



PAGANI S.P.A.

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A COMMUNITY OF PEOPLE BORN FROM A CHILD'S DREAM

"Dreams and passion are the drive of our time. Ever since I was a child in Argentina, I dreamt of coming to Italy, to Modena, where the most beautiful cars in the world are created. This dream allowed me to overcome countless obstacles as challenges, with determination and effort, and as opportunities for growth and enrichment." Horacio Pagani

Pagani Automobili was officially founded in 1998 but its story begins much earlier. It was born in a small room in Casilda, Pampa, Argentina, where a 10-year-old boy dreamt of the future while working with balsa wood to shape model cars. That child, inquisitive and eager to read, discovered Leonardo da Vinci and was immediately captivated by the potential dialogue between Art and Science. A fascination that would never leave him and that would become the inspiration for both his life and Pagani Automobili. From its inception, with just 25 employees and a lot of work to do, the picture has changed considerably. Today, the company, while still being essentially a family business, employs almost 200 individuals. Engineers, designers, and technicians inhabit the "Art and Science" Research Centre, the headquarters where the Zonda was conceived, while the factory, inaugurated in 2016, hosts the production of 50 cars per year. In Pagani there is no room for such words as success or perfection because success and perfection consist of continuous research, hands, and thoughts in motion. The continuous improvement is not just a mere philosophy: 14 million euros invested in 2022 - 11% of turnover - 69,400 hours of Research and Development.

Pagani customers are first and foremost people

With a steadily growing demand in the European, North American, and Asian markets, purchasing a Pagani means above all falling in love with a desire, wooing it and being conquered by it. As with the attention to detail, customer care has an emotional and artisanal side to it. That is why waiting for a car is part of Pagani itself; the wait is not just to envision the day of delivery, but to conceive and personalize the car alongside the designers and technicians who are there with you day after day. A courtship built on listening, emotions, and suggestions, such as being able to see a detail where others do not notice it or a color that for others does not even exist, thus creating a unique and inimitable car. Not simple customer care but, again, a real philosophy that focuses on people's own inspirations and desires.





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"Great Complications": making the impossible possible

The Pagani Automobili department dedicated to special projects is called "Grandi Complicazioni" (Great Complications) because it manufactures cars, in ultra-limited series, that feature unique technologies that are complex to produce. The term Great Complications (originating from the world of haute horlogerie) refers to those innovations, or even true technological revolutions, that are so intricate to achieve that they make a wristwatch as intricate as it is aesthetically pleasing. After all, beauty at Pagani is the car's performance, along with driving safety and the pleasure of sitting behind the wheel. Here, the future arrives faster than anywhere else thanks to the research on composite materials, to the technology that allows the machining of alloys and aluminum from solid blocks to the cutting-edge electronics which represents a sensitive mind capable of flanking the heart at the wheel.

The Horacio Pagani Museum and Production Atelier

2016 marks the inauguration of the new Production Atelier and the Horacio Pagani Museum, which traces the steps of the Italian Argentine designer: from his years at Lamborghini to the founding of Modena Design and Pagani Automobili in 1998. The very first Zonda models, the iconic Zonda Cinque, Zonda R and Huayra are on display. An experience that starts in the Museum and ends inside the Production Atelier, where the seamless link between the first balsa wood models and the latest studies on carbon fiber and composite materials is evident. At this [link](#) you can find all the information to visit the Atelier and the Horacio Pagani Museum.

The pursuit of beauty is constant motion

Pagani Arte is the new creative atelier dedicated to expanding the idea of beauty cultivated by Horacio and his team. Not just Hypercars, but also interior design for planes, helicopters, yachts, and suites. With Pagani Arte, the pursuit of beauty therefore becomes an exclusive and reserved identity, luxury in its quintessential emotional sense, something as yet unseen, but long awaited.



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MADE IN ITALY IN THREE SIGNATURE ACTS

The first chapter is tied to the C8 project, Zonda, which in 1999 established the foundations of this tale set in Italy's Motor Valley. Then, in 2011, it was the turn of the C9 project, Huayra, which made its debut with sophisticated innovations such as the active aerodynamics. The third act is Utopia (C10 project) with more than four thousand stylistic drawings, ten scale models, a wind tunnel model, two 1:1 scale models and countless ideas, research, and experiments on eight complete prototypes in a team effort that lasted more than six years.

1999 – Zonda – Act I

On the 9th of March 1999, during the first press day of the Geneva Motor Show, the international public discovered the Zonda C12 for the first time. A futuristic and revolutionary car, with its deep, curved windscreen and forward-facing cabin resembling that of a fighter-bomber, was designed to excite from the very first instant. Immediately welcomed as a breakthrough in the automotive scene of the time, to the extent of deserving the ad hoc coining of the term Hypercar, the Pagani Zonda soon became one of the most celebrated cars of the last decades, collecting in all its versions, countless awards and setting numerous speed records on the world's most arduous circuits. The Zonda was created in 140 road cars, each one with its own soul and designed like a tailor-made suit around the taste of the client. The extreme exclusivity allowed these cars to significantly increase from their initial purchase value, turning them into great investments. The story of this Hypercar is pure excitement: the project took shape in the late 90's, an era of profound economic and legislative changes at a global scale, where the challenges linked to the declining market did not work for the birth of new ventures. The idea of incurring heavy investments to build cars in such a small number would not only have been an arduous task but would have required a real act of bravery. Zonda was born in such context, merging courage, sacrifice, and passion, marking the beginning of Pagani's adventure in the automotive world after nine years of study and refinement. In the 'Modenese bottega', which rises in both the homeland and cradle of the best-loved sports cars of all time, the craftsmanship of Florentine Renaissance artists is mixed with the technology used in F1 and in the aerospace industry. Zonda is the Modenese Atelier's first road car, a blend of cutting-edge technology and the finest attention to details, created to express passion and, at the same time, a radically new way of understanding supercars. Even today Zonda represents the quintessence of Pagani Automobili's values, combining technique and taste, form, and function at every stage of creation. But above all, Zonda tells the story between a young designer and the great Juan Manuel Fangio, legendary F1 world champion, friend, and guarantor of Horacio Pagani's dream. In the second half of the 1980s, Pagani was working at Lamborghini but wanted to make his own gran turismo car. On New Year's Eve 1988, with his friend Juan Manuel Bordeu, Horacio met the five-time World Champion in Argentina. At the suggestion of





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dedicating the first Pagani car for the Argentinean driver, the latter agreed but on the condition that it would be powered by a Mercedes-Benz engine. Eight months later Horacio left the House of the Bull and established "Horacio Pagani Composite Research" ("Modena Design" from '92) focusing only on the "Fangio F1" project. Following Fangio's death in '95, Pagani decided to name it Zonda, after a wind that blows from the peaks of the Andes to the Argentine Pampas.

