MARQUE INTELLIGENCE
SUPERCAR MODELS - PAPER NO. 65

BUGATTI TOURBILLON

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The first Bugatti of the next era - a naturally aspirated V16 hybrid, an analogue interface, and 250 owners writing the file from page one

250

Cars, hand-built in Molsheim, deliveries from 2026 - reported as fully allocated before the first customer delivery; none openly offered

1,800 hp

An 8.3-litre naturally aspirated V16 developed with Cosworth - ~1,000 hp to 9,000 rpm - plus three electric motors for 800 hp more

~60 km

Electric-only range (WLTP) from the 25 kWh, 800-volt battery integrated into the carbon structure - a Bugatti that leaves the courtyard in silence

€3.8M

The net list price - and, for now, the only meaningful number: the market remains primary rather than secondary, and this paper leaves it there

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01 EXECUTIVE SUMMARY

The Tourbillon is not the replacement for the Chiron; it is the replacement for the entire W16 philosophy. For twenty years Bugatti pursued one engineering direction - quad-turbocharged W16, enormous torque, all-wheel drive, ever higher refinement - and the Tourbillon deliberately starts again. Instead of improving the W16, Bugatti removed it. Instead of turbochargers, it chose displacement: an 8.3-litre naturally aspirated V16 developed with Cosworth, roughly 1,000 hp, revving to about 9,000 rpm. Instead of one defining engine, it chose an integrated hybrid system: three electric motors - two on the front axle, one at the rear - for a combined 1,800 hp, fed by a 25 kWh, 800-volt battery built into the carbon structure, with roughly 60 km of electric range under WLTP. A new eight-speed dual-clutch with torque vectoring replaces the Ricardo lineage entirely. Unveiled on 21 June 2024, 250 cars, €3.8 million net, deliveries from 2026: the Tourbillon is not the last Bugatti of one era - it is the first Bugatti of the next.

This paper therefore behaves differently from every Bugatti paper before it, and says so openly. There is essentially no ownership history yet: no reliability record, no cost reality, no secondary market. Following the precedent this library set with the McLaren W1, nothing is estimated away - no planning bands are invented, no value trajectories drawn, and the series' fixed ratings are deferred until the fleet has generated the evidence to score. What can be documented today is substantial: the engineering, the philosophy, the ownership model, the allocation reality, and the protocol a first or second owner should follow from day one - because every Tourbillon owner is, in effect, an early adopter, and the files they open this year are the raw material of this paper's future editions.

Key Finding

A deliberate restart, not an evolution: natural aspiration instead of turbocharging, sixteen cylinders in a V instead of a W, hybrid integration instead of displacement of last resort, and an interface built from watchmaking rather than screens. The Tourbillon is the first Bugatti designed to be timeless in both engineering and interface - and that sentence is the paper's centre.

No verdict is possible yet, and none is offered. No model-wide engineering weaknesses have emerged - entirely expected, as the cars are only now entering production - and equally, no reliability, cost or market conclusions can honestly be drawn. The ratings are deferred, W1-style, until the file exists.

The market remains primary rather than secondary: 250 cars, reported as effectively sold out by Bugatti's own leadership before deliveries began, no meaningful auction history, and a private market that has not yet formed. The only stated number is the list price, and this paper leaves it that way deliberately.

02 THE NEW BEGINNING

Why Bugatti abandoned the W16 despite its success - and what 'new era' actually means.

The W16 did not fail; it concluded. Papers 60 to 64 documented the arc - the EB110's formula, the Veyron's industrialisation, the Chiron's perfection, the coachbuilt tier's artistry, the Mistral's and Bolide's farewells - and by its end the quad-turbo W16 had nowhere left to go that regulation, refinement and physics had not already visited.

