

CLASSIC DRIVER

Koenigsegg CCX



Standing for 'Competition Coupe X', the latest model from the Swedish manufacturer of one of the fastest cars in the world is in many aspects a new car, since it has been re-engineered to comply with the US regulation and market demands.

The CCX commemorates the 10th anniversary of the completion and test drive of the first CC maiden prototype, which rolled out from the R&D Department in 1996.

The CCX features a completely new set of body and interior parts. The new body incorporates a new front bumper design, engineered to function well in the stringent 2.5 mph bumper test, including enhanced brake cooling, fog lamps and US side position lights. The front lamps have been slightly redesigned to suit the new bumper line.

There is a new scoop on the front bonnet acting as a larger fresh air-intake for the occupants and new air vents have been added behind the front wheels in order to further evacuate air from the cockpit. The frontal shape revisions now allow for effective track use options to be added.



The side rocker panels feature side skirts in order to further enhance downforce by increasing underbody area. The new exterior of the car has been created using the industry leading Icem Surf CAD software, guaranteeing a perfect fit and finish as well as optimal highlights.

The car is 88 mm longer in order to comply with the US rear impact regulations and in order to free up space around the rear muffler. The rear clamshell now features a glass window over the new CCX engine, clearly showing off the bespoke and unique Koenigsegg Block casting. The mufflers have received improved cooling, by incorporating grill vents above in the clamshell. The number plate area is now adapted to suit both US and Euro size number plates.

There is a further 50 mm in headroom, making the CCX the most spacious super car on the market, truly considering the taller drivers needs. Koenigsegg believes to have found a niche by enabling really tall drivers to fit well inside the car, still with its highest point only 1120mm above the tarmac.



In corporation with Sparco, and Koenigsegg test driver Loris Biccocchi, Koenigsegg has developed a new seat design for the CCX. The structures of the seat are still carbon fibre, but now feature fully padded front surface and a tilting backrest. The striking and very comfortable Tempur padded CCR seats can still be fitted in the CCX on special order.

The Engine in the CCX retains the incredible performance and power of the CCR engine (806 Bhp at 6.900 rpm - maximum torque: 920 Nm (678ftlb) at 5.700 rpm), while running on US 91 octane fuel and complying with California emission regulations.

Standard price: 458.000 Euro + VAT & ex works Fully equipped: 510.000 Euro + VAT & ex works

Standard price: 540.000 USD + VAT & ex works Fully equipped: 600.910 USD + VAT & ex works

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