2011 - Huayra - Act II

Twelve years after the Zonda's appearance, the second model from the San Cesario-based manufacturer made its debut: the Huayra Coupé. The story began with the intention of creating a car that combined exceptional performance with an innovative design and extreme attention to detail. The project took no less than eight years of development and testing before its official debut. The heart of the project is based upon the eternal element, Air, in all its shapes and forms - the wind in particular - which becomes crucial in defining the concept and style of the Pagani Huayra. The turbine of a jet combined with the gentleness and grace of a glider. The elegance of the movement of the wind is combined with the impetuous force it can unleash. The Huayra Tata is the God of Wind in the Quechua culture of populations living in the Andes of South America, and the whole car seems to be sculpted as if modelled on this very element. Under the bonnet, a 5980 cc M158 V12 engine roars, collaboratively developed with Mercedes-AMG, also with 'twin-shaft' distribution and 36 valves and supercharged with two turbochargers for a power output of 730 bhp at 5800 rpm and torque of 1000 Nm from 2600 to 4200 rpm. The power unit is paired to a seven-speed sequential robotized Xtrac gearbox. Maximum speed at 350 km/h (electronically self-limited). Boasting 'gull-wing' doors that allow convenient access to the passenger compartment, the Huayra is characterized by flowing, sinuous curves and a series of aerodynamic features that improve the car's stability and efficiency. Among the major innovations is the debut, for the first time on a car, of the Active Aerodynamics system with its four flaps, which raise or lower depending on speed. In addition, the Huayra is equipped with a chassis made of the innovative Carbo-titanium, which is carbon fiber woven into a titanium fabric, so as to obtain a material even stronger than carbon alone. Already used two years earlier on the Zonda R, a track-only car, the new composite material arrives on the Huayra, a model type-approved for road use. Heir to the Zonda, although completely different in shape, size, dynamics, and technology, the Huayra has won numerous awards over time and in 2012 was named Car of The Year by the world's three most important car magazines. During the manufacturing years, Pagani has launched several special editions and more extreme versions of the 2011 Huayra, such as Huayra BC and Huayra Roadster, but all of them in a very limited edition to maintain exclusivity and high value.



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2022 - Utopia - Atto III

"More than four thousand stylistic drawings, ten scale models, one wind tunnel model, two 1:1 scale models and countless ideas, research and experiments on eight complete prototypes for a team effort that lasted more than six years. We put our passion, effort, and sacrifice into creating something timeless and cutting-edge in terms of technology". - Horacio Pagani.

Horacio Pagani certainly had his own ideas, but he asked his closest clients, those who eagerly await each of his creations, to express their wishes. They already had exceptionally fast and beautiful cars, what were they still missing? Three terms stood out almost each time they replied: simplicity, lightness, and the pleasure of driving. In its development, the C10 project therefore went against the main trends of the time. No heavy batteries, no hybrid power, just a wonderful V12; no dual-clutch system, just a pure seven-speed manual or automated transmission. All this to ensure that the car would respond better than ever to its driver's action and work with them to be the purest form of driving, a 'classic' experience defined in new ways. With such high ambitions, what name could be chosen for the car that would embody these principles? Utopia. For the philosopher Thomas More in 1516, Utopia was a place that did not exist, and ever since the name has been given to the idealized places of which we dream. But for those who make their own future, for creators, Utopia exists, it is 'merely' a case of finding it! Utopia radiates simplicity. It asserts itself straightaway, affirms and imposes its lines, which are so typical of Pagani but at the same time it is so different from anything they have offered us before. A shape that is more flowing and curvaceous. From the windscreen, with its rounded upper edges, to the details of its wings and bonnet, its softer contours give it a new expression, a new outline. A shape smoothed and refined over a long time, but which sticks in your memory from the first time you see it. The most difficult part of the process for Pagani has been to follow as closely as possible the original intention of creating a timeless design object, instead of one that follows the fashion of the period. The new car has very few add-ons yet is more aerodynamically efficient than ever. Where some Hypercars have a multitude of spoilers, Utopia incorporates the function of these appendices into its overall shape, achieving greater downforce and reduced drag solely by means of its design. The details of its styling are few in number, but each is so carefully executed that it can be admired in its own right: technologically advanced, their shape is inspired by objects from the 1950s like the streamlined headlamps of Vespa scooters or the fittings of Riva speedboats. The forged wheels have a turbine-shaped carbon fiber extractor which draws hot air away from the brakes and reduces turbulence under the body. Mounted on carbon-ceramic discs, the brake calipers have a new, lightened design. The role of Pirelli tires is to transfer the exuberant torque to the ground efficiently and bring the finishing touches to the car's exceptional road feel, thanks to the unusually large 21" wheels in the front and 22" wheels in the rear, which triggered new creativity and distinguishing design freedom on the surrounding bodywork. The silhouette of Utopia can be seen on their sidewalls, demonstrating just how much they have been



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specially developed for this car. The side mirrors, as if suspended in mid-air, thanks to the airfoil-shaped support are set apart from the body for better aerodynamic penetration, showing the meticulous optimization that was carried out on them in the wind tunnel. The rear lights float at the sides of the rear wings, set into the air extractors. Each part of them, so beautifully crafted, could be displayed in the window of a jeweler's shop. The titanium quad exhaust, a personal monument and signature of the brand, is still present. It has a ceramic coating, in order to dissipate the heat efficiently, but still sets the weight just above 6 kilograms for the complete system. The interior of Utopia is even more original, if that is possible, than its exterior shape. Neither modern nor retro, it is timeless. There are no screens apart from the minimal display in front of the driver; big screens would have been easier to fit and would have saved a lot of effort in the design, but it would have taken away much of the beauty. All the instruments are purely analog and each of the easy-to-read dials subtly reveals part of its mechanism as if it were revealing the skeleton movement. For Pagani, every component needed for the car to function is an opportunity to be creative. Even the steering wheel has been reinvented: it is fashioned from a solid aluminum block, from the spokes and hollow rim to the steering column boss, which contains the airbag. The pedals are also made from a single block of metal, while the gear lever mechanism is still exposed but more sophisticated than ever. All this with proper obsession paid to ergonomics, efficiency, and ease of access. To reach this very simple final shape, the process has never been as complex. For six years, from the first sketches and computer calculations until the definitive shape was frozen for the carbon fiber molds, its internal airflows were perfected through endless hours of research in the wind tunnel and countless changes, one touch at a time. Utopia takes advantage of the mysteries of aerodynamics to maximize sure-footed handling and stability at any speed, however high. Its active aerodynamics, combined with the electronically controlled shock absorbers, ensure the optimum dynamic behavior in all driving conditions. The double-wishbone suspension, made from aerospace aluminum alloy, benefits from the lengthy development work carried out on the R, the track-only version of the Huayra. But Utopia, a car designed for road use, can cope with surfaces for daily use. The carbon monocoque used on previous Pagani models sets the standard in terms of its strength, lightness and build quality. Pagani has chosen to consolidate its existing strengths, to improve how its fibers are woven and to constantly invent new composite materials such as Carbo-Titanium and Carbo-Triax. A high-performance car must not only please its buyer but support them and provide all the safety they require, without their need to ask or worry about it. Many exemptions are granted to very low-volume manufacturers, but Pagani made it a point of honor – once again – to build its cars and meet the most stringent regulations in the world, in every respect, starting with safety. Utopia passed more than 50 severe crash tests, from development to pre-tests and homologation approval, to reach its global certification. The Pagani V12 engine, a 6-liter biturbo specially built by Mercedes-AMG for Pagani, is the result of an enormous development work: it delivers 864 bhp and, above all, a prodigious 1100 Nm of torque. It revs higher and is both more flexible and more



