



THE KOENIGSEGG CCGT1

Monterey, California

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Koenigsegg is excited to introduce the CCGT1: a fully homologated, road legal Megacar engineered to deliver outstanding performance, while transforming into our most potent track weapon yet when fitted with Koenigsegg's first-ever factory-designed track package.

Performance Highlights

- Racing-derived aerodynamics generating up to 800 kg of downforce at 250 km/h - placing the CCGT1 between the Jesko Attack and Sadair's Spear for peak downforce, while delivering optimized accessible grip on slick tires.
- A new active rear wing with 30 degrees of automatic adjustment, transitioning between low-drag, air-brake, and high-downforce modes without driver input.
- Twin-turbo V8 producing 1,280 hp on standard pump fuel and 1,600 hp on E85 biofuel.
- An all-new, LST-based **Koenigsegg Sequential Shift (KSS)**, featuring a clutch for take-off and ignition cuts for clutchless shifts - just like the original CCGT.
- Koenigsegg's award-winning **Engage Shift System (ESS)**, offered as an optional gated six-speed manual. Paddles and automatic shifting are available with both configurations.
- Koenigsegg's first-ever optional, factory-designed track package, including slick tires, a carbon roll cage, racing seats, air jacks, data logging, and more - transforming the CCGT1 into the fastest-lapping Koenigsegg ever.

The Brief - A Tribute with Blistering Performance



The Koenigsegg CCGT1 pays tribute to the company's iconic CCGT GT1 project, a legend revered in Koenigsegg circles for both the performance it demonstrated and the potential it promised but never had the opportunity to fulfil.

Only one CCGT was ever built. Designed for GT1 endurance racing and unveiled in 2007, the CCGT programme was halted before the car could turn a competitive lap after the series changed its regulations and was subsequently discontinued.

Just as the CC850 pays homage to the original CC8S, the new CCGT1 was conceived as a modern tribute to the CCGT.

With the original CCGT recently approved for historic racing, the CCGT1 was created to celebrate this exciting new chapter.

The CCGT1 has been designed to deliver both an exhilarating road-going experience and scintillating performance on track, thanks in part to Koenigsegg's first-ever factory-authorized track package.

All-new optional three-spoke Aircore carbon fibre wheels are among the lightest Koenigsegg has ever produced, featuring a striking, retro-inspired design.

Aerodynamics - The Art of Balance

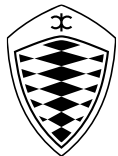
Nearly every body panel on the CCGT1 has been redesigned from its CC850 origins. Only the doors and removable roof remain. The redesign pursued two primary goals: greater usable downforce and sufficient cooling to sustain full track sessions at racing speeds.

The most visible signature is the CCGT1's enormous rear wing - a direct nod to the original CCGT, now reimagined. It is active, with 30 degrees of adjustment, automatically transitioning between a low-drag setting on the straights, an air-brake mode under heavy braking, and a high-downforce setting through the corners.

CFD engineer Andreas Tjernberg Persson led the aerodynamic programme.

"Everything in aerodynamics is about balance," says Persson.

"The rear wing works beautifully and is both a visual and functional nod to the original CCGT, but it would be pointless on its own. We had to address the balance at the front of the car, too."



To achieve that balance, a large front splitter and active underbody flaps counter the rear wing's load. They work alongside a deliberately sculpted underfloor - with strakes generating low-pressure vortices and a bespoke rear diffuser - to perform much of the aerodynamic heavy lifting, drawing the car towards the tarmac like an inverted wing.

"The rear wing is big, yes, but it actually has a tiny surface area compared with the floor," Persson explains. "The floor is much bigger and therefore much more efficient at controlling and directing airflow."

The result is 800 kg of downforce at 250 km/h - enough to keep the CCGT1 planted through high-G corners, while allowing downforce to bleed away at higher speeds to protect tire loads on the straights.

"The Jesko Attack was once our highest-downforce car," says Persson. "Then came Sadair's Spear, which has 30% more downforce than the Attack. The CCGT1 sits between the two for peak downforce, but it has been specifically designed to provide accessible downforce at comparatively lower speeds, giving the driver an outstanding driving experience. That's what good aero design can do."

The headline figure is impressive, but it is the CCGT1's usable downforce at lower speeds that makes it such a potent car on track.

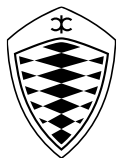
Drivetrain - A New Way to Shift

The CCGT1 uses Koenigsegg's in house designed V8, producing 1,280 hp on standard pump fuel and 1,600 hp on E85. Thanks to Koenigsegg's in-house engine management system, it can run on any blend of the two fuels.

