



Koenigsegg Agera



Koenigsegg are celebrating their fifteenth year of production at Geneva with the new Agera, (shortening of the Greek word, Ageratos - or "ageless"). A completely appropriate name for this evolutionary model.

At the pointy end of the boutique SuperCar manufacturers we have Pagani, Spyker, Gumpert and Koenigsegg. The big question for each of these small companies is how to balance new design and development against cost and demand. In the case of Pagani, which in my opinion is at the very top of the heap, the answer is to be revolutionary as we will see with their new C9, in the case of Koenigsegg they have taken an evolutionary path - which is also fine as the basic underlying style is still holding up well. Who can argue with a philosophy that works so well for Porsche and Morgan. In the case of Gumpert - just hurry up and get some style to match your performance - or then again there is something quite cool with being so ugly and not appearing to

care - don't you just love the individualism which is what these cars are all about.

Koenigsegg are planning for a production output of around twenty cars per year, to be built alongside the CCX and CCXR models. The Agera retains the same proprietary 4.7 litre twin turbo V8 but the output has been bumped to a massive 910 hp. This is some engine. There is a maximum torque of 1100 nm available at 5100 rpm, however even more impressive than that is that there is over 1000 nm of torque available from 2700 to 6100 rpm.

The changes from the CCX range cover cosmetic and performance. The basic monocoque remain pretty much the same however the front and rear designs have been significantly smoothed and refined. There are hints of the McLaren F1 in the new nose but the rear is completely unique. Once you look past the familiarity of the design this is now one very good looking car.

Koenigsegg Agera

- 4.7 liter 286.8 cu in
- **910 bhp** 679 KW
@ 6850 rpm
- **1100 Nm** 811 ft lbs
@ 5100 rpm
- 1290 kilo 2844 lbs
- Twin Rotex Superchargers
- 0 - 60 mph 3.0 seconds
- **390 km/h** 242 mph
- 194 bhp / liter
- 0.71 bhp / kg





The interior receives a significant makeover and gets a new illumination system that shines through the billet aluminium buttons and surfaces by way of invisible nanotubes, There is an new carbon fibre centre console and tunnel assembly and upgraded infotainment display that includes G force meter, power meters, Sat-nav, music, lap-timer or compasses.

The Agera has lots of good bits including carbon ceramic brakes, carbon fibre mono-coque and body panels, Inconel exhaust and specially developed Michelin tyres who Koenigsegg have partnered with. The tyres are the same width front and rear.

The 2832 pound car can accelerate to 100 kph in 3.1 seconds on its way to a top speed of 242 mph. And it can do this on standard unleaded.

Rod Halligan

Koenigsegg Agera	
Year	2010
Introduction	Geneva 2010
ENGINE	
Configuration	V8
Layout	Mid Longitudinal
Valvetrain	DOHC, 4 Valves per Cyl
Induction	Twin Rotax Centrifugal Superchargers
Fuel feed	Sequential fuel injection
Displacement	4.7 liter 286.8 cu in
Power	679kw/910bhp @6850 rpm
Torque	1100nm/811 ft lbs @ 5100
Bhp/weight	710 bhp per tonne
BODY	
Carbon Fibre / Kevlar Honeycomb Body over Carbon Fibre Chassis, Steel Front and Rear Aluminum Subframes	
Weight	1290 kg 2844 lbs
Length	4293 mm / 169.0 in
Width	1996 mm / 78.6 in
Height	1120 mm / 44.1 in
Wheelbase	2660 mm / 104.7 in
DRIVE	
Rear Wheel Drive	
Transmission	6-Speed Sequential Transaxle
SUSPENSION	
Double Wisbones w/Pushrod Dampers	
PERFORMANCE	
0 - 60 mph	3.0 seconds
Top Speed	390 km/h 242 mph

