

PAGANI ZONDA S & ROADSTER

106

C12 S 7.0, S 7.3 and the first Roadster - the cars that turned the Zonda from an experiment into a viable model line

2000

The C12 S arrives one year after Geneva - 7.0 AMG V12, six-speed manual, and the aggressive aero vocabulary the Zonda kept

~15

7.0 coupés generally believed built 2000-02 - untouched survivors almost certainly fewer, and nobody has audited the ledger

12 or 40

The Roadster count conflict - Pagani advertised a 40-car series; chassis research commonly identifies ~12 original S 7.3 Roadsters

€5-9M

The analytical bands across the family - in a market whose last public auction result dates from 2011

01 EXECUTIVE SUMMARY

The early Zonda family needs careful separation, because the terminology is muddled in advertisements, auction catalogues and even retrospective articles. The correct broad chronology: Zonda C12 S 7.0 (2000, 7,010 cc), Zonda S 7.3 (2002, 7,291 cc), Zonda Roadster (2003, 7,291 cc) - then the Zonda F and Roadster F of 2005-06, which belong to the next paper. 'Zonda S Roadster' therefore normally means the open 7.3-litre car, not a roadster version of the earlier 7.0. Together these three form the second stage of Pagani's history: the original 6.0 C12 established the concept; these cars made it faster, more resolved and commercially credible. The Zonda S was the point at which Pagani stopped looking like a courageous start-up and began looking like a serious supercar manufacturer.

The paper's discipline follows the C12's: the production ledger is untidy, the public market is nearly nonexistent, and every car is an individual. Visually the family stayed recognisably the same; underneath, the changes were meaningful - and two decades of factory upgrading mean that what a car is today can differ materially from what it was built as. The buying doctrine of Paper 105 applies unchanged: build record over published specification, factory recognition over advertisement, network over listings - and category before price.

Key Finding

No single uncontested production ledger exists, because Pagani has rebuilt, upgraded, converted and reused early chassis throughout their lives. Around 15 C12 S 7.0 coupés are generally believed built (2000-02). For the 7.3, one detailed account records 30 cars - 18 coupés and 12 Roadsters - while Pagani's official page describes the Roadster as a 40-car limited series: the paper treats 40 as the advertised ceiling and ~12 as the commonly identified count of original S 7.3 Roadsters, and refuses to state either as exact without factory build records. Three different questions - how many were built, how many remain original, how many chassis survive - produce three different answers on every variant.

The collector consequence is the category system this paper introduces for the whole Zonda library: Category A, original and preserved · B, period factory-upgraded · C, factory reimaged · D, accident-reconstructed. All four can be valuable; none are directly comparable - and an original 7.0 or untouched S 7.3 is now rarer than its nominal production number suggests, because the upgrade culture consumed the population from within.

02 THE C12 S 7.0 - PERFORMANCE ARRIVES

2000: a much larger AMG V12, a six-speed gearbox and the aggressive aero vocabulary the Zonda never gave up.

The C12 S appeared in 2000, one year after Geneva, retaining the original carbon structure and proportions while changing the car's substance: a 7,010 cc AMG-developed evolution of the M120 V12 at approximately 550 PS and 750 Nm, and - critically, against the new torque - a six-speed CIMA manual replacing the original five-speed arrangement. Visually the S established the vocabulary later Zondas carried: redesigned nose and splitter, additional cooling apertures, a developed diffuser, and the characteristic divided rear-wing arrangement in place of the C12's single full-width blade - beside it, the original car looks almost delicate. At roughly 1,250-1,280 kg dry, contemporary figures credited it with about 3.7 seconds to 100 km/h and 330-335 km/h flat out. The C12 S was not a bored-out C12: it brought the Zonda into the performance territory that defined the marque for a decade, in direct competition with Ferrari and Lamborghini.

03 THE S 7.3 AND THE FIRST ROADSTER

2002-03: maturity, titanium rods and standard traction control - then the open car that lost almost nothing.