The CCGT1 also introduces a new roof scoop that feeds both an enlarged oil cooler and a dedicated cooling system for the dampers - all in service of improved performance and consistency during sustained track sessions.

The CCGT1 is fitted with Koenigsegg's revolutionary Light Speed Transmission (LST), controlled through a brand-new shifting interface: **Koenigsegg Sequential Shift (KSS)**. This bespoke sequential shifter features a clutch pedal for take-off, with ignition-cut and clutchless shifts for maximum performance - just like the original CCGT.

KSS comes standard on every CCGT1.



Sequential shifters were made popular on track for their speed and their ability to eliminate missed gears. Mounted close to the steering wheel, the shifter requires only a short, fast movement, making it more efficient than an equivalent H-pattern manual.

A four-position dial labeled 'ASMR' is positioned ahead of the shifter and governs its operating mode: Auto, Sequential, Manual, and Reverse.

Those who prefer a manual driving experience can opt for Koenigsegg's award-winning **Engage Shift System (ESS)**, a gated six-speed manual shifter with clutch pedal introduced on the CC850.

In Manual mode, the ESS uses six of the LST's nine gears for highly engaging driving, whether on track or on a favorite B-road. 'D' mode remains available for nine-speed automatic driving in traffic.

Cockpit - Built for Focus

The CCGT1's intentions are clear from the moment the driver sits down: a covered ignition switch, a toggle to prime the fuel pumps, and a red starter button to wake Koenigsegg's awe-inspiring twin-turbo V8.

The third generation Chronocluster keeps everything the driver needs directly in view, with Koenigsegg's analogue G-meter - powered entirely by G-force, with no electrical connection - sitting proudly at the center of the cluster. The sequential shifter is positioned just inches from the steering wheel for rapid shifts through the LST's nine forward gears.

Standard seats are ultra-light carbon fibre, with a six-point harness for the driver. The optional track package adds racing seats and six-point harnesses for both occupants, together with a race-grade fire-suppression system.

Koenigsegg's touchscreen infotainment system completes an interior built, as ever, using the highest-grade materials and finishes - equally suited to a Sunday drive or a full day at the circuit.

The Track Package - Koenigsegg's First

Intention matters. And nowhere does intention matter more than on a racetrack.



The CCGT1 arrives in standard form as a fully road-legal Megacar with serious circuit credentials. For clients who intend to test themselves and their CCGT1 further, however, Koenigsegg is offering its first-ever factory-designed track package. The package can be installed and removed as required by any Koenigsegg Certified Dealer.

The optional track package includes a full carbon roll cage, HANS-compatible racing seats, a fire-suppression system, race exhaust, air jacks, track-focused suspension and brake setup, a second set of rims fitted with track-optimized tires, enhanced aerodynamics, and an invitation to exclusive CCGT1 track days with full factory support.

Once fitted, the package transforms the CCGT1 from a world-class dynamic daily driver into Koenigsegg's fastest-ever circuit performer. The race-tuned exhaust and track tire package alone promises the quickest lap times of any Koenigsegg yet, while the CCGT1's enhanced cooling systems allow drivers to lap faster for longer.

Integrated air jacks and a full communications and telemetry system complete a package designed to deliver the experience of a genuine race weekend, rather than simply a fun track day.

Ghost Fibre

Koenigsegg is reintroducing "white carbon fibre" with the CCGT1.

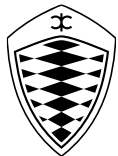
Back in 2009, the Trevita project showcased an industry-first white fibre finish. The technology took years for Koenigsegg to develop and proved exceptionally challenging to execute, so Koenigsegg halted the production.

Clients loved the result and have been asking for its return ever since. Now, a new evolution of the concept has emerged: Ghost Fibre.

Ghost Fibre is an entirely ground-up development that combines its distinctive shimmering beauty with new functional benefits for the bodywork. Beyond its striking appearance, the fibres provide ballistic protective characteristics, adding toughness to the panels while also offering a sound-deadening effect. At the same time, the construction allows the panels to be lighter than those made using a traditional carbon fibre only lay-up.

The result is something akin to a crystal-white aramid/carbon matrix, finished with the signature precision of a perfect Koenigsegg weave, while adding lightness.

A Testament to the Original



Christian von Koenigsegg:

"The CCGT1 has two clear identities. On the road, it's a sublime tourer that is 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 the roof panel on or off!"

"The CCGT1 offers something compelling to the weekend racer who also wants a daily driver with genuine extended capability on track. That's what our optional track package allows. Fit it for race day through your local Koenigsegg dealer, and the character changes completely - from an exceptional weekend tourer with respectable track credentials into a true circuit weapon."

The CCGT1 is an exclusive edition of just 70 vehicles, all of which were allocated before its public debut.

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