The Tourbillon's answer is philosophical rather than incremental. Natural aspiration returns the engine's character to revs and response - no turbochargers, no intercoolers, no turbo plumbing, a fundamentally different voice at a fundamentally higher crankshaft speed. Electrification is integrated rather than appended: the battery is structure, the front axle is electric, and the V16 is freed to be an instrument rather than a torque factory. The name completes the argument - a tourbillon is watchmaking's answer to gravity, mechanical ingenuity applied against an inevitable force - and Bugatti chose it deliberately for the first car of its post-W16 age. The governing statement of this paper: the Tourbillon is not the last Bugatti of one era; it is the first Bugatti of the next.

03 THE NATURALLY ASPIRATED REVOLUTION

A Cosworth V16, three electric motors, a new gearbox - the largest technical chapter, stated plainly.

The combustion engine is the headline: 8.3 litres, sixteen cylinders in a V, developed with Cosworth, approximately 1,000 hp arriving near 9,000 rpm - the first production V16 in decades and, against the W16, a study in subtraction: no turbochargers, no intercoolers, none of the plumbing that defined two decades of Bugatti packaging. The hybrid system contributes the other 800 hp through three motors - two driving the front axle, one integrated at the rear - for the combined 1,800 hp figure, with the 25 kWh, 800-volt battery packaged as a structural T through the centre tunnel and behind the seats. The transmission is equally new: an eight-speed dual-clutch with torque vectoring, an entirely different philosophy from the Ricardo unit that served the Veyron and Chiron. Performance, as manufacturer-stated: 0-100 km/h in the region of 2.0 seconds, 0-200 under five, and a top speed in the 445 km/h class with the marque's speed-key doctrine carried forward. Roughly 60 km of WLTP electric range makes this the first Bugatti that can leave a city courtyard silently - a sentence no previous paper in this library could write.

BUGATTI TOURBILLON - SPECIFICATION	
Engine	8,3-litre naturally aspirated V16, developed with Cosworth · ~1,000 hp to ~9,000 rpm · no turbochargers, no intercoolers - the deliberate anti-W16
Hybrid system	Three electric motors - two front-axle, one rear-integrated · ~800 hp electric · combined 1,800 hp · 25 kWh, 800-volt battery integrated into the carbon structure · ~60 km WLTP electric range
Transmission	New 8-speed dual-clutch with torque vectoring - a clean break from the Veyron/Chiron Ricardo lineage · AWD via the electric front axle
Performance	0-100 km/h ~2.0 s · 0-200 km/h <5.0 s · top speed in the 445 km/h class, speed-key gated - manufacturer figures, unverified by any owner fleet yet
Structure	New carbon-composite architecture - not a Chiron update: 3D-printed suspension components (~45 percent lighter than Chiron equivalents), new front structure, battery-integrated monocoque, revised crash architecture - lighter overall despite hybridisation
Production	250 cars, hand-built in Molsheim · unveiled 21 June 2024 · deliveries from 2026 · €3.8M net list · reported as effectively fully allocated before first delivery

(All figures are manufacturer-stated or reported at launch - no owner fleet exists yet to verify them independently, and this paper marks that distinction wherever it matters.)

04 ANALOGUE FOREVER

Mechanical permanence inside digital capability - the interface as a collecting thesis.

The Tourbillon's cabin is almost an answer to the industry's screen addiction, and it may prove the car's most consequential decision. The instrument cluster is a mechanical construction of more than six hundred parts - titanium, jewelled bearings, watchmaking architecture - built to remain legible and beautiful in fifty years, when every current touchscreen will read as a period artefact. The digital screen exists but hides; the gauges are fixed, analogue and permanent; the materials are titanium, aluminium and crystal glass rather than gloss plastic. Bugatti's stated intent is exactly the one a collector's library would wish for: an interface designed to be timeless rather than dependent on rapidly ageing display technology. For the long-term owner this is not styling - it is obsolescence management, engineered in. Fifty-year-old Bugattis are judged today on the integrity of their instruments and fittings; the Tourbillon is the first modern hypercar designed with that judgement day explicitly in mind. Mechanical permanence inside digital capability - and the reason the watch metaphor in the car's name is load-bearing rather than decorative.

05 A DIFFERENT KIND OF OWNERSHIP

Battery, software, diagnostics - every Tourbillon owner is an early adopter, and the paper says so.

