KOENIGSEGG CCR

90

The record-breaking evolution of the original Koenigsegg, 2004-2006 - fourteen cars, bought on chassis history, configuration and factory continuity

14

Total production, 2004-2006 - fourteen individual chassis with their own colour, update and repair histories; never fourteen interchangeable cars

806 hp

4.7-litre V8 with twin centrifugal superchargers - 817 PS at 6,900 rpm, 920 Nm, through a six-speed manual CIMA transaxle

387.87 km/h

Nardò, 28 February 2005, Loris Bicocchi - the production-car record, taken from the McLaren F1 on a circular track that flattered nobody

€798,125

The Geneva launch car (chassis 7011) at RM Sotheby's Milan, June 2021 - still the model's only strong public transaction anchor

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01 EXECUTIVE SUMMARY

The CCR is not simply a more powerful CC8S. It is the point at which Koenigsegg moved from proving it could manufacture a supercar to proving it could challenge the established industry on performance - fourteen cars built 2004-2006, twin-supercharged to about 806 hp (817 PS) and 920 Nm, still six-speed manual, still carbon semi-monocoque, and carrying the model line's defining achievement: the production-car speed record at Nardò on 28 February 2005. The central thesis: the CC8S established Koenigsegg as a manufacturer; the CCR established it as a performance authority. That combination - manual gearbox, twin-supercharged V8, carbon structure, genuine world-record history - gives the CCR a collector standing distinct from both the six-car CC8S and the more industrialised CCX that followed.

Four governing rules carry the paper, all four shaped by fourteen cars and one record. The Record-Car Rule: the CCR's importance comes from proving Koenigsegg's performance claims on the world stage, not merely from adding power. The Configuration Rule: in a 14-car run, original specification, documented factory evolution and undocumented modification are three materially different value categories. The Thermal-Integrity Rule: the engine architecture is robust, but the twin-supercharged installation is only as reliable as its cooling, fuel delivery and calibration. And the Factory-Continuity Rule: the best CCR is the car whose full life can still be understood and supported by Koenigsegg - from original build through every repair, repaint and upgrade. The buyer's line: buy the chassis history, original configuration and factory relationship before mileage, colour or advertised horsepower.

Key Finding

Fourteen CCRs were produced, but the surviving cars do not constitute fourteen interchangeable examples. Published records indicate several Lava Orange cars, one Racing Green car, repaints, cars updated with CCX/CCXR components, one early chassis substantially reconstructed after an accident, the extensively factory-evolved CCR Revo, and one car associated with an earlier CC8S chassis identity - registries are leads; only Koenigsegg's records are evidence.

The model's principal weakness is not one catastrophic design flaw. The risk is the combination of twenty-year-old materials with record-level mechanical stress and almost no parts-volume redundancy - heat management, forced induction and clutch before anything else.

The public market is exceptionally thin: the Geneva launch car's €798,125 result (Milan, 2021) remains the strongest documented transaction, while specialist commentary now sits far above it. The distance between that datapoint and today's working bands is itself the market's biggest open question - and the paper treats it honestly.

02 FROM PROOF OF CONCEPT TO WORLD RECORD

The CC8S architecture, stressed harder everywhere - and fourteen chassis that each lived a different life.

The early lineage runs CC prototype, CC8S, CCR, CCX - and the CCR retains the fundamental CC8S architecture: carbon semi-monocoque, removable roof, dihedral synchro-helix doors, rear-mid V8, six-speed manual transaxle, rear drive, underbody tunnels.

What it added is the point: twin superchargers, substantially more power and torque, larger wheels, tyres and brakes, revised suspension, a deeper front splitter, a fixed rear wing and much more developed cooling. The distinction matters for buyers because the operating stresses - and therefore the inspection priorities - are more severe than the related CC8S's. The car was presented at the 2004 Geneva show; chassis 7011, the third CCR built and the eleventh carbon chassis Koenigsegg had completed, was the Lava Orange display car - and its later history anchors this paper's market section.

Contemporary European reporting placed the base price around €531,280, with a proposed sequential transmission quoted near €60,320 more - though the defining production configuration remained the manual - and export pricing reached roughly US$650,000-750,000 by market and specification. The paper's wording: approximately €530,000 before taxes and bespoke specification. As with the CC8S there was no formal allocation system - the process was direct and relationship-led, from a Geneva meeting to deposit to individually coordinated delivery - and the customer was still funding a developing manufacturer, accepting uncertain timing, evolving specifications, minimal service coverage and no residual-value evidence. Fourteen buyers took that risk; their cars now carry the marque's credibility breakthrough.