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powerful while meeting the most stringent emissions regulations, including those in force in California. For the transmission the choice was a philosophical one. It would not be a dual-clutch transmission which is efficient, but heavy and robs the driver of the ability to set the pace of the car's acceleration. Instead, Pagani turned to the most prestigious motorsport and high-performance automotive transmission manufacturer, Xtrac, to develop the quickest shifting gearbox with helical gears possible. It is compact, light, and transversely mounted for an optimized center of gravity. Moreover, in order to best match the wishes expressed by Pagani enthusiasts, its aficionados, a virtual manual would not be acceptable, so a real seven-speed manual transmission has been developed. It was not an easy task to design such a gearbox with synchronizer rings and a mechanism able to handle 1100 Nm of torque adequate for a pure manual application, but it was an essential requirement for Utopia. However intelligent automatic transmissions may have become, nothing can replace the driver's own mastery of the gearchanges: the prevailing logic is his alone, each change up or down is totally unique and depends solely on his decision and good judgment, the exact combination of circumstances, the nature of the road and the mood of the moment. The first series of Utopia coupés, which have already been assigned to privileged enthusiasts, will be built in 99 units. Each car represents the natural and necessary convergence of multiple disciplines, each of which combines technology and aesthetics. It is the mastery of this process which Pagani has taken to new heights of excellence. Pagani's story continues.



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THE PAGANI HYPERCARS DISPLAYED IN MODENA FOR THE 25TH ANNIVERSARY

Zonda "La Nonna"

Pagani Zonda with chassis number 2 is a corporate prototype that has played a crucial role in the development of all Zonda versions produced to date since 1998, becoming an industry icon and perfectly embodying the Leonardesque concept of combining Art and Science. Painted in Monte Carlo Grey and with red leather and dark grey Alcantara interiors, it was the first real road prototype produced by the company in 1998 and was used in the development of all Zonda road models. Hence, the affectionate nickname 'La Nonna', which means 'The Grandmother'. After driving 550,000 km's, proving its reliability and longevity, the Zonda "La Nonna" was restored and placed in the Horacio Pagani Museum. An authentic vehicle-laboratory, which was shaped by combining the art and technology of advanced composite materials, used in the chassis and bodywork construction. The implementation of technologies drawn from Formula 1 and the prestigious Mercedes-Benz V12 engine have contributed to create a Hypercar with unparalleled dynamic and mechanical qualities. Every single component of this car is the result of an accurate design and functional study, making the Zonda an aesthetic, technological and engineering excellence. For instance, the cockpit cell boasts 13 patents, making it one of the safest cars in the world. In addition, the carbon fiber chassis has remained its original one while all other elements (engines, wheels, and so on) have changed over the years. For example, after "testing" all the developments of the 12-cylinder Mercedes AMG M120 engine (displacements of 6.0, 7.0 and 7.3), today the Zonda "La Nonna" is in its 760 configuration.

Zonda S (Chassis n.6)

Completely realized in exposed carbon fiber, quite unusual for the time, the Zonda S debuted at the Geneva Motor Show 2002 and was described as "a car of the future". The special natural finish required only a coat of clear varnish, highlighting even the smallest flaws in the texture. This meant that the skilled hands of the carbon artisans were supposed to craft it to perfection. Beneath the carbon cover, the mechanics are displayed like a work of art. Under the bonnet there is an engine upgrade, rising from the previous 7010 cc to 7291 cc and producing 555 hp at 5900 rpm, an upgraded version of the Mercedes-AMG V12 power unit with four-valve-per-cylinder distribution. Two other novelties differentiate it from the C12 S, making the car's line more streamlined: the contour of the rear bonnet, which is slightly lowered in relation to the rear window, and the set-back of the wings. Two stylistic interventions recommended by American designers Tom Tjaarda and Robert Cumberland, eager admirers of Horacio Pagani's work.





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Zonda S (Chassis n.18)

Adorned with a Monte Carlo Grey livery and Cognac-colored leather and nubuck interior, the Zonda S #18 exhibited in Modena belongs to the Pagani Automobili collection and is still regularly used for events and test drives. Since its birth, this model has always been under the spotlights. From 2000 to 2004, it appeared in countless magazines around the world and was used by the international press for in-house test drives. Over the years, Zonda S #18 has also appeared at the most prestigious trade fairs without ever abandoning its role as a test car: in 2002, for instance, 19" wheels were tested, one year before they became the standard on the Roadster. The car weighs a mere 1,280 kg and features all the exterior innovations introduced by the S model compared to the 1999 progenitor, such as the replacement of the large wing of the first C12 with two small, coupled wings made of carbon fiber and integrated with the bonnet. The front end is also new: the slim central camber is now integrated with a rounded 'nose' that bisects the large front air intake.

Zonda Roadster S

Although it was born as an evolution of the Zonda S coupé version, with Roadster S, the still fledgling Pagani Automobili does not economize on innovations and improvements. Indeed, we find a complete redesign of the chassis, triggered by the necessity to create a convertible passenger compartment and to increase the car's torsional and flexural strength. Despite only being marketed in 2003, it successfully passed all homologation tests in 1998, in parallel with the first version of the Zonda C12. The structural part includes the dashboard and headlining, while the loudspeakers are placed for the first time behind the headrests, integrated into the roll-bars. This emblematically assumes a triple function: both as a support, connecting the passenger compartment to the rear engine compartment, and structural in order to protect against tipping, and finally also as distinctive aesthetic elements of the Roadster variant. A solution that fits in perfectly with the particular line taken from the Zonda S Coupé, characterized by an unobtrusive roof. There is also a "roof" (in carbon fiber in the upper area), which can be removed and stowed in a compartment under the front bonnet. Last but not least, the Zonda Roadster S features new 19-inch alloy wheels that combine Pagani design with APP tech's aerospace-derived billet forging technique.