There is no long-term ownership history, and this chapter is written accordingly. What is knowable is the model's structure. The high-voltage battery, the three motors and the new software architecture make the factory relationship even more central than on the W16 cars:

expect extensive factory diagnostic support, specialised technician training, battery monitoring and health reporting, software management and hybrid-specific maintenance - with the service network itself evolving as the fleet ages. Ownership will likely include annual inspection, hybrid diagnostics, battery health reporting, cooling-system checks, software updates, brake-fluid replacement, a tyre programme and factory technical bulletins - stated here as a structure, deliberately without invented prices, because no real-world cost base exists yet. The warranty conversation matters less than the ownership model around it: on a car this new, this integrated and this software-dependent, the factory partnership documented across Papers 61-64 is not one custody option among several - it is the operating system of ownership. And the storage doctrine of this library gains a chapter: a 25 kWh structural battery makes charging regime and battery conditioning first-class custody items from delivery day, documented like tyres and fluids everywhere else in this series.

THE EARLY ADOPTER RULE

Every Tourbillon owner is, in effect, an early adopter - and the first owners are not just running cars, they are generating the data this series will one day score. The rational response is documentation from day one: delivered specification archived as the benchmark, every software version and update logged, battery health reports retained, charging and storage ledgers opened with the first week, every factory contact filed.

The early files will divide the fleet later: when this paper's future edition scores the Tourbillon, the cars with complete histories from delivery will be the reference examples - and the gap between a documented and an undocumented early car will be priced, as it always is in this library.

06 ALLOCATION AND THE PRIMARY MARKET

250 cars, reportedly spoken for - and a market that does not exist yet, honestly described.

Bugatti has never published a formal allocation policy, but established ownership history has historically played an important role in access to its most exclusive models - and the Tourbillon continued the pattern: public reporting, including remarks attributed to Bugatti of the Americas' chief operating officer, indicates all 250 cars were effectively sold out ahead of customer deliveries, through the relationship-driven approach the marque has always taken with its clients. The secondary market, meanwhile, is not thin - it is absent: no meaningful auction history, no developed private market, most build slots still maturing toward delivery. This paper therefore attempts no value trajectory and states no band beyond the €3.8 million net list price. The market remains primary rather than secondary - and what will eventually determine values can already be named, because it is this library's constant finding: first ownership, factory specification, unusual Sur Mesure configurations, visible carbon and historically important colours, complete documentation and unbroken factory servicing on the positive side; accident history, battery neglect, incomplete software history, undocumented modifications and missing factory records on the negative. The drivers are known; the numbers will be earned.

07 THE BUYING PROTOCOL

Four passes - and for the first time in this library, a Software Pass stands among them.

The Identity Pass. VIN and factory specification against the archive; commission and configuration documents; allocation documentation and original owner; delivery records. The Mechanical Pass. Battery and hybrid system through factory diagnostics; cooling; the V16 and transmission; electronics; carbon structure - all through Molsheim's channel, because no independent knowledge base exists yet. The Software Pass - new to this library, and permanent from here on: software version and update history, factory updates applied, battery health reports, diagnostic records, high-voltage inspection status. On a car whose character is partly code, the software history is service history. The Continuity Pass. Factory servicing and annual inspections; storage and charging regime; transport records; the complete documentation set - and the factory relationship transferring in writing, as on every allocation-tier Bugatti in this library.

WALK AWAY - THE NON-NEGOTIABLES

Opaque allocation or ownership history · missing commission and configuration documentation · battery health unreported or charging history unknown · software history incomplete · undocumented carbon repair · unauthorised modifications on a 250-car allocation platform · broken factory continuity in the fleet's first years · resistance to factory-level inspection. The fleet is young enough that every car's history is short - which means a gap is never legacy, always choice.

08 OWNERSHIP ECONOMICS AND SCENARIOS

The second verdict this series has deferred - because honesty outranks completeness.