03 NARDÒ, 387.87 KM/H

28 February 2005, 12:08 - a manual, twin-supercharged car from a tiny company takes the record from the McLaren F1.

The record deserves precision, because its conditions are the argument. At the Nardò Prototipo ring on 28 February 2005, at 12:08 local time, test driver Loris Bicocchi took a standard CCR to 387.87 km/h - measured as an average over one kilometre by the track's independent technicians using photocell timing. The previous production-car mark, the McLaren F1's 386.7 km/h, had been set on Volkswagen's arrow-straight Ehra-Lessien facility; Nardò is a circle of 12.5 km circumference, driven with roughly 30 degrees of constant steering angle and the tyre scrub that comes with it. Koenigsegg and Guinness recognised the result as the production-car top-speed record. The Bugatti Veyron exceeded 400 km/h later that year with the Volkswagen Group's resources behind it - which does not diminish the point but sharpens it: a tiny independent manufacturer, a manually shifted car, a twin-supercharged V8, and a claimed performance that withstood independent high-speed testing.

The collector effect is layered. Every original CCR carries a historical connection to the event - the record is the model's identity, and it is why this paper's tyre and wheel discipline is non-negotiable. But the specific record-setting chassis, if publicly offered and verified through factory records, would constitute a separate provenance category above the working bands of section 09 - the Record-Car Rule expressed as money.

04 THE TWIN-SUPERCHARGED KOENIGSEGG

806 hp from 4.7 litres in 2004 - and a forced-induction system that defines the inspection.

KOENIGSEGG CCR - SPECIFICATION	
Engine	4,700 cc DOHC V8, four valves per cylinder - conceptual roots in Ford's Modular family, extensively Koenigsegg-specific in execution: twin centrifugal superchargers with intercooling, dry-sump lubrication, bespoke intake, exhaust, cooling and calibration · ~806 hp (817 PS) at 6,900 rpm, ~920 Nm, 7,520 rpm max
Transmission	Six-speed manual CIMA transaxle - multi-plate clutch, limited-slip differential, gearbox cooling; a proposed sequential option stayed marginal
Structure	Pre-preg carbon semi-monocoque and composite body carried over in concept from the CC8S - with deeper front splitter, fixed rear wing, revised openings and high-speed aero calibration
Chassis	Double wishbones, pushrod-operated Öhlins dampers, adjustable ride height - revised for larger wheels, higher speeds and greater aero load · magnesium centre-lock wheels, larger than CC8S
Brakes	Enlarged steel discs and calipers - pre-ceramic, financially survivable, but bespoke hats and dimensions still create parts questions
Performance	0-100 km/h 3.2 s · 387.87 km/h Nardò record average · braking 31 m (100-0) - period figures from factory documentation
Production & price	14 cars, 2004-2006 · base ~€531,280 (~€530K wording), export markets ~US$650-750K by taxes and specification

(Factory and period figures. Fourteen cars with running changes and later updates mean the individual build record outranks this table for any specific chassis - the Configuration Rule applies to every line above.)

The twin-supercharger system is the model's defining mechanical difference and its defining inspection area: more airflow, more power, stronger high-rpm delivery - and more belts, pulleys, bearings, plumbing and calibration sensitivity, with far greater cooling demand. The protocol: both supercharger units inspected (bearings, impellers), pulley alignment and non-factory pulley sizes checked, belts and tensioners aged honestly, bypass valves and boost control verified, intake pressure-tested for leaks, intercooler cores and circulation pumps measured, charge-air temperatures logged, commanded versus measured boost compared, and any sign of overspeed or previous tuning documented. The warning signs are specific: unequal supercharger noise, inconsistent boost, belt dust, high intake temperatures, detonation corrections, oil in charge pipes, unexplained loss of high-rpm power. And the remedy hierarchy matters: pressure-test first, inspect drive and bypass, measure both superchargers, confirm calibration - rebuild or replace only after factory consultation. A complete engine rebuild should never be assumed merely because boost delivery is poor.

