THE BUGATTI DESTRIER: A SCULPTURE OF SPEED

Destrier, the third one-of-one creation of the Bugatti Programme Solitaire, transforms Bugatti's most extreme track machine, the Bolide, into a masterpiece of pure elegance. A Solitaire in the truest sense, it is a celebration of breathtaking proportion and beauty — a design of grace, dignity and style, conceived to endure: a creation destined to be passed from generation to generation, and to stand among the most significant designs in Bugatti's history.

Named after the finest and strongest type of medieval knight's horse, the Destrier asks: what if the most extraordinary Bugatti engineering package ever created was untouched by wings, vents, and aerodynamic addenda, appreciated purely for its proportions? The result is a car standing just one meter tall, dramatically lower than any other Bugatti model. Its wheels — 20-inch at the front and 21 at the rear, a significant step up from the Bolide's 18-inch items — appear monumental against a body pared back to its purest volumes.

Where previous Solitaire commissions — Brouillard and F.K.P. Hommage — were crafted from emotive stories and steeped in history, Destrier is instead an instinctive, emotional design-first sculptural masterpiece. Yet the underlying idea behind its creation is undoubtedly authentic to Bugatti history. The Type 57 chassis, for example, once underpinned both the streamlined Type 57G and Type 57C "Tank" racers that won Le Mans outright in 1937 and 1939, as well as the Type 57SC Atlantic, widely regarded as the most beautiful car ever built. A race car and an objet d'art sharing a single foundation. Destrier and the Bolide continue that tradition: one chassis, two entirely different expressions. A connection made permanent by a hand-laser-engraved dedication plate above the windscreen, depicting both the Type 57G Tank and the Type 57SC Atlantic.

A NEW FORM LANGUAGE

Built on the Bolide's carbon fiber monocoque, Destrier introduces a fresh chapter in Bugatti's design vocabulary. The signature Bugatti C-line, traditionally an unbroken curve of brightwork framing each side, "breathes" — pausing just before the front wheel well, allowing bare bodywork to show through before resuming its path to intersect with the horseshoe grille.

The horseshoe grille, wider than on the Bolide, anchors a face defined by restraint rather than aggression. At the rear, details such as the elegant blended wing echo the Chiron Profilée, closing the silhouette with the same quiet grace.

It is in Destrier's stance that the wonder of this Solitaire is most obvious. The Bolide's extreme package allows the cabin to crouch low between the two front wings, giving the car the posture of a powerful horse poised to pounce, even at a standstill. Behind the doors, the bodywork draws inward into a dramatic waist before swelling out over the rear wheels into a powerful hip to create an extreme body posture normally reserved for dramatic initial design sketches, rather than fully formed production models.

> "Destrier is not a car you understand with your head, it is a car you feel with your heart. The Bolide gave us the most extreme proportions we have ever created, and by freeing them from the Bolide's relentless pursuit of downforce, we let them speak as pure sculpture. Just as the Type 57 chassis gave the world both a Le Mans winner and the Atlantic, one platform has now produced two entirely different masterpieces. I believe Destrier will be gracing Concours lawns 50 years from now."
>
> FRANK HEYL
> DIRECTOR OF DESIGN

Destrier is finished in "Sapphire Celeste", a bespoke, multi-layered exterior color created exclusively for this car and its owner. Diamond-inspired sparkle within the paint's structure elevates the sculptural form of the bodywork to its highest level, while the polished aluminum brightwork provides an elegant contrast to the refined blue hue. The choice carries a quiet historical echo, too: the Type 57SC Atlantic chassis 57591 — the celebrated "Pope" Atlantic — originally wore blue, before being repainted black by its current owner. The car's exposed

carbon fiber — limited to the front splitter and rear diffuser — has been tinted to complement "Sapphire Celeste" precisely. In the engine bay, brightwork components carry a hammered surface finish — a subtle nod to the hand-beaten armor of the medieval knight.

A TAILOR'S ATELIER, ON WHEELS

Inside, Destrier moves considerably further from the Bolide's stripped-back, motorsport-focused cockpit, drawing instead on the quiet warmth of a tailor's atelier. Every material has been individually selected and every surface crafted around its single owner. Three materials define the cabin: leather and nubuck, both in "Ambre Voyageur" — a timeless warm brown — and an advanced 3D-knitted textile.

The knitted material, drawing on techniques from haute couture and performance sportswear, forms seamless, three-dimensional surfaces that are as technical as they are tactile. Copper yarns run through it as sparkling highlights, woven into a circular "halo-line" pattern that flows around the cabin. Contrasting stitch lines pick out each component's geometry, repeated in the headrest embroidery and the flowing lines of the center console. The hammered brightwork finish from the exterior returns inside across four further touchpoints: the door opener, air vents, steering wheel hub, and entry plate. And in a nod to the origins of the marque, a small French flag sits at the heart of the cabin.

> "Every material in Destrier was chosen the way a tailor selects cloth. "Ambre Voyageur" leather and nubuck bring a warm, human counterpoint to the depth of "Sapphire Celeste", while the 3D-knitted textile — threaded with fine copper yarns — wraps the cabin in a single, seamless halo. Nothing shouts. Every surface is measured, tactile, and made for one person alone."
>
> SABINE CONSOLINI
> HEAD OF COLOR AND TRIM

Modern parametric patterns feature in the head and tail lamps, while the oil filler cap, a visible signature of the car's status as Bugatti's third Solitaire model, carries the Destrier emblem alongside its "1/1" designation.

Beneath the bodywork sits the Bolide's complete W16 powertrain, producing 1,600 PS — Bugatti's quad-turbocharged 8.0-litre engine at the peak of its development. True to the spirit of the project, it is a detail offered almost in passing: as with the great Concours-winning cars of the past, Destrier's story is one of proportion and craftsmanship, not outright performance.

The Bugatti Destrier will be unveiled during Monterey Car Week, culminating in the Pebble Beach Concours d'Elegance on August 16, 2026.

Press Contact

Nicole Auger
Head of Marketing and Communications
communications@bugatti.com

[1] Destrier: This model is currently not subject to directive 1999/94/EC, as type approval has not yet been granted.