

MODEL FILE 125 · PAGANI · TRACK-ONLY · WORKS-RUN FILE

HUAYRA R EVO

V12-R EVO · 900 PS AT 8,750 RPM · 1,060 KG · OPEN ROOF · TRACK ONLY · 2024-

THE CAR IN BRIEF

THE MODEL

The evolution of the Huayra R (File 107), presented 2024: Pagani's track-only V12 car taken one step further in every direction. The V12-R EVO, the naturally aspirated 6.0 developed with HWA, now delivers 900 PS (888 bhp, 662 kW) at 8,750 rpm and 770 Nm from 5,800 to 8,200 rpm, revving to 9,200 rpm, through the 80 kg six-speed sequential dog-ring box and a three-disc sintered racing clutch. Dry weight around 1,060 kg. The body grew a LONGTAIL rear and a reworked floor and splitter: about 45 percent more downforce and 21 percent more aerodynamic efficiency than the R, with vertical load exceeding the car's weight at 320 km/h in the low setup. The signature change: two REMOVABLE polycarbonate roof panels, and open they add roughly another 5 percent of downforce. Top speed around 350 km/h. Fields: R_OR_R_EVO, CHASSIS_NUMBER, BUILD_SPECIFICATION, EVO_CONVERSION_DOCUMENTED.

THE HONEST FRAME

A completeness file, and the register says so in the file itself: like the R before it, the R Evo is not a PPI object in any classic sense. It is track-only, never homologated for the road, and it lives inside ARTE IN PISTA: the owner drives, and Pagani carries most of the technical organisation, from transport and trackside support to scheduled rebuilds. The register's race-car doctrine applies in full: the car's life is measured in HOURS, not kilometres, the works ledger outranks every impression, and track use is the car's purpose, priced as biography, never as damage. Per launch reporting, existing Huayra R cars can be brought to Evo specification through the works, so the specification STATE of any car is a documented fact, not a badge.

MACHINERY & THE HOUR LEDGER

ENGINE, GEARBOX & THE REBUILD LOGIC

The V12-R Evo is a racing engine and is serviced like one: works-scheduled inspections and rebuilds by hour count, with the ledger (engine hours, gearbox hours, clutch state, rebuild invoices) as the file's technical centre. NO failure series is documented, and per formulation discipline that is a statement about a tiny, young, works-run fleet, not a proof. The sequential box and racing clutch are consumable systems by design: their state is read from the works record, never from a paddock impression. Around them sit the track car's ordinary truths: slicks by heat cycles, brakes by state and hours, fluids by the works calendar, and the carbon structure judged by Pagani alone on any incident question, per the register's design-vs-defect and carbon disciplines from Files 105-108.

OWNERSHIP & THE REGISTER VERDICT

THE PROGRAMME IS THE
OWNERSHIP

An R Evo without a live Arte in Pista relationship is the only genuinely alarming R Evo: the programme carries storage options, transport, trackside engineering and the rebuild calendar, and the works knows every chassis by name. What decides value, per register standard for the marque: the specification state (born Evo or documented R conversion), the completeness of the works and hour ledger, event biography, originality against the build sheet, and provenance. Fields: ARTE_IN_PISTA_STATUS, ENGINE_HOURS, GEARBOX_HOURS, REBUILD_SCHEDULE_STATE, ALL_CAMPAIGNS_COMPLETED, ORIGINAL_SPECIFICATION, PROVENANCE_SCORE, COLLECTOR_GRADE. NO campaign is documented against the R Evo to September 2026, checked and stated per formulation discipline. Market bands: pending, per register standard, and on a works-run fleet this small every transaction is its own negotiation.

900

PS (888 bhp) at 8,750 rpm from the V12-R Evo, revving to 9,200: the loudest number in the register

~45

Percent more downforce than the Huayra R, +21 percent efficiency: vertical load beyond car weight at 320 km/h

0

Kilometre readings that matter: the R Evo's life is measured in hours, in the works ledger

Sources: Pagani works data (Huayra R Evo, presented 2024: V12-R Evo 6.0 naturally aspirated, 900 PS = 888 bhp = 662 kW at 8,750 rpm, 770 Nm at 5,800-8,200 rpm, 9,200 rpm limit; 6-speed sequential dog-ring box, 80 kg, three-disc sintered clutch; ca. 1,060 kg dry; longtail body, ca. +45 percent downforce and +21 percent aerodynamic efficiency vs the R, vertical load above car weight at 320 km/h low setup; two removable polycarbonate roof panels, ca. +5 percent downforce open; ca. 350 km/h). Evo conversion path for existing Huayra R cars per launch reporting, recorded as documentation state. Arte in Pista framing and hours-not-kilometres doctrine per File 107; carbon and design-vs-defect disciplines per Files 105-108. No documented R Evo campaign to Sep 2026. Built for register completeness per the publisher's instruction. Market bands pending.