

KOENIGSEGG CC8S

89

The first production Koenigsegg, 2002-2003 - six cars, six separate collector assets, bought on chassis identity and factory recognition

6

Total production, 2002-2003 - commonly reported as four left-hand-drive and two right-hand-drive cars; rarer than the McLaren F1, F50 or Carrera GT

655 PS

4.7-litre supercharged V8 on re-engineered Ford Modular architecture - a Guinness record for the most powerful production engine of its day

~US\$350K

The 2002 price - Ferrari money for an unproven marque; one car reportedly made about £172,000 at auction in 2008 before the brand's re-rating

€1.5-3.5M

The working analytical span mid-2026 - no liquid market exists; each chassis prices as an individual historical object

01 EXECUTIVE SUMMARY

The CC8S opens the Koenigsegg model library because it is the physical proof of Paper 88: evidence that the company described there could actually manufacture, homologate and support a production automobile. Six cars were built in 2002 and 2003 - a pre-preg carbon semi-monocoque, a detachable roof stowed under the front lid, dihedral synchro-helix doors, a supercharged 4.7-litre V8 of about 655 PS on extensively re-engineered Ford Modular architecture, and a six-speed manual CIMA transaxle. The central thesis: the CC8S is historically more important than its performance figures suggest, because every later Koenigsegg descends from the manufacturing, structural and commercial template established by these six cars.

Two governing rules carry the paper, and both are shaped by the number six. The Individual-Chassis Rule: there is no generic CC8S market - each of the six cars must be valued as an individual historical object according to its identity, factory status and life history. And the Factory-Recognition Rule: a CC8S with continuing Koenigsegg recognition and a documented service path is materially more valuable than an apparently cheaper car whose current configuration the factory cannot fully support. Everything else in this paper - the inspection protocol, the insurance architecture, the working valuation bands - is those two rules applied.

Key Finding

The CC8S has no single notorious design defect. Its ownership risk comes from age, bespoke early-series construction and the difficulty of replacing undocumented components - hoses, seals, dampers, magnesium wheels and chassis-specific parts that were hand-fitted a quarter-century ago and sometimes redesigned mid-run.

Six cars were produced, but the present identity and specification of each chassis must be established separately, because some cars evolved after their original build - enthusiast registries indicate at least one early chassis later converted toward CCR-related specification, and several colour changes. Registries are leads; only verification with Koenigsegg is evidence.

The buyer's line the whole paper serves: buy the individual chassis, its factory history and its current support position - never a generic model description. The most dangerous sentence in this custody: it uses a Ford engine, so anyone can service it.

02 SIX CARS THAT CREATED A MANUFACTURER

Rarer than the McLaren F1 - and the template for everything Ängelholm built afterwards.

Koenigsegg confirms the essentials plainly: the CC8S was its first production model, shown as the production car after the 2000 Paris debut of the CC, with just six examples constructed during 2002 and 2003 - commonly reported as four left-hand-drive and two right-hand-drive cars. That makes it numerically rarer than the McLaren F1 road car, the Ferrari F50, the Porsche Carrera GT, the SLR Stirling Moss and virtually every later Koenigsegg. Rarity alone does not determine value, but here it is combined with foundation status: the CC8S established nearly all of the design elements that became inseparable from the marque - carbon-composite chassis construction, the removable roof stored inside the car, the dihedral synchro-helix doors, the

rear-mid supercharged V8, the manual transaxle, the flat underbody with venturi tunnels, and the direct factory-customer relationship. The period recognition was real: a Guinness World Record for the most powerful production engine of its day, a Red Dot design award, Sweden's Utmärkt Svensk Form - external validation that the farmhouse-and-fire company of Paper 88 had built something serious.

Because the run is six cars, the usual approach of describing an average example is inappropriate, and this paper does not attempt it. Each chassis must be researched individually: original specification and paint, demonstrator or factory use, registration history, subsequent conversion, accident and repaint history, mechanical updates, storage periods, exhibition history. Published enthusiast registries are useful leads - they indicate colour changes across the run and at least one early chassis later converted or renumbered toward CCR-related specification - but any purchase must be verified directly with Koenigsegg rather than resting on an unofficial registry. The correct wording, used throughout this library: six CC8S examples were produced, but the present identity and specification of each chassis must be established separately, because some cars evolved after their original build.

03 BUYING THE UNKNOWN

Ferrari money for an unproven marque - the first customers were commercial validators of the whole company.