The fixed series rubric scores reliability, costs, parts and investment on evidence - and the Tourbillon has not yet generated any. Deliveries are only beginning, the fleet is factory-supported by definition, and no reliability trend, cost reality or market behaviour can honestly be identified in either direction. Following the precedent set with the McLaren W1, this paper defers the verdict: no planning bands are modelled, no scores are awarded, and nothing is estimated away. What can be stated is the structure of the economics - factory-dependent servicing, hybrid systems serviceable only through the network, a high-voltage battery whose health reporting will become a document of record, software currency as a standing custody item, consumables on the marque's established tyre-and-calendar doctrine, and insurance that is individual by definition. The numbers will be earned by 250 files, most of them opened over the coming two years - and scored in a future edition of this paper, exactly as this library has promised once before.

OWNERSHIP VERDICT - DEFERRED

For the second time in this series, the ratings table is intentionally absent. The fixed rubric exists so that an 8 in Reliability means the same across every marque and paper - and that promise cuts both ways: where evidence does not yet exist, scores are not awarded. The Tourbillon's verdict will be written the way everything in this library is written - from the file, when there is one.

Until then, the only honest rating goes to the car's foundations: the most complete philosophical restart any hypercar marque has attempted in twenty years, executed by the factory with the strongest custody infrastructure this library has documented.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Bugatti factory documentation and launch materials (unveiling 21 June 2024; 250 cars, hand-built in Molsheim, deliveries from 2026, €3.8M net; the 8.3-litre naturally aspirated V16 developed with Cosworth, ~1,000 hp to ~9,000 rpm; three electric motors and 1,800 hp combined; the 25 kWh, 800-volt structural battery and ~60 km WLTP range; the new 8-speed dual-clutch; 3D-printed suspension components ~45 percent lighter than Chiron equivalents; the 600+-part watchmaking instrument cluster and the stated timeless-interface intent), and public reporting on the allocation, including remarks attributed to Bugatti of the Americas' COO that all 250 cars are effectively sold out. All performance figures are manufacturer-stated - no owner fleet exists to verify them. No used-market bands are stated because no secondary market exists; no reliability conclusions are drawn because the evidence does not yet support any; no service prices are given because none are real yet. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

09 THREE ERAS, ONE MARQUE

The library's closing table - EB110 to W16 to V16, one philosophy iterating.

Read as a lineage, the six papers of this Bugatti library describe one conviction restated three times: that the marque's product is engineering without compromise, carried by whatever architecture the era makes possible. The EB110 wrote the formula - extreme cylinder count, forced induction, carbon structure, all-wheel drive - and died with its factory, leaving continuity to a community. The W16 era industrialised the formula for twenty years, from the Veyron's 1,001 PS to the Bolide's outer limit, and built the factory-partnership custody model this library has documented tier by tier. The Tourbillon inverts the formula's means while keeping its end: displacement for boost, integration for addition, permanence for spectacle - the first Bugatti designed to be timeless in both engineering and interface. The buyer's line follows, and closes the library: buy the Tourbillon as the beginning of a new lineage, not as the successor to the Chiron.

THREE ERAS - ONE MARQUE			
Dimension	**EB110 (1991)**	**W16 era (2005-2026)**	**Tourbillon (2026)**
Induction	Four turbochargers	Four turbochargers	Naturally aspirated
Architecture	3.5L V12, 60 valves	8.0L W16	8.3L V16 + 3 e-motors
Peak output	560-610 PS	1,001-1,600 PS	1,800 hp combined
Custody model	Community continuity	Factory partnership	Early-adopter partnership
The file	Rebuilt by specialists	Kept by the factory	Digital from day one

10 THE RIGHT TO A REPLY, REVISITED

The series' standing question, handed to the new era - where it matters more, not less.