05 THE MANUAL HYPERCAR

920 Nm through a six-speed manual - the greatest collector strength and the most disciplined inspection.

The manual CIMA transaxle is now one of the CCR's greatest collector assets - and a real financial exposure, because volume was tiny and rebuild knowledge is highly specialised. Specialist guidance recommends verifying the transaxle number against factory records and reconciling any previous gearbox work with Koenigsegg documentation. The inspection file: clutch bite point and slip at peak torque, release-bearing noise, hydraulics, first-gear engagement and second-gear synchronisation, high-rpm upshifts and downshift quality, linkage, differential noise, driveshafts, mounts, cooling circuit, leaks, and metallic debris in the lubricant. A heavy or obstructive shift does not automatically indicate internal failure - clutch drag, hydraulic deterioration, selector adjustment, linkage wear, wrong oil or misaligned mounts all come first, and the gearbox is not opened until the external systems are ruled out.

The clutch deserves its own paragraph because wear depends on use, not mileage. High-risk behaviour is exactly what show cars do: repeated standing starts, slipping in traffic, hill holding, loading into transporters, inexperienced low-speed manoeuvring. Require the evidence - replacement invoices, specification, flywheel and release-bearing history, measured wear where available, and the car's event history. An older clutch with modest mileage may still be unsuitable if the car has spent its life crawling across concours lawns and into trucks.

06 AGEING A RECORD CAR

Twenty-year-old materials, record-level stress, no parts redundancy - the Thermal-Integrity Rule governs everything here.

There is no credible statistical failure database for fourteen cars, so the paper divides risk into its honest categories. Heat management first, because the CCR produces substantially more heat than the CC8S: coolant and intercooler pumps, ageing hoses and bespoke alloy pipes, obstructed radiators, fans and sensors, bleeding after maintenance, heat-damaged wiring and shields. For an incompletely documented car, a preventive cooling refresh - all age-sensitive hoses, clamps, pumps, thermostats, pressure cap, radiator work, vacuum filling, repeated heat cycles with high-load data logging - is preferable to replacing parts one failure at a time, and any overheating history is treated seriously for its secondary damage: heads, gaskets, catalysts, wiring, composites, clutch. Fuel systems age in storage more than in use - tank, pumps, regulators, injectors, flexible lines, stale-fuel residue, ethanol compatibility of replacements - and full boost is never used until fuel pressure is proven under load. The dry sump follows the CC8S discipline: the factory's current written oil-level procedure for the specific chassis, because the correct reading depends on temperature, running state, position and shutdown timing.

The rest of the car ages like the CC8S, harder. Carbon: tub, roof aperture, sills, crash structure, subframe interface, pickups, floor, tunnels, diffuser and splitter attachments - underside imaging,

geometry against factory reference, NDT where indicated; paint depth alone proves nothing on composite, and cosmetic repair can conceal structure. Suspension: dampers rebuilt as a set - never the one leaking unit - then spherical joints, pushrods, rockers, ride-height calibration, corner weights and a factory alignment. Wheels: the larger magnesium centre-locks demand specialist NDT; where safe use is doubtful, an approved later wheel set for the road with originals preserved beats destroying an irreplaceable set. Tyres: original dimensions are difficult, age decides everything, and for a car whose identity rests on 387.87 km/h, tyre discipline is non-negotiable. Brakes: recommissioning after storage means caliper rebuilds, hoses, master cylinder, fluid, sensors and repeated hot tests - a workshop pedal is not a test. Doors and roof: hinge geometry, assistance, latches, window drop, seals - a sagging door damages wing, sill, glass and hinge structure; the original roof present, fitting and watertight, or the value file has a hole. Electrical: battery discipline before diagnosis - low voltage, old batteries, poor grounds and aftermarket alarms invent most faults on stored cars.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Servicing	Routine annual €7,500-15,000 · with technician travel €12,000-25,000 · major time-based service €20,000-45,000 · full recommissioning after storage €35,000-100,000
Thermal & induction	Cooling refresh €12,000-35,000 · twin-supercharger service €15,000-40,000 · major supercharger-system restoration €30,000-70,000
Driveline	Clutch €20,000-45,000 · gearbox repair €30,000-90,000+ · complete transaxle rebuild €75,000-150,000+
Chassis & body	Suspension and damper refresh €20,000-50,000 · brake overhaul €12,000-35,000 · wheel inspection/refinishing €5,000-15,000 (replacement set by quotation) · door mechanism €7,500-25,000 · cosmetic carbon €10,000-40,000
Major events	Structural composite repair €75,000-300,000+ · engine rebuild €100,000-250,000+ · factory restoration potentially several hundred thousand euros

(Planning allowances, not published tariffs - the figures reflect logistics and bespoke fabrication as much as mechanical complexity. Five-year reserves: fully maintained road car €75,000-150,000 · low-use collector car with age-related work €150,000-300,000 · modified, accident-repaired or long-stored example €300,000-600,000+ - insurance, storage and transport additional.)