Contemporary and retrospective sources place the original price broadly around US\$350,000 - roughly €350,000-370,000 depending on market, taxation and timing. That was extraordinary for an unknown manufacturer in 2002: the customer was asked to pay Ferrari and Lamborghini money for a car from a company with no dealer network, no production history, no residual-value record, no warranty history and no parts operation beyond the factory itself. The price reflected not only materials and performance but roughly eight years of development amortised across almost no volume - the Constraint-Creates-Innovation Rule of Paper 88, written on an invoice.

There was no allocation system in the modern Jesko or CC850 sense, because no global hierarchy of Koenigsegg collectors yet existed. The process was direct: a customer encountered the car at a show, communicated with the factory or a very early importer, agreed specification, supported the build with a deposit, and took delivery through close factory involvement. The first customers were therefore not simply buyers - they were commercial validators carrying real risk: delayed completion, evolving specification, uncertain homologation, minimal local support, undefined residual value and dependence on the factory's survival. The allocation value of a CC8S lay in obtaining a car at all - and today that founding correspondence has become provenance: early letters, build correspondence and deposit records from the formative period carry major historical value with the car.

04 THE ORIGINAL KOENIGSEGG FORMULA

A carbon semi-monocoque, a roof under the front lid and one PS for every 1.8 kilograms - in 2002.

KOENIGSEGG CC8S - SPECIFICATION

Engine	4,700 cc DOHC V8, four valves per cylinder - Ford Modular architecture extensively re-engineered and assembled by Koenigsegg: centrifugal supercharger, intercooler, 1.2 bar boost, dry sump (12 l) with piston cooling, forged internals, patented 'Rocket Cat' exhaust · ~655 PS at 7,250 rpm max engine speed, ~750 Nm
Transmission	Six-speed manual CIMA transaxle - AP Racing clutch, gearbox oil cooling, limited-slip differential
Structure	Pre-preg carbon-fibre semi-monocoque with honeycomb reinforcement; carbon/Kevlar sandwich body; rear aluminium subframe; detachable carbon roof stowed in the front luggage compartment
Chassis	Double wishbones with pushrod-operated Öhlins dampers, anti-roll bars, electronically adjustable ride height · magnesium-alloy centre-lock wheels · Michelin Pilot Sport 2 in uncommon dimensions
Brakes	Steel hardware, pre-ceramic era: 340 mm ventilated front discs with six-piston calipers, 315 mm rear with four-piston - a quiet custody advantage
Weight & packaging	~1,175 kg dry · 80-litre fuel tank · ~120 litres of luggage space · claimed 390 km/h top speed, never independently verified in period
Production & price	Six cars, 2002-2003, reported as 4 LHD / 2 RHD · original price ~US\$350,000 (≈€350-370K by market and timing)

(Factory figures. With six cars there is no meaningful 'average specification' - each chassis is read against its own build record, and running production changes mean early and late cars can differ in detail. The claimed top speed is treated as a claim.)

05 FORD ARCHITECTURE, KOENIGSEGG ENGINE - AND THE MANUAL CC

The architectural origin is an advantage that must not be overstated - and the driveline is the analogue heart of the purchase.

The Ford Modular origin helps: fundamental concepts and certain service components have links to widely produced engines. But the Koenigsegg installation is model-specific where it matters - block preparation and internals, the supercharger system, intake, dry-sump and cooling systems, engine management and calibration, exhaust, brackets, plumbing and sensors. A generic Ford specialist is not an acceptable substitute for a Koenigsegg inspection, and the paper's most dangerous sentence lives here. The inspection protocol is correspondingly specific: a genuine cold start witnessed; oil-pressure and dry-sump behaviour (the correct oil-level reading depends on temperature, idle procedure, shutdown timing and attitude - obtain the factory's current written procedure for the chassis); boost-pressure and intercooler efficiency tests; supercharger bearings, drive, belt age, bypass valve and heat-soak behaviour heard and measured; fuel

pressure, injector balance, ignition analysis; oil and coolant analysis; ECU fault history and confirmation of current factory calibration; and every bespoke hose, pipe and fitting examined by age, not appearance. A noisy supercharger is not automatically an engine problem - bearings, drive, pulley and bypass valve have their own repair paths, and the component should be inspected before replacement assumptions are made.

