

‘The Huayra feels like it should be sold on Bond Street rather than from a car showroom’



chrome-vanadium front and rear subframes, which in turn are bolted directly to the new carbon-titanium central tub. Pagani is rightly very proud of the inherent strength offered by this tub, which enables the Huayra to pass all of the current and impending crash tests around the world with flying colours.

The engine remains at the heart of a Pagani, though, and this new one certainly delivers. The twin-turbocharged, 5980cc AMG V12 is bespoke (it has its own Mercedes part number, M158) and produces over 700bhp at 5000rpm and 811lb ft at 3500rpm, yet it will be rated at below 310g/km of CO2 on the combined cycle, a remarkable result for a 700bhp supercar (for comparison, the 562bhp V8-engined Ferrari 458 Italia comes in at 307g/km).

Combine this amount of horsepower with the new seven-speed Xtrac gearbox (bespoke to Pagani and said to be super-smooth-shifting) and the performance promises to be astonishing. At the time of my visit the final figuring had yet



Top: weight distribution is 44:56 front:rear; Pirelli tyres are unique to Huayra. Above: aluminium 'key' also stores your music files. Below: Swiss-made dials before fitting. Right: carbon weave aligns across components

