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ENGINEERING EXCELLENCE

Koenigseggs can challenge performance marques like McLaren and Bugatti with their pure engineering brilliance

IN THE SUPERCAR SEGMENT, dominated by Italian and German manufacturers like Ferrari, Lamborghini, Mercedes-McLaren and Bugatti, its often difficult for a new carmaker to enter and make a mark. A certain carmaker from Sweden called Koenigsegg, named after its founder Christian von Koenigsegg, has for the last 12 years developed and produced a range for supercars

which have questioned the authority of the ultimate supercars like the McLaren F1, Ferrari Enzo and the Bugatti Veyron. All this with engineering, tuning and technology so advanced that can put the scientists at NASA to shame.

Photography by Stuart Collins

Edition 35 of a special series by
APOLLO TYRES

The early years

Christian von Koenigsegg established Koenigsegg Automotive AB in 1994 to pursue his life long dream of building his own car one day. Within two years, he was ready with a prototype of the first Koenigsegg, the CC. By the year 2000 the production model, the CC8S which claimed a top speed of 390km/h was born. In 2004, its successor, the CCR was

unveiled which soon claimed the world speed record for a production car with 388km/h in real world conditions. Its glory was short lived though as the crown was bagged in 2005 by the Bugatti Veyron. To counter this attack, Koenigsegg bounced back with the CCX in February 2006. The top speed for the car, however, has not been confirmed yet.

CC8S



CCR



CCX

The CCX abbreviation stands for Competition Coupe X where the X stands for the Roman numeral 10, commemorating the tenth anniversary of Koenigsegg supercars. The car's 4.7-litre twin-supercharged V8 propels its light carbonfibre body to a claimed top

speed of 417km/h. The engine is designed by Koenigsegg themselves with the Ford Modular V8 as its basic platform. The CCX also comes with a mearter variant, the CCXR. This car is tuned to efficiently burn biofuel and in turn produces 25 percent more power than the CCX.



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