The 7.3 of 2002 displaced 7,291 cc and produced 555 hp at 5,900 rpm and 750 Nm at 4,050 rpm per Pagani's current historical specification - titanium connecting rods included. The headline gain over the 7.0 was small; the package was the point: revised engine management, standard traction control - reportedly the first Zonda so equipped, welcome discipline for 750 Nm through the rear wheels - standard ABS, chassis development, improved cooling and continuing aerodynamic refinement. Both quote ~3.7 seconds and ~335 km/h; the 7.3's superiority lies in drivability, calibration, braking confidence and refinement. It is the final development of the original S concept before the comprehensively revised Zonda F - and the mechanical basis of most celebrated road Zondas that followed.

The Roadster of 2003 was not a coupé with the roof cut off. Pagani re-engineered the carbon structure to preserve torsional integrity, gaining only around 30 kg (~1,280 kg) and claiming no meaningful performance loss - the same 7.3 V12, six-speed manual, ~3.7 seconds, ~335-340 km/h. The removable hard roof with supplementary weather equipment was engineered as a proper system, not an emergency cover - and its completeness is, today, a five-figure question at minimum: missing roof components or storage equipment mean factory fabrication. Pagani's official page identifies the Roadster as a limited production model - the 40-car series of the count conflict discussed above.

ZONDA S FAMILY - SPECIFICATION	
C12 S 7.0 (2000-02)	7,010 cc AMG V12 - ~550 PS, ~750 Nm · six-speed CIMA manual, RWD · ~1,250-1,280 kg dry · ~3.7 s, ~330-335 km/h · ~15 built (generally believed)
S 7.3 (2002-05)	7,291 cc AMG V12, titanium rods - 555 hp @ 5,900, 750 Nm @ 4,050 · first Zonda with standard traction control and ABS · ~3.7 s, ~335 km/h · one account: 18 coupés
Roadster (2003-05)	Same 7.3 drivetrain - re-engineered open structure, +~30 kg (~1,280 kg), no claimed performance loss · removable hard roof system · advertised as 40 cars; ~12 originals commonly identified
Common architecture	Carbon-composite monocoque, double wishbones, steel brakes (pre-ceramic era), hydraulic steering - the analogue Zonda at its most usable

04 THE LEDGER PROBLEM - AND THE FOUR CATEGORIES

Rebuilt, upgraded, converted, reused - why original configuration is now the scarcest specification of all.

An early Zonda could later receive Zonda F bodywork, a larger-output engine, 760-series aerodynamics, a new interior, exposed-carbon panels, modern wheels and brakes - or a complete factory one-off identity. The categories that price the population: Category A, original and preserved - original engine specification, body configuration, interior and major mechanicals. Category B, period factory-upgraded - modified by Pagani during the car's active life. Category C, factory reimagined - substantially transformed through special-project or restoration operations. Category D, accident-reconstructed - rebuilt after significant damage, possibly in materially different configuration. All four can be valuable; they are not comparable, and the first question about any early Zonda is which letter it carries.

Were any destroyed? No reliable public casualty list exists - and Pagani's practice makes 'destroyed' unusually hard to define: a damaged chassis may disappear from the registry under its original specification and re-emerge as a factory one-off, the Zonda Riviera being the instructive example of an accident-damaged earlier car rebuilt into a much later bespoke specification. Several early cars have been photographed after serious accidents, but surviving reports rarely establish chassis identity, tub damage or present configuration. The honest formulation: attrition exists, permanent attrition is nearly impossible to calculate, and a car's absence from view proves nothing in either direction - one more reason the factory's records outrank every public source.

05 CUSTODY - AGE, NOT ENGINEERING

The AMG V12 is the easy part - inactivity, fuel age, the tub and the Roadster’s roof are the real file.

