknesses to date on either car - young, tiny production on the most mature W16 platforms; the honest risks are storage discipline and, for the Bolide, consumables
Maintenance costs	□□□□	Chiron-level standing costs on the Mistral; race-car event arithmetic on the Bolide - the tier's costs are predictable in structure and premium in every line
Parts availability	□□□□	The living factory network at its most attentive - 139 cars, every one known to Molsheim; the channel is the relationship, and it must transfer
Investment potential	□□□□	The last W16s - 99 and 40 cars, allocation-gated, record-crowned, and the final pages of a closed book; documentation-led like the coachbuilt tier

MARQUE BUYING SCORE - FINAL W16 COLLECTION

Category	Bolide (documented programme)	Mistral example	Undocumented / static car
Reliability	9 / 10	9 / 10	6 / 10
Driving experience	10 / 10	9.5 / 10	9.5 / 10
Ownership cost	1.5 / 10	2 / 10	1 / 10
Parts availability	6.5 / 10	6.5 / 10	6.5 / 10
Long-term collectability	10 / 10	10 / 10	9 / 10
Investment potential	9.5 / 10	9 / 10	7.5 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the tier's real risk - archives and ledgers, not machinery.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Bugatti factory documentation (99 W16 Mistral, ~€5M net, the Super Sport's 1,600 PS powertrain, identified by Bugatti as the last road-going W16; the 453.91 km/h open-top record, Andy Wallace, ATP Papenburg, 9 November 2024, set by the €14M one-off World Record Car; 40 Bolide, ~€4M net, track-only, 1,600 PS at 98 RON, 1,600 Nm, 1,450 kg, Dallara-developed structure to FIA LMH/LMDh safety requirements, >2,630 kg downforce at 320 km/h, deliveries from 2024). Market content is explicitly indicative: circulating private positions of €7-10M (Mistral) and €5-8M (Bolide) with verified public transactions close to non-existent - identified as indications throughout. Allocation description follows Bugatti's historical practice as publicly observable, with no formal policy ever published and none asserted. Mechanical custody follows Papers 61-62; the Bolide's event framework is assembled from customer-race-programme practice, identified as an analogy, not a Bugatti product. Nothing here is investment advice.

09 THE RIGHT TO A REPLY, REVISITED

At the end of the W16 era, access is the product itself - which is the series' finding in one tier.

The repair-access question this series has carried through five Bugatti papers reaches its logical endpoint here: on the Mistral and the Bolide, access is not a service question but the product itself. These cars were allocated through relationships, are maintained through relationships, and - in the Bolide's case - cannot even be operated without the factory's orbit. Nobody at this tier will ever telephone Molsheim and hear nothing back; that is precisely what the allocation bought. The series' closing observation is therefore symmetrical with its opening one: 'The Locked Hypercar' asked what happens to owners outside the relationship economy, and 'The Bugatti Case' documented one such owner's silence. The Final W16 tier demonstrates the other extreme - concierge access as a standing condition of ownership. Between those poles sits the whole question this series has asked of the marque: not whether it can serve its owners superbly - this tier proves it can - but where, on the ladder from a £900,000 Veyron to a €10 million Mistral, the standard of a reply begins. The Tourbillon paper that closes this library will inherit that question intact.

10 SYNTHESIS

Two cars, one farewell. Buy the Mistral as the last road-going W16 - Chiron custody with a roof file, priced by documentation and delivery status in a market of indications. Approach the Bolide as what it is: a customer race car with a W16 heart, bought through its event ledger and its factory standing, budgeted per outing and stored like the thoroughbred it is. On both: the allocation is the first page of the provenance, the relationship is the warranty, the archive is half the asset - and the engine is the point. When the V16 era matures and the W16 becomes what the EB110's V12 is today, these 139 cars will be the last of the line, and this library expects them to be collected accordingly.

WHO SHOULD BUY THIS CAR

The Mistral: the collector who wants the W16's farewell in its most emotional form - open, record-crowned, and maintained by the most mature factory partnership in this library.

The Bolide: the owner-driver with a race programme's appetite - crew, transport, consumables, hours - who will actually run the machine that exhausts the W16's potential, and document every lap of it.

Neither: anyone who needs a public market for comfort, reads private indications as valuations, or expects a track car's economics to resemble a road car's.

BOTTOM LINE

Two farewells, 139 cars, one engine: 99 Mistral roadsters at the W16's open-air celebration, 40 track-only Bolides at its outer limit - 1,600 PS both, allocation-gated both, and no model-wide weakness yet known on either. Mistral: €7-10M indications, Chiron custody plus a roof file. Bolide: €5-8M indications, race-car arithmetic per event. The last W16s close the book the Veyron opened in 2005 - buy the allocation's paper trail, the factory relationship and the ledger, and let the engine's history do the rest.

ONE-SENTENCE VERDICT

The Mistral celebrates the W16 and the Bolide exhausts it - buy the allocation history, the factory relationship and the ledger, because on the last cars of a closed book, the paper is the provenance.

SOURCES

Bugatti factory and Newsroom documentation: the W16 Mistral as the final road-going W16 - 99 cars, ~€5M net, all allocated before production, Chiron Super Sport 1,600 PS powertrain; the open-top world record of 453.91 km/h, Andy Wallace, ATP Automotive Testing Papenburg, 9 November 2024, set by the one-off €14M World Record Car (Jet Orange over visible carbon, joining the collection holding all three previous Bugatti record cars); the Bolide - 40 cars, ~€4M net, track-only, deliveries from 2024, 1,600 PS on 98 RON and 1,600 Nm, ~1,450 kg, carbon structure developed with Dallara to the FIA's LMH/LMDh safety requirements, more than 2,630 kg of downforce at 320 km/h, braking 300-0 km/h in 6.0 seconds over 228 m; the concept-era 1,850 PS figure attributed to the 110-octane show car and distinguished from the customer specification throughout. Allocation practice described from Bugatti's publicly observable history; no formal policy has been published and none is asserted. Market figures are private indications - Mistral €7-10M, Bolide €5-8M - identified as indications, with verified public transactions close to non-existent. Mechanical custody: Papers No. 61-62; ownership-model analogy: customer race programmes (Ferrari XX, McLaren Solus), identified as analogy. Marque Intelligence prior papers: 'The Locked Hypercar' (April 2026), 'The Bugatti Case' (July 2026), Papers No. 60-63. Companion documents: Buyer's Checklist No. 79 and Model File 79. Values are indicative positions, not valuations. Nothing here is investment advice.