Zonda F

By its very name, the model is clearly a tribute to the legendary Juan Manuel Fangio, one of the most famous and awarded Formula 1 drivers in history, as well as a friend and guarantor of Horacio Pagani's dream. It is a unique piece made of carbon, titanium, avional aluminum alloys and selected leathers, processed using the best technology and craftsmanship, in a combination of uncompromising quality and performance. A remarkable step forward in technological development enclosed in an elegant and sinuous shape, which became the testbed for all





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subsequent Zonda models. Presented in 2005, the Zonda F is equipped with a 7.3 cc Mercedes-AMG V12 engine with 602 hp in the 'standard' version and 650 hp in the "Clubsport" version. Moreover, thanks to a total revision of the aerodynamics, the car, in the Clubsport configuration, has an improved drag coefficient (Cx) that allows it to exceed 350 km/h and a downforce coefficient (Cz) such as to obtain a value of 600 kg at 300 km/h (270 kg at the front and 330 kg at the rear). Many of the details in the cockpit are reminiscent of classic 1950s cars, as evidenced by the fine wood on the steering wheel rim, gear knob and parking brake lever. Similarly, the instruments, set into the typical Pagani dashboard, are reminiscent of classic clocks. Finally, the model was also the first Zonda available with an unpainted bodywork, but with "visible" carbon fiber, a typical "Pagani" feature. A curiosity: on 26th October 2007, a Pagani Zonda F Clubsport set a new production car record (7'27"82) on the 20.6 km of the legendary Nürburgring.

Zonda F Roadster

Unveiled at the Geneva Motor Show in 2006, the Zonda F Roadster shares all the finishes and equipment with its coupé sibling, making it a real alternative for the potential customer. By adopting new triaxial carbon fiber fabrics, the chassis has been redesigned and the weight of the coupé has been kept the same (1,230 kg). The end result is a highly aerodynamic car that set a time of 7 '29 on the Nürburgring track. Produced only in the Clubsport version, since this set-up turned out to be far more popular than the original, thanks also to the engine's increased power output to 650 hp, the Roadster F boasts a Brembo braking system, with 38 cm diameter carbon-ceramic self-ventilating discs, both front and rear, and aluminum and magnesium alloy wheels, designed by Pagani and made by APP-Tech, 19 inches high in front and 20 inches in the rear. Finally, it should be mentioned that Roadster F was a commercial success, to the extent that the chassis available for production soon sold out. Zonda F coupé and Roadster were the most produced of all the other versions of the Zonda model.

Zonda Cinque

Presented at the Geneva Motor Show in 2009, the Zonda Cinque arose from the request of the official Pagani dealer in Hong Kong requesting the most extreme road-going Zonda ever made. As the name suggests, only five exclusive Zonda Cinque examples were produced. This absolutely unique project was based on the technological advances of the Zonda R, which already combined aerodynamic solutions with an unmistakable, innovative, and revolutionary character, set in a chassis that, although inherited from the F model, featured for the first time a carbon-titanium core that made it lighter and offered higher performance than previous models. The weight of the car totals 1,210 kg, while there are numerous aerodynamic elements derived from the 'R': from the large adjustable full-width rear wing to the more accentuated front spoilers, from the rear airflow extractor with vertical bulkheads to the flat,





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sealed car floor. The ultimate outcome is a vertical load of 750 kg's at speeds in excess of 300 km/h. On the roof stands an "air scoop", which ensures air supply for the engine, while on the rear wings there are air intakes for cooling the brakes. The Cinque was the first 'road-going' Zonda to be equipped with a six-speed sequential gearbox, combined with the evolution of the 7.3-litre Mercedes-AMG V12 engine that delivers 678 hp and 780 Nm at 4000 rpms. Featuring a distinctive livery and special colors, which conveyed Pagani's constant commitment to creating a perfect combination of style, research and technological development, the Zonda Cinque certainly did not hide its sporty nature: inside, it featured carbon fiber "mono-shell" seats upholstered in leather, four-point safety belts and a steel roll-bar with carbon fiber exterior. Before it was even completed, Zonda Cinque had already made its mark on automotive history.

Zonda R

The Zonda R can only be associated with the concept of innovation, as there are so many innovations debuting on this model: 3,270 new parts at the end of a project started in 2006 that was originally supposed to be based on the Zonda F but then quickly went its own way. First and foremost, the bodywork is made of Carbon-Titanium to improve strength and mechanical rigidity, saving a good 30 kg. A new six-speed transversal gearbox with frontal clutches also made its debut, for the first time being sequential and not just manual, allowing gear shifts in just 20 milliseconds: a Pagani design, with a magnesium cast box, made by Xtrac and 'robotized' by Automac Engineering of Novi di Modena. Everything points to an extreme track car, very close to the prototypes destined for 'endurance' races, but at the same time characterized by the comfort and driving simplicity typical of 'Pagani'. The cage roll-bar, five-point seat harness and carbon 'monocoque' type seats, compatible with the 'HANS' (Head and Neck Support) collar used by racing drivers, guarantee maximum safety. Also 'racing' is the new Mercedes AMG M 120 engine, a 5987 cc V12 with 48-valve distribution and short stroke (bore and stroke 89x80.2 mm), which delivers an impressive 750 hp at 7500 rpm. Similarly, other aesthetic features highlight the desire to substantially increase the value of the downforce generated by the bodywork, such as the front bonnet conceived to channel the airflow towards the large adjustable rear wing, the flat and sealed bottom, and the eye-catching rear extractor, tilted upwards and fitted with eight vertical bulkheads. In short, the Zonda R offers an uncompromising driving experience on both road and track. On 29 June 2010, Marc Basseng driving the Zonda R covered the 20.8 km of the Nurburgring circuit in a record time of 6'47"50.

Zonda Cinque Roadster

The Zonda Cinque Roadster initiated a new generation of composite materials, being the first Roadster with a special ultra-reinforced structure, lighter, stronger, and slimmer than previous models, thanks to the incredible





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performance provided by its Carbo-Titanium chassis. Defined by Horacio Pagani as "a perfect combination of art and science", the Zonda Cinque Roadster was created to offer the same sensations as the Cinque Coupé version, but with the chance of experiencing the taste of authentic roofless driving. Everything in constant symbiosis with the Mercedes-Benz AMG V12 engine that delivers 678 Hp. The Zonda Cinque Roadster boasts a braking system with four self-ventilated Brembo carbon-ceramic discs, six-piston calipers in front and four piston behind. The top speed is over 345 km/h while the downforce value exerted by the air at 300 km/h is 750 kg, ensuring the car's stability even when tackling the most demanding corners with a lateral acceleration value of up to 1.45 G-force. In addition to full contact with the air, driver and passenger can enjoy an immersive symphony, offered by the voluminous air intake for the power supply that evokes the hiss and exhaust tone of classic racing prototypes. Maintaining adequate torsional rigidity of the chassis, without altering the overall weight of just 1,210 kg, the carbon-titanium monocoque was redesigned to compensate for the lack of a roof.