The naturally aspirated AMG V12 is not the weak point: robust architecture, modest specific output, no turbochargers, no hybrid, conventional management - though the 7.0 and 7.3 are Pagani-specific installations a Mercedes specialist cannot treat as an enlarged S-Class engine. Age is the adversary: cam and crank seals, coolant and oil hoses, fuel lines, injectors, coils, sensors, pumps, alternators, heat-exposed wiring - and the major enemy is inactivity, not mileage. The six-speed manual is conceptually simple but handles enormous torque: clutch wear measured, hydraulics, synchromesh, differential noise, mounts and the adjustment of the exposed linkage - ornamental to look at, functional to maladjust. Cooling demands radiator and heat-exchanger condition, fans, pipes and pressure testing rather than faith in the dashboard gauge; fuel systems on low-use cars need hoses replaced on age, not on visible leakage - preventive custodianship in a carbon-bodied V12 car. Steel brakes make road use less troublesome than later ceramic cars, but every Pagani-specific component is expensive; old tyres in period sizes are a standing hazard; and the low-volume electrics - immobiliser, senders, bespoke switchgear - are sourcing projects where diagnosis is the easy half.

The Roadster adds its own file: roof-panel alignment, seal compression, water ingress, latch operation and the completeness of every roof and storage component; the reinforced open structure inspected where the roof locates - poor lifting or old accidents show in door and roof alignment first; and exposure - sun-shrunk leather, faded Alcantara, tarnished aluminium, corroded hidden connections. The most damaging ownership mistakes are custodial, not mechanical: years of disuse, brief cold starts, ancient tyres, postponed fuel hoses, wrong lifting points, non-factory carbon refinishing, discarded original components, old batteries, undocumented modification. A Zonda is used correctly or preserved correctly - merely sitting is neither.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Routine annual	€15,000-30,000 - fluids, filters, diagnostics, battery, minor seals, brake inspection, transport and specialist labour
Age-related major	€40,000-100,000+ - complete hoses, fuel system, clutch, suspension overhaul, dampers, tyres, brakes, air-conditioning addressed together
Factory recommissioning	€150,000-500,000+ - structural investigation, paint or exposed-carbon refinishing, interior restoration, obsolete-part fabrication, correction of historic modifications
Accident damage	Potentially seven figures - the limiting cost is never the Mercedes engine but the recreation of Pagani-specific carbon, aluminium, glass and trim

(Planning allowances, not tariffs. Period documentation shows early owners returning cars directly to the factory for routine service - the Bonhams file of one early 7.3 records regular factory visits and invoices. Today: authorised network for service, the factory for heritage, structural and originality work, with Rinascimento as the certification standard. No evidence of a formally institutionalised early flying-technician programme - the relationship was factory-centred and personal.)

06 A MARKET OF TWO DATA POINTS

£320,500 in 2011, an original invoice from 2003 - and fifteen years of private silence since.

Original pricing: the 7.0 broadly occupied €350,000-400,000 before taxes and options; a surviving auction file for a 2003 S 7.3 records an original purchase price of €424,280 - period evidence of the rarest kind; the Roadster carried a premium, broadly €450,000-500,000. Marketing was pre-social-media: Geneva, the specialist press, personal introductions, regional agents and word of mouth - and there was no allocation game in the modern sense, because Pagani's problem was not rationing qualified buyers but finding customers willing to trust an unproven manufacturer with half a million euros. It was patronage, not allocation politics. The buyers were private collectors - European industrialists, Middle Eastern families, Asian collectors, experienced Ferrari and Lamborghini owners - and privacy was part of the transaction, which is precisely why the chassis histories resist public reconstruction today.

The public record since amounts to almost nothing - and its centrepiece has aged into a period document itself. At Bonhams' Goodwood sale in 2011, the one-owner, ~8,000 km, accident-free 'Elvis pink' S 7.3 Roadster - chassis ZA9C820C110F76041 - sold for £320,500: an early manual Zonda Roadster trading around its original nominal price, before the Pagani collector market existed in its modern form. Bonhams offered the factory-upgraded 2003 S/F coupé (chassis ...76046) the following year with its €424,280 invoice on file. Since then: private transactions, price-on-request listings, no robust auction index for original 7.0s, original 7.3s or unmodified first Roadsters. The 2011 result is not a comparable - it is a historical marker of how completely the market has been re-rated since.

