



THE KOENIGSEGG CCGT1

Monterey, California

13/08/2026

Koenigsegg is excited to present the new Koenigsegg CCGT1.

Just as the CC850 pays tribute to the CC8S - Koenigsegg's first homologated production car - the CCGT1 pays tribute to the iconic Koenigsegg CCGT GT1 race project.

A Legend Denied Its Moment

Christian von Koenigsegg's desire to go endurance racing was clear from the very beginnings of his sportscar endeavors. Christian studied the Le Mans GT1 regulations meticulously while designing the first CC prototype, for example scaling its width and frontal area to fit within the GT1 regulations, without any need to change this on a racing version later. Fitting within those dimensions would become standard for Koenigsegg's initial models - the CC8S and CCR - so it was no surprise when the project to build an actual GT1 endurance racer began. That project eventually became the CCGT.

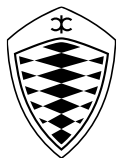
Working alongside legendary Koenigsegg engineer and fabricator Dag Bölenius, Christian built the CCGT to come in well under the class weight limit of 1,100kg. With a weight of around 1,000 kg, there was room to position ballast wherever needed for optimal balance.

The CCGT was fitted with a naturally aspirated 5.0 litre Koenigsegg V8 designed to produce 600 hp in race trim - the GT1 class maximum - driving the rear wheels through a magnesium sequential gearbox with an aero setup generating over 600kg of downforce.

Renowned test driver Loris Biscocchi set the car up and from its first laps and the CCGT showed genuine competitive pace.

Then, fate struck.

Just two months after Koenigsegg began shakedown testing, the FIA re-wrote the GT1 regulations to only allow higher volume production cars.



Given the low volume nature of all GT1 cars and the escalating cost of participation, manufacturers began withdrawing from the grid, and the entire series eventually shut down.

Koenigsegg's racing ambitions were shelved, and the CCGT program was cancelled before a single competitive lap was driven. The CCGT was later sold and spent fifteen years in the care of its first owner, before being offered for sale at Goodwood FoS in 2024.

Only one CCGT was ever built.

Today, under the care of its new, dedicated, US-based custodian, the original CCGT has been fully refurbished by the Koenigsegg Legend Division and awaits its competitive debut in the GT1 Historic class, racing against the competition it would have faced two decades ago.

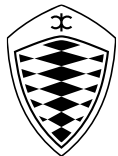
The Tribute

The CCGT1 is a modern salute to what could well be regarded as the most ambitious project Koenigsegg ever undertook - the CCGT - and it celebrates the fact that the CCGT is finally allowed to race against its peers in the historic arena.

Built on the award-winning CC850 - itself a tribute to the CC8S - that started everything for Koenigsegg - the CCGT1 carries the CCGT's name and spirit into a fully homologated and road-legal Megacar. It promises an outstanding driving experience on the road, and appropriately, when fitted with Koenigsegg's first ever factory-authorized optional track package, will deliver the fastest and most exhilarating track experience from any Koenigsegg, ever.

Christian von Koenigsegg:

"This is something truly special - our first creation that's designed deliberately as a track-optimized circuit scalpel as well as an extraordinary daily driver. It has been so rewarding seeing the original CCGT come back to life over the last few years. This seems like an appropriate way to celebrate. I'm very excited to drive and explore its full capabilities, and I can't wait for the wider Koenigsegg family to do the same. To also showcase our newly developed Ghost Fibre for the first time is truly exiting and builds on the history of the Trevita project, that was launched in the same era as the CCGT."



The CCGT1 features the astonishingly responsive and sonorous, fully homologated Koenigsegg twin-turbo V8, enhanced with extra cooling for sustained peak performance on circuit.

To get the full-on GT1 style experience the CCGT1 is fitted with a clutch pedal for take-off and a sequential shifter with ignition cut controlling lightning-fast shifts via the revolutionary and ultra-fast shifting 9-speed Light Speed Transmission. Mode settings are available via a dial on the center console labeled ASMR for Auto, Sequential, Manual, and Reverse.

For those who prefer a manual driving experience, the CC850's ESS 6-speed gated shifter is available as an option.

Christian, again:

"The CCGT1 is a creation with two clear identities. On the road, it's a sublime Megacar that's both comfortable and incredibly capable. But its origins are rooted in endurance racing, and that's where the CCGT1 reveals its full character as a true celebration of the original CCGT - with or without its roof!"

The CCGT1 is an exclusive edition of 70 vehicles - the same number as the CC850 it's based on. All allocated pre-launch.

Two decades after Koenigsegg's first race car was robbed of its first race, the CCGT name finally returns to stamp its presence on the road, on the track, and in historic racing - Long live the CCGT!

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