

# HUAYRA R EVO

## WORKS LEDGER FIRST · HOURS NOT KILOMETRES · ARTE IN PISTA · COMPLETENESS FILE

Compiled from public sources, the Pagani Huayra R Evo, its Model File and specialist review · Personal use only · v2.1

### WHAT THIS CHECKLIST IS, AND WHAT IT IS NOT

This checklist exists for the completeness of the register, and it says so openly. The Huayra R Evo is a track-only Pagani that lives inside the Arte in Pista programme: the owner drives, and Pagani runs most of the technical life, from transport and trackside engineering to rebuild schedules. Nobody meaningfully inspects an R Evo against Pagani; the works ledger IS the inspection, and it is kept in HOURS, not kilometres, per the register's race-car doctrine. What a buyer verifies is the paper: the programme relationship, the hour ledger and rebuild status, the R or Evo specification state, and the provenance. Without the works file, do not touch the car; with it, most of this list is already done.

### A · IDENTITY & THE WORKS FILE

- ☐ Identity first: chassis number and build specification against the works record.
- ☐ Specification state established: born Evo, or Huayra R converted, with the works conversion file.
- ☐ The Arte in Pista relationship confirmed live: the programme is the ownership.
- ☐ Complete works ledger requested: hours, rebuilds, trackside reports, inspections.
- ☐ Event biography and ownership chain documented.

### B · MACHINERY, BY THE WORKS

- ☐ Engine and gearbox hours read from the works ledger, never from a seller summary.
- ☐ Rebuild schedule state confirmed: what is due, what is done, what is invoiced.
- ☐ Clutch state per works record: a consumable by design, priced, not feared.
- ☐ Brakes, slicks and fluids by hours and heat cycles per the works calendar.
- ☐ Any incident or carbon question answered by Pagani, nobody else.

### C · CONFIGURATION & PROVENANCE

- ☐ Roof panels present and documented: the open configuration is part of the specification.
- ☐ Aero configuration against the build sheet: longtail body, splitter, floor, no unexplained changes.
- ☐ Originality of seats, harnesses and safety equipment confirmed, with life dates.
- ☐ Transport and storage arrangements documented within the programme.
- ☐ Every document photographed for the collector dossier.

### D · PRICE & INVESTIGATION ITEMS

*On a works-run track fleet the ledger carries the price: hours, rebuild state and specification decide, the paddock story does not.*

- ☐ Any gap in the hour ledger: explained by the works or priced as identity risk.
- ☐ A rebuild falling due: scheduled and priced through the programme before purchase.
- ☐ Conversion claims (R to Evo): confirmed by the works file, then valued.
- ☐ Safety equipment life dates near expiry: renewal priced.
- ☐ Negotiate from the works ledger and the programme state, never from a demonstration lap.

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**E · RED FLAGS · WALK-AWAY OR ESCALATION**

- An R Evo outside the Arte in Pista programme.
- An hour ledger the works cannot confirm.
- Third-party interventions on engine, gearbox or structure, at any price.
- An Evo badge without the works conversion file on an early chassis.
- A specification story the build sheet cannot carry.
- A seller who resists works-level verification.
- A car whose findings cannot be named, quantified and priced.

**F · FIRST WEEK OF OWNERSHIP**

- ☐ The works dossier archived: build sheet, hour ledger, rebuild records, programme file, biography.
- ☐ The Arte in Pista relationship transferred and the next event and service window agreed.
- ☐ Storage, battery and transport arrangements confirmed within the programme.

*“Nine thousand two hundred revs, a roof you can lift out, and a factory that keeps the diary. Nobody inspects an R Evo against Pagani: buy the ledger, keep the programme, and the car stays what it was built to be.”*

Deep dive: Supercar Models Paper 125 · Model File 125 · Owner's Intelligence series.

**FINDINGS & NOTES**