ZONDA S FAMILY - WORKING VALUATION FRAMEWORK, MID-2026

C12 S 7.0	€5-7M - fewest built, first serious performance evolution, manual, untouched cars exceptionally scarce; less readily recognised than 7.3/F, which is the contrarian opportunity
S 7.3 Coupé	€5-7.5M - the definitive early engine and mature original design; value swings on originality, accident history, upgrades, colour, drive side, mileage, documentation
S 7.3 Roadster	€6-9M - visual drama, perceived rarity (~12 originals against the 40-car series), open access to the V12; the family's commercial summit
Above and below	Exceptional originality, early chassis and complete factory files push above band - S/F ambiguity, non-factory repair and missing roof systems discount severely and partly unquantifiably

(Analytical estimates - the public sales record is far too thin for precision, and later 760-series or one-off results are not comparables for an early S. Category A-D classification precedes any price discussion: an original car and a factory-reimagined car sharing a nominal model name are different assets. Liquidity is the structural limit - the worldwide buyer pool for a €7M early Zonda is a handful of people.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	Robust AMG V12 and simple manual driveline - age, inactivity and hand-built small-series systems set the agenda, not design
Maintenance costs	□□□□□	Factory-centric: €15-30K routine, €40-100K+ age-related majors, recommissioning to €500K - the engine is never the limiting line item
Parts availability	□□□□□	Pagani-specific everything beyond the engine core - body, trim, roof systems and switchgear are fabrication projects
Investment potential	□□□□□	Strong long-term fundamentals on the Countach-reassessment logic - originality-led, illiquid, and category-dependent to a degree unique even in this library

MARQUE BUYING SCORE - ZONDA S FAMILY

Category	Original preserved car (Category A)	Factory-upgraded car (Cat. B/C)	Ambiguous or undocumented car
Reliability	6.5 / 10	7 / 10	3 / 10
Driving experience	9 / 10	9.5 / 10	8 / 10
Ownership cost	2.5 / 10	2.5 / 10	1 / 10
Parts availability	2 / 10	2.5 / 10	1 / 10
Long-term collectability	9.5 / 10	8 / 10	4 / 10
Investment potential	9 / 10	7.5 / 10	2.5 / 10

Scored on the fixed series rubric. The middle column is honest: a factory-upgraded car can be faster, more dramatic and easier to support - Pagani upgrading is part of the culture, not aftermarket vandalism - but the long-term premium is migrating to Category A originality. The third column prices the family's defining trap: the car whose identity the record cannot cleanly explain.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources, factory historical material and documented auction files: chronology and terminology (C12 S 7.0 2000, 7,010 cc, ~550 PS, six-speed CIMA; S 7.3 2002, 7,291 cc, 555 hp/750 Nm, titanium rods, first standard traction control and ABS; Roadster 2003, +-30 kg, removable roof system, advertised 40-car series); production (7.0 ~15 generally believed; one detailed account 18 coupés + 12 Roadsters for the 7.3; conflicts unresolved without factory records); the Category A-D system for configuration states; Zonda Riviera as rebuild example; period pricing (€350-400K 7.0 region; €424,280 documented 2003 invoice; €450-500K Roadster region); Bonhams Goodwood 2011 - chassis ZA9C820C110F76041, one owner, ~8,000 km, £320,500; Bonhams 2012 offering of S/F chassis ...76046. Working bands are analytical estimates; assumptions are stated as assumptions. Nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

Category first, terminology second, network always - and the best car is the one with the clearest past.

The protocol inherits Paper 105's doctrine and adds the family's specifics. Establish the terminology before anything: is this a 7.0, an original 7.3, a 7.3 later carrying F elements, or a Roadster - and does the seller's language match the chassis record? Classify the category - A, B, C or D - because the category is the asset class, and only then discuss price. Verify against Pagani: build sheet, original specification, upgrade history with dates and attribution, accident record. Inspect as Paper 105 prescribes - factory-led, tub first, NDT on doubt - with the Roadster's roof system, locating points and exposure damage as additional workstreams, and the five completeness lists (provenance, originality, structure, mechanicals, accessories) worked in full. On the central collector question - original or factory-upgraded - this paper's assessment is unambiguous: for an unusually original early car, preservation is now the better decision. There are many later, more dramatic Zondas; there are very few cars that still show what a customer received in 2001 or 2003. The driving hierarchy is its own guide: the 7.0 the rawest, the 7.3 the most mature, the Roadster the most theatrical - and the wisest purchase is none of them by specification: it is the example with the clearest history, the strongest factory documentation and the least ambiguous structural past.

