


CLASSIC DRIVER

2013 Pagani Huayra

- Lot sold
USD 2 000 000 - 2 400 000
Year of manufacture 2013
- **Lot number** 168
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Exterior colour** Other
- **Car type** Other
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Description

Horacio Pagani is a Renaissance man, embracing a philosophy of melding art with science as inspired by Leonardo da Vinci, after whom he named his first-born son. Like da Vinci, Pagani is an autodidact, and having gathered experience at both Renault and Lamborghini, he branched out on a mission to create his own supercar. Partnering with his friend and F1 legend, Juan Manuel Fangio, Pagani founded a small atelier in Modena and created an automotive phenomenon – the Zonda.

Launched at the Geneva Auto Show in 1999, the Zonda featured the six-liter V-12 engine supplied by the Mercedes-Benz AMG division; it drew heavily on Pagani's love for Sauber-Mercedes Group C race cars and his deep knowledge of crafting carbon fiber. The Zonda was an immediate sensation with its extreme performance and stunning racetrack aesthetics.

It took Pagani 12 years to perfect his next creation, the Huayra, named for the South American wind god. Building on the extensive kudos garnered by the Zonda, the Huayra was launched at the 2012 Geneva show and kept several popular traits of its older sibling, but it also took advantage of a decade of engineering enhancements. The tube-frame chassis was remodeled with a central monocoque constructed from carbotanium – a titanium-infused carbon fiber material, stretched over a slightly longer wheelbase than the Zonda. The suspension, which features double wishbones formed from Avional (copper-rich aluminum) with pushrod-actuated Öhlins shock absorbers, automatically lowers the nose of the Huayra when the accelerator is stomped, ensuring minimal drag. Designed by Pagani himself, the coachwork is simply outrageous with a stealth-bomber demeanor emphasized by exaggerated lines and gullwing doors. Maximum downforce is assured by the “active aerodynamics,” provided by four corner flaps that self-adjust according to speed and acceleration. In contrast to the flagrantly aggressive styling, the Huayra wears gorgeous lotus-bud styled mirrors, which protrude from the front fenders with extra-terrestrial exoticism. Inside the surprisingly roomy cabin, the decor is pure auto-jewelry swathed in aluminum, titanium, and carbon fiber with luxuriant leather seats.

And then there's the engine. The all new, purpose-built Mercedes AMG 60° M158 V-12 twin turbo powerplant

was designed specifically to reduce turbo lag and improve response. In test conditions, it is capable of 720 bhp at 5,800 rpm and 737 lbs./ft. of torque at 2,250 rpm delivered to the rear wheels via a seven-speed single-clutch automated-manual transaxle. More importantly, it has, as Pagani himself says, “the brute force of an airplane taking off” and can catapult the driver from 0–60 mph in 2.8 seconds on its way to a top speed of 238 mph. Add to the mix the heavy-duty Brembo brakes with ventilated carbon ceramic discs, and the Huayra represents a potent combination of performance tempered with control. Engineering innovations and the paring of the overall weight to just 1,350 kg renders the second-generation Pagani ultimately agile and dexterous, so that it performs as well, if not better, on tight switchbacks as on open straightaways.

Hand built by a team of 53 people at the Modena factory, the Huayra is one of the safest and most fuel-efficient supercars of its class. Extensive time and money (just shy of \$900,000) was expended on developing a unique fuel system to prevent a crash-fire, and as if to underline the no-expense-spared mantra, each titanium bolt, of which there are 1,400, cost \$90 and bears the Pagani name. Not surprisingly, the Huayra was selected Hypercar of the Year by in 2012.

This magnificent Pagani Huayra presents in Gun Metal Grey with red and carbon fiber interior and has just 34 delivery miles at the time of cataloguing. The consignor, a fastidious private collector, buys his supercars new and maintains his collection in a climate-controlled facility, where each one is run and checked monthly. The car comes with a full set of red leather luggage, carbon fiber accessories, and original owner’s manual. This wrapper-off Huayra was designed for the experienced enthusiast who has owned all the top marques, but who has an appetite for something truly exclusive – a work of art and engineering that da Vinci himself might have endorsed.

Gooding & Company

Title Mr

First name Charles

Last name Blonigan

1517 20th Street

Santa Monica 90404 California

United States

Phone +1 (310) 899-1960

<http://www.goodingco.com/>

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