This library has carried one question through six Bugatti papers: where, on the ladder from a £900,000 Veyron to an allocation-tier commission, does the standard of a reply begin? The Tourbillon does not inherit the question diluted - it inherits it intensified, because a hybrid, software-defined hypercar is structurally more factory-dependent than anything the W16 era built: battery health, software currency, high-voltage service and diagnostic access all run through one institution, by design. 'The Locked Hypercar' argued that such architectures make service access a policy question rather than a commercial preference; the Tourbillon is that argument's cleanest example yet. It is also the marque's cleanest opportunity: a new era, a new platform and a new fleet allow a service policy to be written from day one - who is eligible, what is excluded, what answers, how fast - before any owner ever has cause to publish an account of silence. This series will document whichever path the marque takes; the standing offer of 'The Bugatti Case' remains open, and the first paper of the next era seems the right place to restate it.

11 SYNTHESIS

The Tourbillon closes this library the way the EB110 opened it: at a beginning. What can be verified has been - the engineering, the philosophy, the allocation, the ownership model. What cannot has been deferred without apology - the reliability record, the cost reality, the market. The owner's task, not the buyer's, for once: archive the delivered specification as the benchmark; open the ledgers on delivery day - software, battery, charging, storage, transport; stay inside the factory network while the platform is young; and drive it, because a naturally aspirated V16 revving to 9,000 rpm was not built to be a sculpture with a battery in it. Do that, and the Tourbillon's first owners will hand the next generation what this library exists to celebrate: a landmark with its biography intact - and this series, one day, will write that paper too.

WHO SHOULD BUY THIS CAR

Ideal owner: one of the 250 - or their first successor - who treats the allocation as a responsibility: the factory relationship kept current, every ledger opened on delivery day, the software and battery files complete from the first week, and the delivered specification preserved as the benchmark it will become.

Less suitable: the buyer seeking a proven file to read - Papers 60 to 64 offer five of them; the speculator counting on the new era to appreciate unaided, because this library's constant finding is that history rewards the documented car, not the allocated one; and anyone who wants their hypercar to be last era's car - the W16 papers are where that car lives.

BOTTOM LINE

One car, 250 examples, from 2026: an 8.3-litre naturally aspirated Cosworth V16 to 9,000 rpm, three electric motors, 1,800 hp combined, a structural 25 kWh battery, a new eight-speed dual-clutch - and an instrument cluster built like a watch so that the interface ages like the engineering. €3.8M net, reportedly allocated out, no secondary market and no verdict yet - by honest design of this paper. The first Bugatti of the next era: buy it as the beginning of a new lineage, document it from day one, and let 250 files write the next edition.

ONE-SENTENCE VERDICT

The Tourbillon is the first Bugatti designed to be timeless in both engineering and interface - buy it as the beginning of a new lineage, not as the successor to the Chiron, and write the file the next era will be judged by.

SOURCES

Bugatti factory documentation and launch materials: unveiling 21 June 2024; 250 cars, hand-built in Molsheim; deliveries from 2026; €3.8 million net list price; 8.3-litre naturally aspirated V16 developed with Cosworth, ~1,000 hp at ~9,000 rpm, no forced induction; three electric motors (two front-axle, one rear-integrated), ~800 hp electric, 1,800 hp combined; 25 kWh, 800-volt battery integrated into the carbon monocoque, ~60 km WLTP electric range; new 8-speed dual-clutch with torque vectoring; manufacturer-stated performance (0-100 ~2.0 s, top speed in the 445 km/h class, speed-key gated); new carbon architecture with 3D-printed suspension components stated ~45 percent lighter than Chiron equivalents; the 600+-part titanium watchmaking instrument cluster and Bugatti's stated intent of a timeless, screen-independent interface. Public reporting on allocation: remarks attributed to Bugatti of the Americas' chief operating officer that all 250 Tourbillons are effectively sold out, consistent with the marque's historically relationship-driven allocation practice - no formal policy has been published and none is asserted. Ownership-model description follows the factory-partnership documentation of Papers No. 61-64. Handling of the missing evidence base follows the precedent of Paper No. 47 (McLaren W1): verdict deferred, no invented bands, no value trajectories. Marque intelligence prior papers: The Locked Hypercar (April 2026), The Bugatti Case (July 2026), Papers No. 60-64. Companion documents: Buyer's Checklist No. 78 and Model File 78. Nothing here is investment advice.