07 FOURTEEN CHASSIS - FACTORY EVOLUTION OR LOST ORIGINALITY?

Original, factory-evolved, modified: three value categories that must never be confused.

The Configuration Rule is this section. Some CCRs carry later CCX splitters and skirts, CCXR wings, updated diffusers, later wheels, later engine management or supercharger hardware - and the population includes the CCR Revo, one car that received substantial later factory work (exposed carbon, revised interior, later aero, updated calibration and hardware) and became a recognised individual project rather than an ordinary CCR. Two collector schools are both legitimate: the originality collector paying for launch-period paint, aero, wheels and calibration; and the Koenigsegg-evolution collector valuing a documented factory redesign, unique

specification and a direct factory relationship. What separates both from the third category is paper: a factory-documented transformation is not equivalent to an unauthorised aftermarket conversion, and the provenance file must show precisely who authorised and completed every change. For any modified car: who performed the work, exact components, boost level, fuel requirement, rev limit, cooling changes, transmission implications - and whether Koenigsegg recognises and supports the specification today. An undocumented power increase reduces value; ideally the original components accompany the car whatever its current state. The buyer must decide the objective before viewing: original 2004 specification, documented factory evolution, or maximum drivability - they are not the same car.

08 OWNERSHIP AND FACTORY SUPPORT

Annual or 12,000 km, whichever comes first - and factory recognition as the warranty that still exists.

Koenigsegg's support model combines a small authorised network with travelling technicians for territories without permanent coverage - the company has historically cited service intervals of one year or 12,000 km, whichever comes first. For a CCR, factory involvement spans identity confirmation, build records, bespoke diagnosis, dispatched technicians, transport coordination, model-specific rebuilds, approval of later components and full restoration. The strength is direct attention no volume manufacturer provides; the limitation is that willingness to travel does not make parts instantly available - international transport, factory scheduling, bespoke fabrication and long lead times are part of the custody. The prudent programme: annually - oil and filters, diagnostic scan, supercharger and belt inspection, cooling and intercooler pressure tests, fuel-pressure test, dry-sump and driveline inspection, brake fluid test, wheels, tyres, suspension, underbody carbon, doors and roof, and a high-load road test. Two-yearly: fluids, wheel crack testing, alignment and corner weights. Every three to five years: hoses and fuel lines, damper rebuilds, clutch hydraulics, caliper overhauls, wheel recertification, supercharger-drive components and a detailed carbon assessment - elapsed time matters even at minimal mileage.

The warranty question resolves as it did for the CC8S: the original warranty is long gone, no universal modern programme exists, and the practical substitute is current factory recognition, a clean inspection and a written support path - confirmed before purchase, covering the chassis in its current specification, the responsible authorised centre, any parts-and-labour coverage on recent factory work, exclusions, transport responsibility and lead times. A car that can no longer be supported in its existing configuration is a materially different collector proposition. And the ownership experience rewards discipline: the warm-up ritual (oil, coolant, gearbox temperature, belt behaviour) before any boost; respect for a heavy clutch, limited lock, splitter exposure and heat in traffic at low speed; and at speed - very low mass, direct steering, immediate supercharged response, no torque vectoring and no hybrid axle to conceal poor judgement. Drive it: 500-2,000 km a year, full temperature cycles, dry roads, factory-supported events, post-drive inspection, annual service regardless of distance - and never on old tyres. A consistently exercised CCR can be healthier than a static delivery-mileage car.

09 FROM €530,000 TO FOUNDER-ERA ASSET

One strong public datapoint, a re-rating around it - and a market of single cars, not comparables.