Zonda Tricolore

Produced in 2010 in only three models, the Zonda Tricolore was created to honor the Pattuglia Acrobatica Nazionale, the world-renowned "Frecce Tricolori", for their 50th anniversary. The influence of the Zonda Cinque Coupé is obvious, as demonstrated by the Carbo-Titanium monocoque weighing only 1,210 kg. The Aermacchi MB-339 A/PAN aircraft, used for performances by members of the 313th Aerobatic Training Group of the Italian Air Force, inspired the special blue-lacquer 'MD System' carbon fiber bodywork, as well as the double tricolor stripes on the bonnet, the LED lights, and the gold-shaded circles. On the more technical front, the concepts of the Cinque version have been taken over, including the automatic clutch and sequential robotized gearbox. Although the aerodynamic characteristics are indeed aeronautical, the Zonda Tricolore uses air power for a different reason, that of achieving a high downforce value. This is thanks to the front spoilers, the large wing inserted in the tail and, above all, the shape of the bodywork, which is distinguished by its flat bottom and rear air extractor. As a result, the aerodynamic load reaches a value of 750 kg at a speed of 300 km/h, while lateral acceleration in corners reaches 1.45 g with 'street' tires. Equipped with the 7.3-litre Mercedes AMG V12 engine, mated to a 6-speed sequential gearbox (+RM), delivering 678 hp at 6150 rpm and 780 Nm of torque at 4000 rpm, the Zonda Tricolore accelerates from 0-100 km/h in just 3"4.

Zonda Revolución

An embodiment of absolute power, of Pagani's trademark spirit of always pushing the limits, the Zonda Revolución is not homologated for road use. The model has been designed to fully enjoy the track experience, increasing the V12 6.0 engine of the "R" version to 800 Hp (730 Nm of torque) and enhancing the aerodynamics to





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increase vertical load and tire grip: this is why there are spoilers winglets on the sides of the front bonnet and the vertical stabilizer under the rear wing. In addition to the fixed appendages, the Zonda Revolución adopts a DRS (Drag Reduction System) on the rear wing, the same system that has been introduced on F1 cars since 2011. The system has two modes of operation, both of which can be activated at any time by the driver. The manual system is activated by the DRS button on the steering wheel. The wing switches from maximum to minimum downforce position when a lateral acceleration of +/- 0.8 g occurs and at a minimum speed of 100 km/h. If the DRS button is held down for more than two seconds, the DRS system works automatically, respecting the conditions fine-tuned by Pagani Automobili's engineers during the development. The outcome is a car that is always fast, always performing better in any corner of any circuit in the world.

Zonda 760

Exhibited at the Modena event, this is the third Zonda in the 760 series, a name based on the power delivered by the Mercedes-Benz V12 6.0 engine. It is a one-off, such as all the 760s, but unlike the rest it does not have a dedicated name or acronym. In addition, the prototype is part of the extremely limited circle of five official 760s which, in addition to the 760 on show, includes the Zonda RS, Zonda 760 LH, 760 RSJ (later converted to the Zonda Viola) and 760 Roadster. First registered in Dubai, this Pagani Hypercar was first photographed publicly in August 2014 in a Mercedes-Benz importer's garage, parked next to an F Roadster, #98. The distinctive features of this model include black wheels, red brake calipers and all black aluminum parts, on the interior and exterior. Equipped with a sequential gearbox, the 760 accelerates from 0 to 100 km/h in less than 3 seconds and reaches a top speed of 350 km/h.

Zonda HP Barchetta

First unveiled at the Pebble Beach Concours d'Elegance in 2017, the Zonda HP Barchetta is a tailor-made hypercar that features the very latest technology combined with sartorial craftsmanship. Conceived by Horacio Pagani to celebrate his 60th birthday and produced in just three examples, the car bears the initials HP Barchetta, which both refer to the founder's initials and the evocative "Sport-Corsa" of the 1950s, so popularly nicknamed. Eighteen years after the presentation of the Zonda project at the Geneva Motor Show in 1999, Horacio reinvented the Zonda once again. A project that Pagani has pursued throughout its entire history, always offering customers both technological and styling innovations that has never stopped. The original design, reinterpreted with the latest technology, pays homage to Horacio Pagani's own past. In fact, the interior of the Pagani Zonda HP Barchetta echoes the racing history and idols of Horacio Pagani. The essentiality of the design, the use of leather straps, as well as leather mixed fabric, are inspired by the victorious racing cars of Juan Manuel Fangio and represent a





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tribute to the golden age of motorsport, when drivers were almost completely exposed to the elements. The carbon monocoque seats, created for the Pagani Huayra BC, complete the ensemble. If the aesthetics recall the charm of tradition, on a technical level the car represents the maximum development of the "Zonda" project. The original idea, in fact, has been reinterpreted according to the most innovative technologies, starting with the construction of the monocoque in Carbo-Titanium and Carbo-Triax HP 52. The 770 hp / 780 Nm Mercedes AMG M120 V12 engine is coupled to a six-speed manual gearbox, a clear tribute to the classic 'Barchettas'.

Zonda Revo Barchetta

A one-off model conceived by Horacio Pagani for one reason only: to excite and make people dream at first sight. The name immediately reveals that, behind the beauty and elegance inspired by the Zonda HP Barchetta road car, lies a rebellious soul and a heap of performance at the Zonda Revolución level. The Mercedes-AMG naturally aspirated V12 engine delivers up to 800 hp at 8,250 rpm and 750 Nm of torque between 5,500 and 8,300 rpm. The 12-cylinder, 60° V-cylinder powerplant is paired to a 6-speed (plus Reverse) sequential gearbox with front-mounted couplings and a 'racing' 3-disc sintered metal clutch. The ceramic-coated titanium exhaust delivers an unmistakable sound while the rear-wheel drive system features an electromechanical self-locking differential. The ambitious project to unite two of the brand's most iconic cars required a considerable effort from Team Pagani, particularly in developing a dedicated core structure just for this model, applying the most advanced composite materials. The chassis consists of a monocoque made from Carbo-Titanium HP62 G2 and Carbo-Triax HP62, with front and rear Cr-Mo steel frames and carbon fiber bodywork. Dry weight is 1,050 kg. The distinct racing soul of the Zonda HP Barchetta Revo Pagani is matched with the precise care reserved to the smallest details, as demonstrated by both the blue anodized aluminum components machined from billet, and the special livery (two years were needed to define it) inspired by one of the aluminum models, Can-Am style, exhibited at the Pagani Museum, made in 1962 by a very young Horacio Pagani.

Huayra BC

Inspired by the Pagani Zonda R and Zonda Cinque, true "track powerhouses", the Huayra BC is an ultra-light car which, when launched in 2016, was considered the most advanced Huayra Coupe on the road. Its name is an homage to Benny Caiola, Italian-American entrepreneur and first buyer of a Pagani car. The model, thanks to the use of Carbo-Titanium for the body and multiple accessories, has a weight of 1,218 kg and a 764 hp V12 engine, for a power-to-weight ratio of 1.59 kg per horsepower. This is why, despite being a car approved for road use, it represents a strong temptation for those who want to drive on the track, ensuring a lateral acceleration of 1.8 G and performance values not far from those of the Le Mans Hypercar category, conceived for the French 24-hour race.





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The Huayra BC is a proudly traditional car, dominated by the most sophisticated and purest mechanics, with two important upgrade elements: an upgraded Mercedes AMG M158 Biturbo engine and the aforementioned bodywork lightened to just five parts. There are also elements that represent a starting point for innovating the range over time: the gearbox with an unprecedented electro-hydraulic drive system and carbon-fiber synchronizers, and the clutch control program that allows an increase in precision against a 10% gain in torque.

