



Above: the new twin-turbo 6-litre AMG V12 and, behind it, the titanium exhaust system, which weighs under 10kg

behind the doors are the two intakes for the mid-mounted engine, designed specifically so the occupants get to enjoy the aural sensations as the new twin-turbo 6-litre AMG V12 turns air and petrol into 700 thunderous horsepower. The engine is visible from outside the car via a window just behind the passenger cell, with the gold-coloured finned air intakes to the inlet manifold dominating the view, while other details glint in the background. What you probably won't notice is that surrounding this engine window is the air intake for the gearbox cooler that sits behind the engine.

From directly behind the car you can see how much taller the rear haunches are compared with the Zonda's, and how uncluttered your view to them is thanks to the absence of a fixed spoiler. The rear grille (there to help vent the engine compartment) is in the same Pagani-signature oval shape as on the Zonda R, while the rear venturi looks simpler than before but apparently delivers even greater downforce.

Go to take a peak inside the Huayra's cabin and initially you don't realise that the door is a gullwing design; when closed, it looks just like the conventionally opening door on a Zonda. Only when you pull on the catch do you twig that it doesn't pivot outwards but wants to rise vertically instead. As it does, it reveals probably the most spectacular interior you'll ever see.

It's hard to know where to start, as everything in here is new. The cockpit is bigger (70mm longer and 50mm wider to be exact) and although the seats look familiar, they are in fact an all-new design offering greater lateral support. But it's what sits between them that defines what this car is all about...

The owner's manual probably calls it the 'gear selector', but if you ever wondered if a mechanical object could be described as art, look no further. Suspended in mid-air, the lever pivots around a single rose-joint that is gripped between two horseshoe brackets mounted on the end of the central tunnel. Push or pull the lever and you can see it operating the chromed rods protruding from the tunnel below. Sadly, you'll only use this lever to select Drive, Reverse or Park – the Huayra comes exclusively with a seven-speed automated manual gearbox with paddles for manual shifting – but it's a thing of utter beauty nonetheless.

Just like the Ferrari 458, the Huayra gathers lots of minor controls on the steering wheel, including lights, wipers, indicators, even Pagani's version of the manettino switch, which alters both the electronic stability control and gearbox settings, allowing the driver to choose between Normal, Sport and Race modes (in Race the car will record lateral acceleration and lap times, as well as speed). One surprise is that the

## THE SALES MANAGER



**A**lberto Giovannelli is the link between the customers and the factory. He is currently in the process of setting up new Pagani dealers around the globe, ready for the launch of the Huayra this spring.

Since he joined Pagani in 2005 the epicentre of sales has shifted east, away from Europe and towards the Middle East and Singapore, despite huge taxes in these regions. 'In Singapore a new owner has to pay 136 per cent tax on the price of the car,' Alberto explains. 'In China it's 100 per cent, Brazil 136 per cent and in Thailand it's 200 per cent! This doesn't apply to track cars, though, and that's why the Zonda R has been very good for us. Another important factor is that the Zonda has always been available in right-hand drive, unlike the Veyron, Enzo and Carrera GT. In certain regions you can only drive a right-hand-drive car on the road.'

Alberto expects that production of the Zonda will end this year. 'We have orders for a few more Zondas which have still to be built,' he says. 'Horacio will want to keep the very last Zonda and we are also looking to do something very special. Owners always want more power and we think 750bhp will be possible!'

So how many Huayra orders has Alberto received? 'We have refused to take deposits on the car until we announce the price but I have so many letters of serious intent. Buyers are desperate to send us a deposit but this isn't the Pagani way. I expect I will have at least 50 deposits sent to me when we announce the price during a private event for clients we will hold just before Geneva.'