

PAGANI HUAYRA



an air-line to be rigged up and instructs me to hold a scaled-down replica of the Huayra's front section a few millimetres above a workbench. As soon as the air blasts out, the front section is sucked downwards – not what I was expecting at all. But then, as Horacio says, air never does what you expect; it only does what it wants.

The lack of a conventional front air dam isn't the only surprise in the Huayra's front section, as just behind the leading edge of the nose, sitting flush with the surrounding bodywork, are two moveable flaps. These hold the key to the car's clean profile, as the Huayra sees the introduction of advanced active aerodynamics to the world of supercars. There are two similar flaps at the rear of the car and all four are controlled by a powerful ECU, which constantly monitors speed, yaw, lateral acceleration, steering angle and throttle position and then moves the flaps independently, according to whatever aero load is required.

If you've ever sat overlooking a wing on a plane then you'll have noticed that the flaps on the wing's trailing edge seem to have a life of their own, especially when you're coming in to land. Well, the flaps on the Huayra work in an identical way. When you're braking, the rear flaps will pop up to increase drag and act like an air brake. But it's when you're cornering that it all gets a little weird. Say you're going through a tightening left-hander. You might expect all the flaps to pop up to help increase overall downforce, but in fact only the inside flaps are raised as that's where the extra downforce is needed, to increase grip on the inside tyres and also to keep roll to a minimum. The way these



Cabin is packed with wonderful details, like the metal instrument dials (above) and 'floating' drive selector (right). Top: steering wheel incorporates controls for lights, indicators, wipers, etc. Below: new touchscreen interface

flaps work in practice won't become entirely clear until we actually drive the car later this year, but I love the fact that they have enabled the Huayra to have such a clean and uncluttered profile along with an excellent Cd figure of 0.3, rising to a maximum Cd of 0.5 when all four flaps are deployed.

There's one more trick to the aerodynamics. Adjustable-height front suspension allows the gap between car and road to be controlled by this new ECU, so under heavy braking, for example, the suspension is raised to counter the forward weight transfer.

The rear of the Huayra is also a much cleaner design than the Zonda. The rear track is 20mm narrower, while the wheelbase has been stretched by 70mm, giving the new car a much slimmer look than its predecessor. Just