Huayra Roadster

Described by Horacio Pagani as the "most complicated project", the Huayra Roadster is a car almost entirely on view, with every component, every mechanical part proudly displayed. Unveiled at the 2017 Geneva Motor Show, it is the first ever Roadster to be lighter than the Coupé version. A goal achieved thanks to the complete overhaul of all components and the development of new advanced composite formulas, including Carbo-Triax HP52 combined with Carbo-Titanium, which allowed the team to reduce the car's weight by 80 kg compared to the previous coupé and achieve a 52% increase in rigidity. It took six years of hard work to fully develop it, paying attention to every detail. The final result is an open-top car produced in 100 units consistent with the authentic Pagani philosophy.

Huayra Roadster BC

Created in 2019 and produced in only 40 units, the Huayra Roadster BC was initially designed for the track but later developed for the road. The Hypercar allowed the Pagani team to further increase its technological know-how and expertise in new advanced composite materials, such as Carbo-Titanium HP62 G2 and Carbo-Triax HP62, used to create an even more rigid monocoque. The design is the result of a merger between the Huayra Roadster and the Huayra BC and features a large wing, a rear diffuser with vertical bulkheads and the first part of the gearbox linkage 'in view'. With a dry weight of just 1,250 kg and the Pagani V12 Biturbo powertrain boosted to 802 hp, the Huayra Roadster BC delivers impressive performance, including a constant lateral acceleration of 1.9 g with peaks of 2.2 g. Finally, the Huayra Roadster BC underwent a rigorous test programme: more than 350,000 km of validation, including over 45,000 km on the track and many more on the test benches. The test program ended on the 4th of September 2020, on the legendary Belgian circuit of Spa-Francorchamps, where the Huayra Roadster BC set a time of 2:23.081 minutes, a new record for globally homologated road cars. A few months later, at the Varano track, the Quattroruote team stopped the stopwatch at 1:07.681 minutes, the best time ever recorded at the Pavia circuit.



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Pagani Imola

A road-going hypercar with an absolute racing character, the Pagani Imola takes its name from the most glorious circuit in the Motor Valley, where the car has undergone a rigorous cycle of tests never before tackled by the San Cesario-based manufacturer. In addition to the regular and already scrupulous validation process, Imola has covered over 16,000 km on the track at racing speed, the equivalent of about three times the 24 Hours of Le Mans. Conceived as a "concentrate of technology", the Pagani Imola, as well as the Huayra Roadster BC, has acted as a car-laboratory to conceive, test, and develop important innovations, some of them destined for Pagani cars of the future, and lends itself easily to both road and track. Equipped with a powerful 5980 cc Mercedes-Benz AMG V12, delivering 827 hp with an impressive 1100 Nm of torque, the car delivers huge thrills both on track and on the road. Horacio Pagani himself described it as "not exactly an elegant car": the overall shape of the car, the internal aerodynamics "hidden" by the bodywork and the external aerodynamics, full of fins, wings, and flow deviators that abruptly interrupt the aesthetic lines, but ensure an effective 'ground effect', a guarantee of driving safely to the limit. Lightness is always a constant presence. Imola has a dry weight of 1,246 kg, with a weight/power ratio of 1.5 kg/hp, thanks to the new bodywork made of Carbo-Titanium HP62 G2 and Carbo-Triax HP62, as well as the 770 components made of aluminum, titanium, and chromium-molybdenum. A new paint system, dubbed 'Acquarello Light', contributes to the weight reduction, which has made it possible to reduce the weight of the paint by 5 kg, with unchanged color intensity. Another interesting aspect concerns aerodynamics: it features the 'active' system, which intervenes on the four mobile and independent flaps, depending on the need to have greater or lesser downforce required by driving. When the car is cornering, the flaps are activated asymmetrically to counteract the roll moment due to the center of gravity; when braking, they are activated to their maximum and function as an aerodynamic brake. Finally, the name 'Imola' and the homonymous track design stand out on the exhaust tailpipes and under the rear lights. Made in a limited edition of just five, Pagani Imola debuted in 2020.

Huayra Tricolore

Inspired by the "Freccie Tricolori" and made in only three units in 2020 in Roadster configuration, on the occasion of the 60th anniversary of the 313th Aeronautical Training Group, the Huayra Tricolore represents a concentrate of aeronautical concepts and technologies specifically tailor-made for a road vehicle. A tradition inaugurated by Pagani back in 2010 with the Zonda Tricolore coupé, this time offering three unique creations to celebrate a renewed milestone of this all-Italian excellence. Like the 10 aircraft that make up the "Pattuglia Acrobatica Nazionale", the Tricolore enchants with its aesthetic beauty and aerodynamic qualities. There are numerous details on its exterior and interior that recall the Aermacchi MB-339 As, starting with the blue carbon coloring. The seats, with their exclusive two-tone blue and white color scheme, reminiscent of the original Zonda Tricolore interior





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configuration, and the white, red, and green striped leather inserts, are a tribute to the patrol aircraft, with the unmistakable Freccie emblem chiseled on the four-point seat belt fasteners or finely embroidered on the headrests. The protagonist of the cockpit is the anemometer on the center console which, through the external Pitot tube affixed to the front bonnet, detects the air speed, highlighting it to the occupants with a dedicated indicator. A more pronounced front splitter with a completely new aerodynamic profile guarantees maximum downforce, while the new front bumper with side extractors maximizes the efficiency of the intercooler and ensures that the powerful Pagani V12 has the adequate heat exchange necessary to achieve maximum performance. Intake efficiency is also ensured by the new air scoop, equipped with an innovative air routing system that allows an even greater flow of cold air directly to the engine and recalls in its lines and extension towards the rear wing the visual language of the Aerobatics Patrol's Aermacchi. A new rear diffuser, further optimized, has been designed to maximize air extraction from the underbody, while the new wing, fully integrated with the rear bonnet with which it forms a single carbon fiber component, allows perfect aerodynamic balance, compensating for the increased downforce at the front. Sleek, aerodynamically efficient, and as impetuous as a fighter-jet, the Pagani Huayra Tricolore boasts a new, even more up-to-date version of the Pagani V12 6.0 engine, with twin compressors, that delivers an impressive 840 hp and 1,100 Nm of torque at 2,000 rpm. Each of the three Huayra Tricolours bears the iconic numbering that defines the three main leaders of the formation, generally composed of ten aircraft: Number 0 (the Commander); Number 1 (the Formation Leader); Number 10 (the Soloist).

