



SEE AND HEAR  
THE HUAYRA  
AT EVO.CO.UK

THE ALUMINIUM EXPERT



**M**aurizio Meschiari is Pagani's go-to man at Modena-based machining firm Aspa SRL. Aspa specialises in making very high quality aluminium components, mainly for use in aircraft and hydraulic motors. It began working with Pagani in 2005 and now 35 per cent of its work is for the supercar maker.

Maurizio explains that Aspa will be fabricating over 800 individual parts for the Huayra. These will include all the suspension components (Aspa already makes the suspension for the Cinque and Zonda R), the dash, badging and hinges, and the intakes for the engine. Basically, every single exquisitely finished aluminium component on the Huayra is made by Aspa.

'It feels like we're seeing the birth of a new genre of supercar, one that offers much more than just exceptional performance'

SPECIFICATION

Engine V12, 5980cc, twin-turbo  
Location Mid, longitudinal  
CO2 <310g/km  
Power 700bhp+ @ 5000rpm  
Torque 811lb ft @ 3500rpm  
Transmission Seven-speed automated manual gearbox, rear-wheel drive, limited-slip differential, ESP  
Front suspension Double wishbones, coil springs, active dampers, anti-roll bar  
Rear suspension Double wishbones, coil springs, active dampers, anti-roll bar  
Brakes Vented and cross-drilled carbon-ceramic discs, ABS  
Wheels 19in front, 20in rear  
Tyres 255/35 ZR19 front, 335/30 ZR20 rear, Pirelli P Zero  
Weight (kerb) 1350kg (dry)  
Power-to-weight 512bhp/ton  
0-60mph c3.2sec (est)  
Top speed 235mph+ (claimed)  
Basic price c£1,000,000 (est)  
On sale Spring 2011

today. Unique features; bespoke components; fastidious detailing...

Of course, all this beautiful engineering doesn't come cheap. The final price of the Huayra has yet to be finalised, but there's talk of it being over 800,000 euros plus local taxes – call it a million pounds in the UK, give or take. Then consider that some even more expensive variants are likely to follow (Horacio is already talking openly about a Roadster version in a couple of years' time). Supercars were always expensive, but since the Veyron arrived a £1 million-plus price tag is not so unusual.

Is the Huayra going to be worth it? For people like us, that will come down to how it drives. My only reservation lies with the engine, and then only because the naturally aspirated 7.3-litre V12 in the Zonda, howling its way up to its 7000rpm limit, is one of the great wonders of the automotive world. Will the Huayra's

turbocharged unit have the same charisma? With maximum power at 5000rpm and a red line at six, I'm not sure, but then I bet there's plenty of tuning potential and perhaps even an 'S' version waiting in the wings. We'll just have to wait and see.

Already I sense that there's more to enjoy here than with the Veyron. The Huayra has more soul somehow. Each component is machined by hand with absolute precision; it's as if Pagani was originally a watch manufacturer that turned its hand to supercars. The Huayra feels like it should be sold on Bond Street rather than from a car showroom. Yes, the price may be stratospherically high, but so is the quality of the construction. Horacio Pagani has a favourite saying from the great Leonardo da Vinci: 'la perfezione è fatta di dettagli'. Roughly translated, it means 'perfection is made by details'. That's the Huayra all over.