The six-speed CIMA transaxle is fundamentally robust, and it is also the reason the CC8S drives like no later Koenigsegg: a manual, supercharged, sub-1,200 kg car with comparatively little electronic intervention. Inspect the clutch bite point and slip under full torque, release-bearing noise, first and second-gear engagement, synchromesh, transaxle oil and cooler lines, differential noise, driveshaft joints, selector linkage and mounts. The likely ownership file is undramatic - clutch wear, ageing hydraulic seals, selection stiffness, oil seepage, cooler-line corrosion - and the remedy philosophy is the point: never replace a gearbox because shifting is heavy. Inspect clutch and hydraulics, linkage and adjustment, oil and mounts, road-test hot and cold, and consult the factory before any disassembly of components that exist in six examples.

06 TWENTY-YEAR-OLD BESPOKE ENGINEERING

The risk is age and bespoke construction, not folklore - four categories organise every check.

There is no statistically meaningful common-fault database for six cars, so this paper divides the risk honestly. Age-related: hoses, seals, pumps, fuel and brake lines, clutch hydraulics, dampers, tyres, batteries, wiring connections - early low-volume cars suffer more from ageing cooling components than from internal engine failure, and a preventive cooling-system recommissioning (all age-sensitive hoses, pressure test, pump and radiator work, correct vacuum filling, full heat-cycle test) is better bought than an overheating event. Early-series: chassis-specific components, running production changes, limited interchangeability, incomplete documentation, hand-fitted panels and mechanisms. Use-related: overheating, clutch wear, underbody strikes, incorrect centre-lock practice, poor lifting, aged tyres at speed. Storage-related: stale fuel, dry seals, seized brakes, flat-spotted tyres, battery damage and missed time-based servicing - the quiet majority of real-world faults.

The carbon structure is the most important purchase area: monocoque, front structure, rear subframe, suspension pickups, sills, jacking points, underfloor and venturi tunnels, door and roof apertures. These cars sit low and suffer underbody strikes, lifting damage, cracking around bonded inserts and local delamination - and much of the car is composite, so a clean paint-depth report alone proves little. A serious purchase includes factory review, high-resolution underside imaging, tap testing and NDT where indicated, geometry measurement against factory reference data, and documentation of any previous repair. The signature systems get their own files: the synchro-helix doors (hinge geometry, assistance, latches, microswitches, window drop, wiring through the hinge area) and the removable roof (fit, locks, seals, storage damage, water hunt) - a missing original roof or damaged storage system has a disproportionate effect on value. The Öhlins pushrod suspension is comprehensible but two decades old - rebuild dampers as a set, never singly, then spherical joints, bushes, ride-height calibration, corner weights. The steel

brakes are the era's gift: financially survivable, though bespoke dimensions still create parts questions. The magnesium centre-lock wheels are not: they require specialist non-destructive inspection, because a visually perfect refinished wheel can hide corrosion, heat damage or material loss - originality matters, but structural condition outranks keeping an unsafe wheel. Tyres decide what the car may actually do: the original Michelin Pilot Sport 2 dimensions are uncommon, availability may dictate safe fitments, and period tyres belong under display cars, never under speed.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Servicing	Annual inspection and fluids €5,000-10,000 · with factory travel or transport €10,000-20,000 · major recommissioning €20,000-50,000
Systems	Cooling renewal €10,000-30,000 · supercharger overhaul €10,000-30,000 · clutch €15,000-35,000 · gearbox repair €25,000-75,000+ · suspension refresh €15,000-40,000 · brake overhaul €10,000-30,000
Wheels & body	Wheel inspection/refurbishment €5,000-15,000 per set · replacement magnesium wheel by individual quotation · door mechanism €5,000-20,000 · cosmetic carbon €10,000-30,000
Major events	Structural composite repair €50,000-250,000+ · engine rebuild €75,000-200,000+ · complete factory restoration potentially several hundred thousand euros

(Planning allowances, not published tariffs - no public CC8S schedule exists. Five-year reserves: maintained, regularly exercised car €50,000-100,000 · low-use collector car needing age-related work €100,000-200,000 · long-stored or incompletely documented car €200,000-500,000+. For a six-car model, parts recreation can cost far more than mechanical complexity suggests.)

07 SIX CHASSIS, SIX HISTORIES - FACTORY CARE AFTER THE WARRANTY

The meaningful substitute for warranty: factory recognition, current inspection status and a written path to continued support.

