

## THE HEAD OF CARBON



Roberto Malmusi has been in charge of the carbonfibre workshop at Pagani since 1996 and is the only man entrusted by Horacio to do the carbonfibre work on cars that will have unpainted, bare-carbon bodies.

Horacio insists that the carbon weave on every car is perfectly aligned when the various components come together. So where the rear clamshell meets a door or a sill, for example, you'll see the weave is at precisely the same angle, like you might find in a Savile Row suit.

I ask Roberto what is the trickiest part of the Huayra to make. 'The underside of the rear clamshell,' he replies. 'It takes me three days to lay out the carbonfibre and it's incredibly tricky to get it all to match up perfectly. I love doing it, though, as customers really notice the workmanship that goes into every Pagani.'



gearchange paddles are now mounted on the wheel itself, rather than on the column (as in the Cinque), after the development team decided they were easier to use in this position.

More evidence of the fanatical attention to detail that has gone into this car are the Huayra's instruments, the facias for which are not the normal printed plastic affairs but are hand-made for Pagani by a Swiss watch-face maker in metal, with the numerals and markings cut from the metal face itself. They take days to create and instead of costing the industry standard of around 4 euros, they come in at over 2500 euros a set!

The central console sports an LCD screen, which displays navigation, ventilation, audio and phone functions. Below this is a row of manual controls for the ventilation, and below those the slot where the new 'key' that Pagani has designed for the Huayra needs to be inserted. Shaped like the car itself and made from aluminium, not only is it a key, it also doubles

as a music storage device, so every time it's plugged into the car, all of your music stored within it becomes available. And no, there isn't a starter button in sight.

As you might expect, the finish inside the Huayra is amazing, especially when you consider that the car complies with all known safety regulations, including those in the US. That's why the steering wheel now has an airbag and the passenger seat comes equipped with a load sensor, so the two-stage passenger-side airbag can be deployed at the correct level. There are even Isofix child-seat mounting points on the passenger seat – that's because it's a legal requirement in certain countries. Even so, I can't see many Huayras being used for the school run...

Delve under the carbon bodywork and you'll discover even more engineering cleverness going on. For example, rather than venting the hot air that leaves the front-mounted radiator over the bodywork, Pagani has flowed the

majority of it into the front wheelarches. The thinking here is that it will keep the carbon-ceramic brake discs above ambient temperature and therefore the pad material doesn't have to be compromised for cold-disc performance as the discs are hardly ever stone-cold. There are also pipes that take air from the back of the air-to-water intercoolers on either side of the front section and direct it straight onto the discs. According to Horacio, this allows the discs to be kept at around 50 degrees C, which is the perfect temperature for the ceramics not to have any unwanted cold-braking performance characteristics.

The suspension front and rear is a double-wishbone arrangement, with near-horizontal dampers, and again it all looks utterly beautiful. Taken almost directly from the Zonda R, the components have been machined individually from solid pieces of aircraft-grade aluminium before being anodised in their final golden finish. The suspension is attached to incredibly strong