WALK AWAY - THE NON-NEGOTIABLES

Terminology that does not survive the chassis record · category unestablished or contested · S/F ambiguity sold as originality · non-factory structural repair · missing roof or storage components on a Roadster · accident history the file cannot reconstruct · original components discarded after upgrades · prices argued from F, Cinque or one-off results · and the family's defining trap: a car whose advertised identity - 7.0, 7.3, original, upgraded - shifts depending on who is asked. On a population this small, ambiguity is not a discount opportunity; it is the exit.

WHO SHOULD BUY THIS CAR

The historically minded collector: the contrarian original 7.0 - the first serious Zonda evolution, obscure today, positioned exactly where early Countachs stood before their reassessment.

The preservation collector: an untouched S 7.3 coupé - the definitive early engine in the mature original design, bought for the clarity of its file.

The theatre collector: an original S 7.3 Roadster with its complete roof system and documentation - the family's commercial summit and its most memorable experience.

The regular driver: the S 7.3 coupé again - mature engine, fixed roof, six-speed manual, pre-ceramic brakes: the most usable analogue Zonda of all.

Not: the buyer who needs the ledger to be tidy, the upgrade enthusiast who will erase a Category A car, or anyone pricing this family from the one-offs that grew out of it.

BOTTOM LINE

The S family is more important than its position between C12 and F suggests: the 7.0 gave the Zonda world-class performance, the 7.3 matured the formula into the mechanical basis of every celebrated road Zonda, and the Roadster proved the carbon philosophy survived decapitation at a cost of thirty kilograms. The record is untidy by the factory's own practice, the market is private to the point of silence, and the value has migrated to the one specification nobody advertised in period: original. Category before price, build record before terminology, factory before everything - and the clearest past wins.

ONE-SENTENCE VERDICT

The Zonda S family is where Pagani became a manufacturer - three variants whose untidy ledger and upgrade culture have made original, documented cars the scarcest Zondas of all, trading in a network market whose last public price is a fifteen-year-old £320,500 footnote the modern market has multiplied twentyfold.

SOURCES

Company historical material and public record: chronology C12 S 7.0 (2000-02, 7,010 cc AMG V12, ~550 PS/~750 Nm, six-speed CIMA manual, ~1,250-1,280 kg, ~3.7 s, ~330-335 km/h; divided rear wing and revised aero); S 7.3 (2002, 7,291 cc, 555 hp @ 5,900/750 Nm @ 4,050 per Pagani historical specification, titanium rods, first standard traction control, standard ABS); Zonda Roadster (2003, same 7.3 drivetrain, ~+30 kg to ~1,280 kg, removable hard roof system; Pagani official page: limited 40-car series). Production: ~15 × 7.0 generally believed (2000-02); one detailed account 30 × S 7.3 (18 coupés, 12 Roadsters) against the advertised 40 - treated as advertised ceiling versus commonly identified originals; untidiness driven by factory rebuilds, upgrades, conversions and chassis reuse (Zonda Riviera as documented rebuild example); Category A-D classification is the paper's own. Pricing: period regions €350-400K (7.0), documented €424,280 original invoice (2003 S 7.3, Bonhams file), €450-500K region (Roadster). Auction record: Bonhams Goodwood Festival of Speed 2011 - 2004 Zonda C12 7.3 Roadster, chassis ZA9C820C110F76041, one owner, ~8,000 km, accident-free, sold £320,500; Bonhams 2012 - 2003/2010 C12 S/F coupé, chassis ...76046, factory-upgraded, original invoice on file. Custody framework extrapolated from documented Pagani service practice and Papers 103-105. Working bands (€5-7M / €5-7.5M / €6-9M) are analytical estimates. Companion documents: Collector Reference No. 111; Papers 103-105 for context; Paper 107 for the Zonda F. Values are indicative frameworks, not valuations; nothing here is investment advice.