The trajectory has four phases. 2004-2008: high price, weak confidence - €530,000+ for an emerging manufacturer, values constrained by service uncertainty and the arrival of the CCX. 2009-2016: overshadowed - the Agera era made the CCR look like an old Koenigsegg. 2017-2021: historical reassessment - the Agera RS records recast the early cars, and the Geneva launch chassis 7011 (Lava Orange, third CCR built, 2,347 km, Esser-serviced) sold for €798,125 at RM Sotheby's Milan in June 2021, the model's public marker. 2022 onward: founder-era asset - demand moving to early manual cars, historical colours, original carbon and aero, complete build archives. Specialist commentary now places strong CCRs above roughly €2.5 million, and asking material sits materially higher for exceptional cars - none of which equals transparent completed sales, and the paper says so.

CCR - WORKING VALUATION FRAMEWORK, MID-2026	
Recommissioning candidates	€1.8-2.3M - cars requiring recommissioning or carrying unresolved specification questions
Strong recognised cars	€2.3-3.0M - factory-recognised, complete records, current inspection, written support path
Original or important provenance	€3.0-3.8M - highly original launch-period specification or documented historical significance
Exceptional one-offs	€4M+ potential - a verified record-associated chassis or fully authenticated factory project (Revo category) trades outside any band

(Analytical ranges, not a price index - fourteen cars, one strong public transaction (€798,125, 2021) and a large gap to current specialist expectations. At this level valuation is set less by mileage than by chassis identity, originality, factory upgrades, accident and colour history, public significance and support status.)

OWNERSHIP VERDICT - THE RATINGS		
Reliability	☐☐☐☐☐	Fundamentally robust architecture - but twin-supercharged thermal load on twenty-year-old hoses, pumps and calibration; condition is chassis-specific
Maintenance costs	☐☐☐☐☐	€75-150K five-year reserve for a maintained car - and recommissioning, transaxle or composite events escalate fast
Parts availability	☐☐☐☐☐	Fourteen cars, bespoke induction and driveline, some components later redesigned - the path is the factory, fabrication and patience
Investment potential	☐☐☐☐☐	The record car of the founder era: 14 built, manual, twin-supercharged - the strongest early-Koenigsegg narrative after the CC8S's rarity

MARQUE BUYING SCORE - KOENIGSEGG CCR			
Category	**Original, factory-recognised car**	**Documented factory-evolved car**	**Modified or unverified car**
Reliability	6 / 10	6.5 / 10	4 / 10
Driving experience	9 / 10	9 / 10	8.5 / 10
Ownership cost	2.5 / 10	2.5 / 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	7.5 / 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 - the 'upgraded, so better than original' car whose changes no factory record supports.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources: Koenigsegg documentation (14 cars, 2004-2006; 806 bhp at 6,900 rpm, 920 Nm, 7,520 rpm max; 0-100 in 3.2 s; twin-supercharged 4.7 V8; Nardò record February 2005 recognised by Guinness), record detail from contemporary reporting (28 February 2005, 12:08; Loris Bicocchi; 387.87 km/h one-kilometre average by photocell timing; McLaren F1's 386.7 km/h at Ehra-Lessien as the previous mark; 12.5 km circular track, ~30° constant steering), RM Sotheby's Milan 2021 (chassis YT9M1G0V8L2007011, Geneva 2004 display car, Lava Orange, third of 14 on the eleventh carbon chassis, 2,347 km, sold €798,125), period pricing (~€531,280 base; sequential option ~€60,320; export ~US$650-750K), registry-level chassis histories treated as leads only, and Koenigsegg's stated service model (annual or 12,000 km; travelling technicians; authorised network including Esser Automotive, Aachen). Working bands are analytical estimates against one strong public transaction. Assumptions are stated as assumptions, in brackets, where they occur. Nothing here is investment advice.

10 THE BUYING PROTOCOL - AND SYNTHESIS

Identity, configuration, thermal integrity, continuity - the four rules, run in order.

The protocol runs the rules in sequence. Identity: chassis confirmed directly with Koenigsegg, original designation and colour, every later update identified, engine and transaxle numbers reconciled with factory records, support status of all work established. Configuration: original specification, documented factory evolution or undocumented modification - categorised line by line, with original removed components, wheels, roof, tools, keys, manuals and photographs from new inventoried. Thermal integrity: the full engine, twin-supercharger, cooling, fuel and dry-sump protocol of sections 04-06, with high-load data logging, plus driveline hot and cold. Continuity: the written factory support path, service route, agreed-value insurance and transport plan in place before completion - not after. Documentation demanded in full: sales agreement, factory invoice, build sheet, homologation papers, ownership chain, campaigns, paint and accident history, carbon-repair records.