The original warranty is long irrelevant, and no reliable public source establishes a standard modern factory programme covering all CC8S cars. A buyer should therefore assume nothing: not that a recent service creates a warranty, not that factory support means free repairs, not that all early components remain available, not that Koenigsegg will automatically accept any car into a restoration or certification programme. Before purchase, obtain written clarification: does Koenigsegg recognise the chassis in its current form; is the car eligible for factory or authorised service; can any limited warranty apply after major work; do rebuilt assemblies carry parts-and-labour coverage; what are the geographical limits, transport responsibilities, track exclusions and parts lead times. That letter is worth more than any seller's assurance.

The support structure itself is workable and small: Koenigsegg operates through a limited authorised dealer and service network, and the German service partner Esser Automotive states that it conducts full servicing, upgrades and restoration using Koenigsegg special tools, with collection and delivery arranged. The preferred sequence for a CC8S: establish contact with the factory; confirm chassis identity and records; nominate an authorised partner; agree what requires factory involvement; settle transport; and obtain written repair authorisation before any

rare component is dismantled. A respected independent supercar workshop may assist with routine tasks - it should never independently redesign or reproduce critical CC8S parts without factory coordination. And the pre-purchase inspection runs in two layers accordingly: a factory or authorised layer (identity, build records, campaigns, configuration, parts position, support eligibility, diagnostics) and an independent collector layer (title, ownership chain, tax status, registration history, accident and repaint history, valuation, insurance eligibility, authenticity of accessories). The factory judges the engineering; the independent adviser protects the transaction.

08 INSURING THE IRREPLACEABLE

Agreed value or nothing - a six-car model cannot be settled from depreciation tables.

Insurance is a separate ownership workstream, not an administrative afterthought, and an ordinary motor policy is structurally wrong for this car. The essential provisions: agreed value stated on the schedule and reviewed annually - never ordinary-market-value settlement, which an insurer would otherwise construct from old auction results, prices of different Koenigsegg models and depreciation tables unsuited to a six-car model; the owner's right to choose Koenigsegg, an authorised partner or an approved carbon specialist as repairer, with factory-designated transport - otherwise a general prestige body shop, aftermarket parts and an economic-write-off threshold built on inadequate valuation become possible; coverage for international parts sourcing, carbon-composite repair, exhibitions and events, transit and storage, temporarily unregistered periods, and the roof, spare wheels and accessories; and salvage-retention rights, because even a written-off CC8S is an irreplaceable historical object. For an apparently minor accident, factory input may be needed simply to determine whether the car remains structurally and historically correct - the policy must fund that question.

The house matters too: ordinary household insurance does not insure the vehicle, and the correct structure separates specialist motor cover for the car, building insurance for the garage, contents or collection cover for loose accessories, private-client liability and transit provisions. Underwriters will assess construction and fire separation, detection and monitored alarms, entry control, humidity, flood risk and vehicle spacing - and a carbon-bodied car needs explicit answers on fire from a neighbouring vehicle, smoke and heat damage without visible flame, contamination from suppression agents, and whether the agreed value applies while the car is parked inside. Premium planning, not quotation: for a CC8S held at €2-3M, roughly €10,000-25,000 per year for static or highly restricted collection cover; €20,000-50,000 for limited road use under specialist agreed-value insurance; €40,000-80,000+ for broader use, multiple territories or low deductibles. Deductibles of €10,000-50,000 or a percentage are normal; a cheap premium with a very high deductible and restrictive partial-loss language is the wrong bargain. Occasional-use structures exist - one documented Koenigsegg owner has described surrendering registration for much of the year and insuring individual events for sums around US\$2,000 - but that illustrates a structure, not an annual CC8S premium.

09 FROM £172,000 TO FOUNDATIONAL ASSET

Three value eras - credibility discount, brand validation, founder-era artefact - and still no liquid market.

The trajectory is the argument. From 2002 to around 2008 the CC8S wore a credibility discount: the original owner paid roughly €350-370K for an unproven marque, and chassis 7006 - catalogued by Bonhams as a 2004 car - reportedly sold in 2008 for about £172,000, deep depreciation for a car then viewed as an obscure, hard-to-support supercar superseded by faster Koenigseggs. From 2009 to 2016, as the CCX and Agera generations established the marque internationally, the CC8S gained retrospective credibility as the origin model. And from 2017 onward - Agera RS records, One:1, Regera, Jesko - it became the first chapter of a globally important marque: six cars, manual, supercharged, analogue, with recognisable design continuity to every current model and a direct link to the founding story. The value case today rests on exactly that, and on nothing as replaceable as performance.

