

COLLECTOR REFERENCE FILE 111 · PAGANI · THE ZONDA PLATFORM

ZONDA FAMILY

C12 · S · F · CINQUE · ONE PLATFORM, ONE DECADE OF REFINEMENT

PURPOSE & THE PLATFORM

WHAT THIS FILE IS

A COLLECTOR REFERENCE FILE, no classical PPI, per the dossier and the register plan: the Zonda marks the beginning of Pagani Automobili, and the Fazit is the method: the family is less a model series than ONE PLATFORM refined continuously for more than a decade. Around 140 cars in total were built per model records as of 2019, development mules included: a number worth stating, because it makes every variant a handful. The specials stand apart: the Tricolore is File 110, and the 760 series, Revolucion and the one-off world get the separate ZONDA SPECIAL FAMILY collector file per the agreed structure. Fields: C12_S_F_CINQUE, CHASSIS_NUMBER, ENGINE_TYPE, TRANSMISSION_TYPE, BUILD_SHEET, FACTORY_UPDATES, MATCHING_NUMBERS, OWNER_HISTORY, RESTORATION_HISTORY, PROVENANCE_SCORE.

THE DEVELOPMENT LINE

C12 · THE BEGINNING

The first series Pagani, 1999: the Mercedes-Benz M120 V12 with 6.0 litres, around 400 PS (394 bhp) in the standard state, with a stronger AMG stage in period records. A register unit note: the circulating 394 is the bhp value. Five cars were built with the 6.0 engine per model records: the rarest layer of the whole family, and the founding document of the marque.

S & S 7.3 · THE FOUNDATION
IS POURED

The C12 S brought the first great revision: the 7.0-litre stage of the AMG V12 with 550 PS (542 bhp), improved chassis, new aerodynamics, reworked cooling. In 2002 the S 7.3 made the decisive step: the 7.3-litre unit of around 555 PS (547 bhp) that became the basis of practically every later Zonda. The register carries the 7.3 as the M297 per common records, noting that some sources keep the M120 family designation for the early 7.3: the hardware lineage is one family either way. The Roadster followed in 2003, with 40 open cars per records.

F · THE DYNAMIC PEAK

Named for Juan Manuel Fangio, 2005: the M297 at 602 PS (594 bhp), and up to 650 PS (641 bhp) in the Clubsport state, with new aerodynamics, improved chassis and an evolved carbon structure. 25 coupes, and 25 Roadster F at the 650 PS level per records. The dossier's judgement is adopted as the register's: many enthusiasts regard the F as the driving-dynamics peak of the classic Zonda development, and the market has long agreed.

CINQUE · THE BRIDGE TO
THE SPECIALS

Five coupes and five roadsters: the M297 at 678 PS (669 bhp), new bodywork, new aerodynamics, the sequential gearbox, titanium exhaust. The Cinque is the technical base of the Tricolore (File 110) and the doorway to the special world that the separate family file will carry: the last regular rung of the ladder, and already almost a special itself.

ENGINES, GEARBOXES & STRUCTURE

THE CALM MACHINERY

Both engine families, M120 and M297, count as exceptionally robust: NO documented systemic engine damage affects the Zonda line as a whole, and the AMG V12 is explicitly not a typical cost driver. Gearboxes by model: manual five- and six-speeds, later the automated CIMA and Xtrac sequentials, where regular calibration and clutch wear are NORMAL maintenance themes, not constructive weaknesses, per the dossier. The carbon monocoque was developed continuously across the years: monocoque, underbody, repair history, originality and works documentation are the structure chapter, HIGH in the collector matrix.

THE RECORD, WORKS LIFE & PROVENANCE

WORKS-MODERNISED, AND
OFFICIALLY SO

NO publicly documented model-wide recall actions are known for the Zonda family: at these numbers, technical changes ran directly between Pagani and the owners, and the works record is the database. Service runs through Pagani Automobili, authorised partners and direct works care, and many cars return regularly to San Cesario sul Panaro for larger work. The ownership doctrine, per the dossier and the register's CC8S precedent: many Zondas were works-modernised or converted on customer request over the years, and at Pagani these conversions are often part of the OFFICIAL car history: documented, not judged, with FACTORY_UPDATES and RESTORATION_HISTORY as their own fields. Parts: engine through AMG, gearboxes through CIMA or Xtrac, body and carbon through the works, much of it fabricated or reworked exclusively there. Costs: carbon repairs, chassis revisions, sequential clutches, works service, one-off fabrication: no official tables, and none invented. What decides value: provenance, originality and works documentation, all three CRITICAL, with matching numbers and the carbon structure HIGH, and the V12 LOW: the calmest part of the oldest Pagani story. No bands: at this count, every chassis is its own market.

~140

Zonda built in total per records as of 2019, development mules included: every variant a handful

7.3

Litres that poured the foundation in 2002: the unit beneath everything from S 7.3 to the specials

25+25

F coupes and Roadster F: the driving-dynamics peak of the classic line, per enthusiasts and market alike

Sources: Pagani factory data and model records (ca. 140 cars total as of 2019 incl. mules; C12 1999, M120 6.0, ca. 400 PS = 394 bhp standard, 5 cars with the 6.0; C12 S 7.0, 550 PS = 542 bhp; S 7.3 2002, ca. 555 PS = 547 bhp, 7.3 carried as M297 per common records with designation note; Roadster 2003, 40 cars; F 2005, 602 PS = 594 bhp, Clubsport 650 PS = 641 bhp, 25 coupes and 25 Roadster F; Cinque 5+5, 678 PS = 669 bhp, sequential, titanium exhaust); no model-wide recalls known, works-direct changes per dossier; works-modernisation doctrine per dossier and register precedent. COLLECTOR REFERENCE FILE: no PPI, no checklist, no bands: provenance decides. Specials: File 110 and the Zonda Special Family file per register plan.