WALK AWAY - THE NON-NEGOTIABLES

Unclear chassis identity · irreconcilable with factory records · undocumented structural repair · severe underfloor or pickup damage · unsupported engine modifications or undocumented supercharger changes · recurrent overheating · significant gearbox damage · missing roof · unsafe magnesium wheels without a solution · major electrical modification · unknown accident history · seller refusal of factory review · no current service route · originality stripped without the original components. And the most dangerous sales claim: 'It has been upgraded to later specification, so it is better than original' - an upgrade supports value only when its origin, engineering and factory status are documented.

Against the CC8S, the comparison is symmetry rather than hierarchy: six cars against fourteen; the foundational, purer car against the record-setting, more aggressive one; age and unique components against age plus thermal and drivetrain stress. The CC8S is scarcer; the CCR has the stronger public performance narrative - neither supersedes the other. Within the marque the CCR ranks very high for historical significance and rarity, highest tier for mechanical character, low for ownership ease, very low for liquidity - and very high for long-term collector potential.

WHO SHOULD BUY THIS CAR

The historical collector: an original-condition car in a documented launch-period colour - complete factory history, original aero, wheels and interior, no structural repairs.

The provenance buyer: a motor-show, record-associated or otherwise historically documented chassis - paying the premium after verification, never before.

The driver: a regularly maintained car with factory-approved updates, refreshed cooling, rebuilt suspension, current tyres and a healthy clutch.

The project collector: a fully authenticated factory-evolved car (the Revo category) - documented transformation, not aftermarket conversion.

Not: the low-mileage static car with undocumented modifications, old tyres and hoses, unresolved cooling questions and no factory relationship - the model's highest-risk profile, wearing its odometer as a disguise.

BOTTOM LINE

Fourteen cars, 2004-2006, ~806 hp twin-supercharged, manual, carbon-tubbed - and one record at Nardò that made a tiny Swedish company a performance authority. No single notorious defect; the risk is heat, age, bespoke induction and identity. €1.8-3.8M working bands (exceptional cars beyond), €75-600K five-year reserves by profile. Buy the chassis history, configuration and factory continuity before mileage, colour or advertised horsepower - and keep the tyres newer than the legend.

ONE-SENTENCE VERDICT

The CCR is the record that made Koenigsegg credible, preserved in fourteen individual chassis - bought on identity, configuration and factory continuity, kept thermally honest, and driven with the discipline a 387 km/h car deserves.

SOURCES

Koenigsegg documentation: CCR 2004-2006, 14 produced; 806 bhp at 6,900 rpm, 920 Nm, 7,520 rpm max, 0-100 km/h 3.2 s; twin centrifugal superchargers with intercooling on the 4.7-litre dry-sump V8; six-speed manual CIMA transaxle, multi-plate clutch, LSD; carbon semi-monocoque with deeper splitter, fixed wing and revised cooling; enlarged steel brakes; larger magnesium centre-lock wheels; Guinness-recognised Nardò record. Record: 28 February 2005, 12:08, Nardò Prototipo (12.5 km circle, ~30° constant steering), Loris Bicocchi, 387.87 km/h one-kilometre average by independent photocell timing; previous mark McLaren F1 386.7 km/h (Ehra-Lessien); exceeded by the Bugatti Veyron later in 2005. Pricing: contemporary base ~€531,280, sequential-transmission option reported ~€60,320, export ~US$650,000-750,000. Chassis histories: registry-level records treated as leads (Lava Orange cars, one Racing Green, repaints, CCX/CCXR-component updates, one accident reconstruction, the factory-evolved CCR Revo, one car associated with an earlier CC8S identity) - verification only with Koenigsegg. Market: RM Sotheby's Milan, June 2021 - chassis YT9M1G0V8L2007011, the 2004 Geneva display car, Lava Orange, third of 14 on the eleventh carbon chassis, 2,347 km, sold €798,125; specialist commentary above ~€2.5M and higher asking material treated as positions, not results; working bands €1.8-2.3M / €2.3-3.0M / €3.0-3.8M / €4M+ potential are analytical estimates. Support: Koenigsegg authorised network and travelling technicians; service annual or 12,000 km whichever first; Esser Automotive (Aachen) as German authorised partner. Companion documents: Buyer's Checklist No. 90 and Model File 90; Papers 88-89 for company and CC8S context. Values are indicative frameworks, not valuations; nothing here is investment advice.