CC8S - WORKING VALUATION FRAMEWORK, MID-2026

Recommissioning candidates	€1.5-2.0M - cars requiring substantial age-related work or carrying specification complications the factory has not yet resolved
Strong recognised cars	€2.0-2.8M - factory-recognised identity, clear history, current inspection status and a written support path
Exceptional chassis	€2.8-3.5M+ - outstanding originality or historical importance; with six cars, a particular chassis can command a premium no index would predict

(Analytical estimates, not a market index - there is almost no transparent recent CC8S transaction evidence, and a private sale can sit outside these bands because the buyer is acquiring a particular chassis, not comparing interchangeable cars. The bands are inferred from six-car rarity, first-model status, the marque's broader re-rating and the 2008 depreciation datapoint.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□	Mechanically honest and simpler than any later Koenigsegg - but every system is a quarter-century old and hand-built; condition is chassis-specific
Maintenance costs	□□□□	Survivable by hypercar standards (€50-100K five-year reserve for an exercised car) - until parts recreation or structural work enters the file
Parts availability	□□□□	Six cars, bespoke early-series components, some later redesigned - the parts path is the factory, patience and individual quotation
Investment potential	□□□□	The first production Koenigsegg, six built, almost never offered - the hardest car in the marque to replace, if the chassis and file are right

MARQUE BUYING SCORE - KOENIGSEGG CC8S

Category	Factory-recognised car (documented)	Recommissioning candidate	Altered or unverified chassis
Reliability	6.5 / 10	5 / 10	4 / 10
Driving experience	8.5 / 10	8.5 / 10	8 / 10
Ownership cost	3 / 10	2 / 10	1.5 / 10
Parts availability	2 / 10	2 / 10	1.5 / 10
Long-term collectability	10 / 10	8.5 / 10	5 / 10
Investment potential	8.5 / 10	7 / 10	4 / 10

Scored on the fixed series rubric: an 8 in Reliability means the same across every marque and paper. The third column prices the model's defining trap - a car whose current configuration diverges from factory records, with undocumented carbon repair or non-factory calibration.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (first production model; six cars, 2002-2003; 4.7-litre supercharged V8, ~655 PS at 7,250 rpm max engine speed, 750 Nm, 1.2 bar, 12 l dry sump; six-speed CIMA transaxle, AP Racing clutch; pre-preg carbon semi-monocoque, carbon/Kevlar body; pushrod Öhlins suspension with adjustable ride height; 340/315 mm steel brakes; magnesium centre-lock wheels; ~1,175 kg dry; Guinness record for the most powerful production engine; Red Dot and Utmärkt Svensk Form awards; claimed 390 km/h treated as a claim), enthusiast registries treated as leads only (colour changes; at least one chassis reported converted toward CCR specification), the reported 2008 Bonhams result for chassis 7006 (~£172,000, treated as reported), original price ~US\$350,000 (≈€350-370K), and the German authorised partner Esser Automotive's published service scope. Working bands are analytical estimates in a market with almost no transparent transactions. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 THE BUYING PROTOCOL - AND SYNTHESIS

Identity with the factory, structure with the specialists, paper with the lawyers - then, and only then, the car.

The protocol follows the two rules. Level one - identity: VIN verified directly with Koenigsegg; confirmation the car remains a CC8S in factory records; all later upgrades identified; original colour, engine and gearbox identity confirmed. Level two - the factory file: build records, service history, technical campaigns, current configuration, parts availability, support eligibility, written recognition. Level three - structure and systems: the carbon survey with underside imaging and NDT where indicated; engine, supercharger, cooling and dry-sump protocol; driveline hot and cold; suspension, brakes, magnesium wheels, tyres by date; electrical system and fault memory after full warm-up. Level four - the transaction: title and ownership chain, tax status, documentation inventory (contracts, invoices, build correspondence, homologation papers, keys, tools, roof, charger, manuals, removed original components), agreed-value insurance confirmed before completion. The documentation requirement is absolute: because these cars were produced in the company's formative period, early correspondence is part of the asset.

