

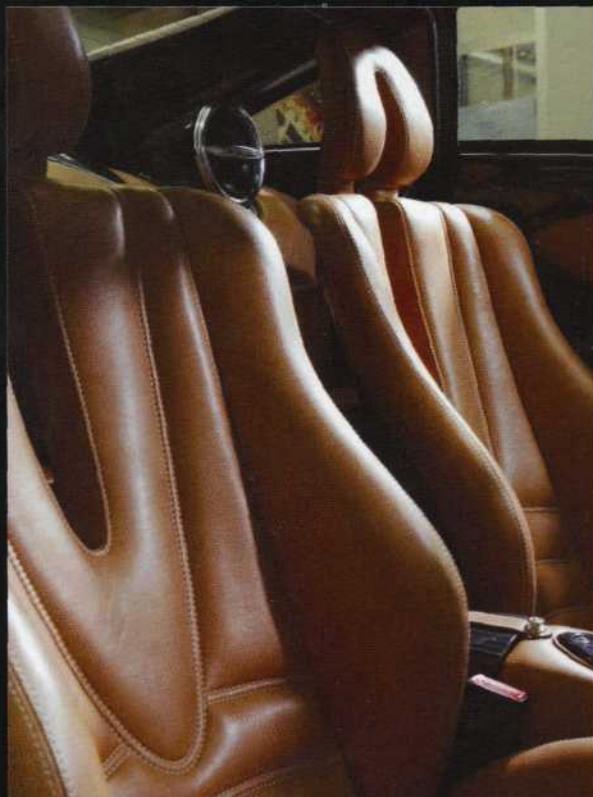
PAGANI HUAYRA

to happen, but in initial tests the car has proved so fast in a straight line (235mph+) that there's talk of having to limit the top speed to avoid the need for the kind of incredibly expensive, bespoke tyres that Veyron owners have to put up with. Speaking of the Veyron, acceleration is expected to be a match for the 1000bhp hypercar thanks to the Huayra tipping the scales at around 1390kg with fluids – that's over 550kg lighter than the mighty Bugatti.

Horacio explains that to get the kerb weight this low took real determination from the outset, with every single component scrutinised before being used. That's why every fastener on the car is made of titanium and etched with a Pagani logo and a unique number that relates to an individual stress-test.

It's also why the Huayra was never going to be equipped with a fashionable dual-clutch transmission, as Pagani thought them too heavy to be worthy of consideration, as well as being uninviting to use. Horacio explains that the slight acceleration advantage you might get with a DCT would be nullified by the extra weight, adding that the Huayra's single-clutch system has a maximum rating of 811lb ft while weighing 54kg less than the dual-clutch transmission in the Ferrari 458, which is only rated up to 442lb ft. Altogether, the engine/gearbox drivetrain in the Huayra weighs in at 395kg, some 25kg lighter than the Zonda's drivetrain, while the centre of mass is 40mm lower thanks to dry sump lubrication.

So much to take in... I reckon that what we're seeing with the Huayra, along with Aston's One-77, is the birth of a new genre of supercar, one that brings much more to the table than just the exceptional performance that is almost a given



Above: new seats offer better support than Zonda's. Below: mirrors look delicate, but carbon construction makes them strong. Right: front flaps in raised position. Below right: wheels have a single central nut.

