

COLLECTOR PROFILE 109 · PAGANI · GRANDI COMPLICAZIONI · HALO PROTOCOL

IMOLA · CODALUNGA

TWO ANSWERS FROM ONE PLATFORM · 5+1 AND 5 CARS · 2020 & 2022

PURPOSE & THE PAIR

WHAT THIS FILE IS

A joint COLLECTOR PROFILE in the File-94 lineage: no PPI, no checklist, because at these numbers the dossier's Fazit is the whole method: what matters is not classical maintenance themes but provenance, originality and complete works documentation. Both cars are highly individualised evolutions of the Huayra platform, technically close to the BC, and their machinery is carried by the family files: the profile carries what makes each the only ones of their kind. Fields: IMOLA_OR_CODALUNGA, BUILD_NUMBER, CHASSIS_NUMBER, BUILD_SHEET, ORIGINAL_CONFIGURATION, OWNER_HISTORY, SHOW_HISTORY, PROVENANCE_SCORE.

THE TWO CARS

The IMOLA (revealed February 2020): five customer cars plus one prototype for Horacio Pagani himself, around 5.4 million dollars in its day, and named for the circuit where it absolved 16,000 km of high-speed testing: the racing laboratory of the family, and the most powerful road Pagani of its moment. The CODALUNGA (June 2022): five cars, all sold, from seven million euros, developed over more than two years in the GRANDI COMPLICAZIONI department after two clients approached Pagani in 2018: a homage to the longtail Le Mans racers of the 1960s that places the design idea above maximum aerodynamics.

ONE PLATFORM, TWO PHILOSOPHIES

WHAT THEY SHARE

Both stand on the known architecture: carbo-titanium monocoque, the AMG M158 biturbo V12, the Xtrac 7-speed AMT, Brembo carbon-ceramics. NO new platform: the differences live in aerodynamics, chassis tuning, bodywork, weight distribution and individualisation. The register consequence, per the dossier: the technical protocol stands on the Huayra family files (105, 106, 108), including the Xtrac doctrine (direct shifts by design, regular calibration, works software) and the composite discipline for the structure.

WHERE THEY PART

The IMOLA is maximum downforce: the large seven-section diffuser, roof scoop, shark fin, pronounced side skirts and the wide fixed wing, at 1,246 kg dry: race-orientated in every decision. The CODALUNGA is flow: a longtail of minimal aerodynamic gestures, the rear grille deleted, a ceramic-coated titanium exhaust of barely more than four kilograms, 1,290 kg: design-orientated in every decision. Two answers from one platform, and the register stores the contrast as the pair's meaning.

THE NUMBERS, CORRECTED

THE M158 IN BOTH STATES

The register correction to circulating figures: the Imola delivers 838 PS (827 bhp), the widely quoted 827 being the bhp value, and the Codalunga 840 PS (829 bhp), both with 1,100 Nm from the same AMG M158 biturbo V12. No documented systemic engine damage in either, and the engine stands LOW in the collector matrix: the calm constant of the whole Pagani register. Xtrac: no documented series problem, MEDIUM, read by calibration and works software.

THE RECORD & OWNERSHIP

CLEAN RECORDS, TOTAL
DEPENDENCE

NO model-related recall actions are known for either car, and both were developed AFTER the early Huayra generation's battery action (CB#216 world): no comparable documented measures exist at present, and technical changes run inside the direct works care. Ownership: practically completely FACTORY DEPENDENT: authorised Pagani partners, works support, software updates, larger work in San Cesario sul Panaro, and many components were manufactured for FIVE cars only. Costs: no official lists, no reliable figures, and per the dossier none are recorded. What decides value: chassis number, build sheet, works certificate, original configuration, event history, owner history, Pagani documentation. Provenance, works service and originality stand CRITICAL, the structure HIGH, and mileage stands below all of it. No bands: ten and one ledgers decide.

5+1

Imola cars: five customers, one prototype for Horacio, and 16,000 test kilometres in the name

5

Codalunga cars, from seven million euros: the longtail of Grandi Complicazioni

1,100

Nm in both: one platform, two philosophies, the same calm V12 underneath

Sources: Pagani factory data and model records (Imola: reveal Feb 2020, 5 customer cars plus prototype, ca. 5.4M dollars, 16,000 km testing at Imola, 838 PS = 827 bhp, 1,100 Nm, dry 1,246 kg, seven-section diffuser, roof scoop, shark fin, fixed wing; Codalunga: June 2022, 5 cars from 7M euros, Grandi Complicazioni, two-year development from a 2018 client approach, 840 PS = 829 bhp, 1,100 Nm, 1,290 kg, ceramic-coated titanium exhaust ca. 4.4 kg, 1960s longtail homage); shared platform per dossier (carbo-titanium, M158, Xtrac, Brembo CCM, no new platform); no model recalls known, both post-CB#216 developments; technical protocol per the Huayra family files. COLLECTOR PROFILE: no PPI, no checklist, no bands: provenance decides.