WALK AWAY - THE NON-NEGOTIABLES

Chassis identity that cannot be confirmed with Koenigsegg · current specification disagreeing with factory records · undocumented structural carbon repair · major underbody damage · missing roof · severe magnesium-wheel damage without replacements · overheating history without documented remedy · substantial gearbox damage · non-factory engine calibration · unknown non-original wiring · a seller who refuses factory contact · no credible service route · agreed-value insurance unobtainable · title or registration inconsistencies. And the most dangerous sentence: 'It uses a Ford engine, so anyone can service it' - the architectural origin does not make the Koenigsegg installation ordinary.

Should it be driven? Yes, carefully - the CC8S is lighter, simpler and more analogue than most later Koenigseggs, and an exercised car may be mechanically healthier than a static one, provided use is documented and competent. The sensible regime: 500-2,000 km annually, regular full heat cycles, dry-road use, occasional factory-supported events, never on old tyres, post-drive inspection, annual servicing regardless of mileage. Within Koenigsegg collecting the CC8S ranks in the highest tier for historical importance and rarity, very high for mechanical purity, below the Agera RS and One:1 for public recognition, low for ease of ownership and liquidity - a foundational artefact, not simply an early performance car. An Agera RS can be compared with other Agera RS cars; a CC8S buyer may wait years for any example, and may never be offered the preferred chassis.

WHO SHOULD BUY THIS CAR

The marque historian: the collector building the Koenigsegg story from its first chapter, for whom factory recognition and formative-period documentation outrank performance entirely.

The analogue custodian: the buyer who wants the only manual, supercharged, pre-electronic expression of the original formula - and will fund the ageing that comes with it.

The risk-adjusted buyer: never the cheapest chassis - the one with confirmed factory identity, a written support path and agreed-value insurance already in place.

Not: the buyer expecting a cheap Koenigsegg entry point, generic Ford servicing, an index valuation - or anyone unwilling to wait years for the right one of six cars.

BOTTOM LINE

Six cars, 2002-2003, ~655 PS supercharged, manual, carbon-tubbed, roof under the lid - the physical proof that Koenigsegg was real, and the template every later model followed. No notorious defect; the risk is age, bespoke construction and identity. €1.5-3.5M+ as analytical bands in a market of single cars, €50-500K five-year reserves by condition and history. Buy the individual chassis, its factory history and its support position - and treat factory recognition as the warranty that still exists.

ONE-SENTENCE VERDICT

The first production Koenigsegg is six separate historical objects wearing one model name - bought on chassis identity, factory recognition and formative-period paper, exercised gently, and effectively irreplaceable at any price the market currently knows how to quote.

SOURCES

Koenigsegg documentation: CC8S as first production model; six examples, 2002-2003 (commonly reported 4 LHD / 2 RHD); 4,700 cc DOHC V8 on re-engineered Ford Modular architecture - centrifugal supercharger, intercooler, 1.2 bar, dry sump (12 l), forged internals, patented Rocket Cat exhaust; ~655 PS at 7,250 rpm max engine speed, ~750 Nm; six-speed manual CIMA transaxle with AP Racing clutch and LSD; pre-preg carbon semi-monocoque with honeycomb reinforcement, carbon/Kevlar body, rear aluminium subframe; pushrod Öhlins dampers, electronically adjustable ride height; 340/315 mm steel brakes; magnesium centre-lock wheels; Michelin Pilot Sport 2; ~1,175 kg dry, 80 l fuel, ~120 l luggage; claimed 390 km/h (treated as claim); Paris 2000 CC debut; Guinness World Record, most powerful production engine; Red Dot and Utmärkt Svensk Form awards. Original price ~US\$350,000 (≈€350-370K by market and timing). Chassis histories: enthusiast registries treated as leads (colour changes; at least one early chassis reported converted or renumbered toward CCR-related specification) - verification only with Koenigsegg. Market: chassis 7006 (catalogued as a 2004 car) reportedly sold at Bonhams in 2008 for ~£172,000, treated as reported; no liquid current market - working bands €1.5-2.0M / €2.0-2.8M / €2.8-3.5M+ are analytical estimates, not an index. Support: Koenigsegg authorised network; Esser Automotive (Germany) published service, upgrade and restoration scope with Koenigsegg special tools. Insurance: specialist agreed-value practice for rarely traded appreciating cars; premium planning allowances €10-25K static / €20-50K limited road / €40-80K+ broader use per year at €2-3M values; the documented event-cover anecdote (~US\$2,000 per event) treated as structural illustration only. Companion documents: Buyer's Checklist No. 88 and Model File 88; Paper 88 for the company history. Values are indicative frameworks, not valuations; nothing here is investment advice.