Huayra R

Born in 2021 and strongly inspired by the timeless appeal of the Le Mans and Sport Prototypes world championship cars of the 60s and 70s, the Huayra R re-proposes, more than ten years later, the Zonda R's bold and unashamed essence combining the utmost technical refinement with attention to detail, in a car with an extreme personality that incorporates the technology of the Pagani of the future. "Beautiful, high-performing and safe, Huayra R, just like the Zonda R, is the freest, most extreme and performance-oriented Pagani car of all time". With these words Horacio describes this special car that combines the highest level of automotive engineering and aerodynamic know-how with an unprecedented aesthetic sensibility, in a styling exercise that represents the highest expression of Pagani Automobili's technological development. One of the most important innovations is the new 6-liter naturally aspirated Pagani V12 R engine, designed in collaboration with HWA AG, which delivers 850 hp at 8250 rpm, a power output that corresponds to over 140 hp per liter of displacement, mated to a new six-speed sequential gearbox with frontal clutches, also designed in collaboration with HWA AG. Every line and surface of the Huayra R is conceived to generate maximum aerodynamic load, with an initial development target of 1000 kg of downforce at 320 km/h (2204 lb at 199 mph) and a ground clearance to achieve maximum aerodynamic



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performance while ensuring safe and predictable behavior in all conditions. An ambitious goal but achieved with optimal results right from the first aerodynamic tests, during which the car showed great stability and a balance in line with the set target of 46% to 54% downforce distribution throughout the speed envelope, although maintaining reduced ground clearance sensitivity. An exciting result, although not enough to earn the full approval of the team led by Horacio Pagani, who wanted a more sinuous and involving aesthetic treatment for the Huayra R, a design even more devoted to emotions. For this reason, new research was undertaken on the design and stylistic elements of the car, leading the design team to a curious and unexpected discovery: as the aesthetics of the car improved, so did its performance and aerodynamic efficiency, proving the importance, in every aspect of design, of the pursuit of beauty as the maximum union of form and function. The monocoque, according to Pagani's most advanced methodologies in terms of composite materials, is created with extensive use of Carbo-Titanium HP62-G2 and Carbo-Triax HP62, and fully incorporates the seats, to guarantee maximum protection, together with specific side structures for shock absorption and the roll-bar, while maintaining easy accessibility in the cockpit. In short, the Huayra R is an ode to passion, an extreme car, developed without implication of rules except for safety, with the sole objective of offering uncompromising performance. But first and foremost, born to excite.

Huayra Codalunga

An authentic tribute to the Italian coachbuilders and racing cars of the 1960s, the Huayra Codalunga was created in just five units by Pagani Grandi Complicazioni, the division dedicated to one-off and few-off cars. Homologated for worldwide driving, the new Hypercar was built by involving customers in the entire development project. Its story began in 2018 when two collectors asked Horacio Pagani and his team to create a Codalunga version starting from the Pagani Huayra Coupé, with the idea of a Hypercar as elegant as it is simple and clean in design, a model that would feel like a main character on the road as well as on display at international competitions. Thus, the Huayra Codalunga is composed of just a few essential elements, the result of a complicated simplification process ("remove rather than add"), which has led to the result of a record weight of just 1280 kg and extremely high aerodynamic efficiency, thanks to its elongated forms. The four variable-profile flaps are the latest generation of active aerodynamics, a feature first presented in 2011 and successively refined model after model. The engine bonnet, with a footprint of over 3.7 m² and 360 mm longer than the Huayra Coupé, conceals a mechanical prodigy: the Pagani V12 capable of developing 840 hp with 1,100 Nm of torque. Moreover, the absence of rear grilles allows an unobstructed view of the Codalunga's exhaust system, made of titanium and weighing just 4.4 kg. The special ceramic coating completes the homage to Le Mans racing cars, and the symphony that emerges from the four characteristic exhaust pipes is a tribute to motoring passion. The colors and materials also hark back to the cars of the 1960s. The exterior paint enters the passenger compartment by coloring the panels while the structural elements



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retain the visible carbon fiber. The upholstery, on the other hand, echoes the craftsmanship by employing aged leather and suede weaves. In addition, on the Huayra Codalunga, the emphasis is on neutral color scales and semi-matt, sometimes opaque, to recall the tones of yesteryear and convey the car's simplicity. This concept also plays a key role in the interior, where the seats adopt a leather/nubuck weave and the billet parts recall the manual skills of the past, when the artisan polished each component by hand. Workmanship that is still performed and handed down by experts in the Motor Valley, the cradle of the world's sports cars.

Utopia

The first Utopia to be produced in the Pagani Atelier is displayed in Modena. This is the first time that the creation, marked by chassis number 1, has been admired by the general public. Enthusiasts' eyes will certainly be enraptured by its refined Blu Midnight and White Malta stripes livery, which enhances its simple and seductive lines; and also by the four titanium exhaust pipes in the Sport configuration that further enhances the sound of the Pagani V12 6.0 engine with 864 Hp and 1100 Nm of torque. The same imprint of exclusivity of the exterior can be found in the cabin where a precious upholstery that combines dark grey Alcantara, Anthracite leather and Natural leather stands out, creating something unique and unrepeatable. Just as unique and one-of-a-kind was the model's World Première last September in Milan with a double event, first held at the Teatro Lirico and then at the Leonardo da Vinci National Museum of Science and Technology. After all, the new Pagani Hypercar represents a visionary and unconventional automotive idea, utopian, romantically far from the current meaning of car. And it does so in line with the purest Pagani spirit, which has always been based on the Leonardo principle of Art and Science.



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THE VOICE OF THOSE WHO LIVE PAGANI'S PASSION

*"We were not much more than children: he was 15 and I was 14. We played tennis at the same club. He was good at it, better than me, and we were friends. We were true friends, even back then. I saw the birth of Horacio's dream. He talked about it all the time. He showed me his drawings, his model cars, his magazines. He was fascinated by Gran Turismo cars, the ones that ran the 24 Hours of Le Mans. That was all he thought about, and not only did he say he would do it, but that he would do it in Modena, the land of motors. A lot of people laughed at him, but I didn't. Each day I watched as he took a step closer to making his dream come true. I always believed in him". - **Hugo Racca, amico per la vita di Horacio.***

*"I had been working for Lamborghini, under the control of the American automobile manufacturer Chrysler, for a few years. The Gulf War had changed everything. Almost all the company's orders were cancelled, and like many others, I was receiving wage support in 1991. Horacio told me about his plan, about the car he had in mind, the life he wanted. I had met him a few years earlier, when he was a level-three factory worker with Lamborghini, and now there he was, right in front of me, talking to me about his visions as if they were already reality. He said that if the company laid me off after my wage support ran out, I could go work with him and help make his dream come true. The supercar manufacturers were all in trouble at that time. I still don't know what I was thinking, back then, but that's how it all started. Then, on a day like any other in 1992, Horacio said "This is where we'll build the new factory and make the car." At first, I didn't really know what to think. I was already working with him on what would become the Zonda. So, because of our friendship, or because I was crazy, I believed him yet again. "If I could do it all over again, I'd come right back here". - **Maurizio Ferrari, primo collaboratore di Horacio.***

*"The people who work with us do it with passion and, like beauty, passion is contagious. Anyone who climbs aboard one of our automobiles can see this in the care taken with the smallest details, the excitement of holding the steering wheel in your hands for the first time; an excitement you will feel every time you drive it. Our customers don't just buy an automobile, but all the palpable emotions and love that every one of us has put into doing our part. This is why many of our customers find that a single Pagani is not enough for them and come back to buy another". - **Leonardo Pagani, Lead Designer & Board Member.***

*"My brother and I had the good fortune to be involved in the company right from the start. I was only a child, and I spent my afternoons playing and watching in the workshop, which was located right underneath my room. I saw it as a world full of fantastic things. I didn't realize it at the time, but I was already learning what was going to be my life-long profession". - **Christopher Pagani, Marketing Director.***





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"Family and community. This is what we are. Everyone can bring their own ideas here and have a chance to express them. Horacio listens to everyone, their inspiration, and suggestions, thinks about them, compares them, and the emotions arising out of these meetings of ideas almost always become projects". - Hannes Zanon, Commercial Director.

"The codes are not just cars," says Cristina, "but dreams that gradually take shape, and just as no two dreams are the same, no two Paganis are the same. Everyone is different, with a little detail that makes it unique. We work with beauty, and to do this we need to do our best every day, to improve and exceed ourselves. Only in this way can we aspire to produce not only apparent beauty, but unseen beauty, the kind that moves the great complications from inside, making our automobiles so desirable and exclusive". - Cristina Elizabeth Perez, Ceo of Pagani S.p.A.

"Horacio has certain intuitions; he's inspired by a detail that strikes him that often we don't even notice. But he falls in love with the idea, studies it, involves us in his creative exploration and establishes an affinity with us that is above all, emotional. The Pagani style is the product of great cultural ferment, but it also creates a sense of belonging, of awareness. I know that this is not just a job for me. I'm creating something, and this is a priceless sensation". - Alberto Piccolo, Designer - Head of Interiors.

"Ten years have gone by, and I still remember my first conversation with Horacio as if it were yesterday. He talked about himself, his story, what he had done and what he wanted to do. One thing was particularly easy to understand: his passion for creating, for inventing. A contagious passion I couldn't do without today, myself. Every special project I oversee responds to the desires of a single customer, which I have to interpret and make concrete. The great complication lies in finding the perfect balance between their wishes, practicality, and beauty". - Lorenzo Kerkoc, Special Projects Manager.

"Know-how is essential, but when I have a job candidate in front of me, I also try to glimpse what kind of a person they might be. Sensibility, passion, the ability to feel empathy with your surroundings are equally essential qualities for living with us. We choose people who, with their whole complex universe of skills, needs and sensibilities, are the key to what we do. However, we also need to be chosen, and this is fundamental. Only in this way can we feel like an important part of a reality in which everyone is important for what they do, and how they do it. I was very young when I joined Pagani, but I already had work experience, and wasn't looking for just any job. I was looking for a place where I would feel fulfilled and realize my potential. As soon as I joined the company, I felt that I was in a different world. I felt welcome, as if I was part of a family. I haven't changed my mind over the past 20 years working with Pagani". - Mary Malandrino, Human Resource Manager.



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*"I joined Pagani in 2011, a few months after I graduated. I thought I knew it all, but in actual fact I started learning right away. This is where I realized that a designer must not only master lines but have the materials that will give them their function and make them tactile. Combining design with materials is like combining Art with Science; essential for addressing beauty. When we started working on Utopia, we allowed this principle to guide us, and now, after spending so many years talking about Utopia and the idea of Utopia as if it were a person, every time I go down to the production area and see a car, I am as amazed as a little child. When I started working in Pagani I never imagined my work could be so amazing". - **Mattia Gessi, Designer and Project Leader.***

*"I work on the mechanical part, designing frames and suspensions. Many people might think of this as an anonymous sort of job, but in 25 years working in mechanical design with Pagani, I've experimented with materials and procedures, and with human relationships, both with the team as well as Horacio himself. I've learned to listen to people and to pay attention to little details that nobody may ever actually see. Hidden details testifying to our philosophy of beauty". - **Germano Franzese, Senior Mechanical Designer.***

*"I saw a path, a way of approaching things in which I could find myself comfortable with. When someone new comes to work with us, above all, I tell them about all our values, and how they reverberate throughout the automobiles and the intellectual process we conduct every day. Here, the designer embraces a philosophy, not just a method. Designers and engineers don't just work behind a screen: they need to understand the results of their work with their hands, handling it, realizing what its effect will be on the person who assembles it and the one who uses it. Now, more than ever, Art and Science need to restore the value of hand craftsmanship, lost for too long". - **Francesco Perini, Head of Technical Department.***

*"Our point of differentiation in a highly competitive market is our ability to make custom-designed automobiles. All the time, even when – as in the case of a customer in Singapore – they ask us to change the livery of a Zonda and make it the same pink as Elvis Presley's car. Or as in the case of Lewis Hamilton, who wanted a Zonda in the same shade of purple as the first go-kart he had as a kid. The secret to competing in this market is always being able to have an innovative vision. The kind of relationship we have with our customers is innovation, just like it's innovation to design a Zonda with a right-hand drive, a major competitive edge. This ability to anticipate our customers' needs and also to listen to them allows us to develop a great relationship with our customers which often becomes a true friendship, extending to the whole family". - **Alberto Giovanelli, Managing Director Asia/Pacific.***

"Our customers are highly knowledgeable people, familiar with the history of Pagani and Horacio's story. They know that, in addition to being high performance automobiles, our cars, with all of the attention to detail, are works of art. This is a value





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they truly recognize and appreciate. What we, as the US team, are able to add to the equation is the added value of our attention. We all become a family in some way, and not just during the time between order placement and delivery, but afterwards as well. We are fortunate to spend time with our customers multiple times a year, including at our rallies, where they love when we choose roads with lots of curves so they can amplify the emotions of their driving experience. They often travel across the world – with their cars – to participate because it is a time when they can stay with like-minded people who are part of the extended Pagani family”. - Michael Staskin, Ceo of Pagani America.

“We’re always on the lookout for little details. We’re never entirely happy with the results. None of our automobiles is just like another. We’re craftspeople,” he proudly claims “we try and try again, and we’re not afraid to spend time on it”. - Carlo Alberto Roma, R&D Composite Trimming Supervisor.

“I hadn’t yet turned 18 when I joined Pagani. “I started working with carbon fiber skins, and I still do this. We have always invested heavily in composite materials. We don’t judge cars on the basis of a simple performance factor such as speed. Of course, Pagani cars are fast. But the challenge we face is to make them perfectly safe and comfortable to drive as well. Anybody should be able to drive a Pagani, normal people, not just professional drivers. Research into the quality of composite materials is essential for this purpose; a lightweight, strong, maneuverable car is a safe, comfortable car. We see ongoing improvement not just as a company procedure, but as a mindset that none of us ever leaves behind”. - Roberto Malmusi, R&D Composite Layup Supervisor.

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