

PAGANI ZONDA F & ROADSTER F

107

The Fangio tribute that completed the original concept - and established Pagani as a blue-chip marque

2005

Geneva: the Zonda F - F for Fangio; the Roadster F followed in 2006, both on 25-car production ceilings

650

Clubsport horsepower - a specification on special request, not a numbered edition; standard on every Roadster F

<5

Actionable original cars worldwide at any moment - an inference from the population, not an inventory

€8-13M

The analytical bands - beneath a family ceiling proven at \$10-11M by the Riviera and 760 LM results

01 EXECUTIVE SUMMARY

The Zonda F is not a different car from the C12 S 7.3 - same carbon-composite central monocoque, same tubular substructures, same naturally aspirated 7.3-litre AMG V12, same six-speed CIMA manual, same double wishbones - but calling it a facelift would understate the work. Pagani re-engineered the aerodynamics, powertrain installation, transmission internals, brakes, suspension calibration, cooling and cabin: the most thoroughly developed road Zonda to that point, and the moment the company moved from intriguing independent to permanent member of the supercar establishment. F stands for Juan Manuel Fangio - Pagani characterises the car as a tribute to his emphasis on lightness, safety, performance and invention, closing the circle Paper 103 opened.

For today's buyer the F-market's central question is no longer mileage or even horsepower - it is identity. What specification did the car carry when new; is the Clubsport designation authentic; has the chassis been damaged, factory-repaired, or converted through the 760 and Unico programmes; are the original parts retained; does the factory recognise the present configuration? Twenty-five coupés and twenty-five roadsters were built, but materially fewer survive as substantially original cars - and the paper's doctrine follows Papers 105 and 106 unchanged: build file over badge, category before price, network over listings.

Key Finding

The Clubsport is the market's characteristic identity trap. It was never a separate numbered series - it was the 650 hp/780 Nm engine specification available on special request (against 602 hp/760 Nm standard), with associated brake, cooling and setup changes. Four different cars now wear the name: the original factory-ordered Clubsport, the standard F later upgraded by Pagani, the car merely described as a Clubsport by a dealer, and the F-based chassis since converted toward 760/Unico specification. The factory build file separates them; the badge does not.

The market evidence is equally particular. No transparent public auction record exists for an untouched F - the nearest result is the Zonda Riviera, born a 2006 Zonda F and completely transformed through the Unico programme, sold for US\$10.13 million at RM Sotheby's Abu Dhabi in December 2025. That result prices a one-off identity built on an F chassis, not an original F - but together with the 760 LM Roadster's \$11.09 million it proves the family's eight-figure ceiling, beneath which the original cars now negotiate.

02 COMPLETING THE ORIGINAL CONCEPT

Hydroformed intakes, Inconel and titanium, visible carbon - every system reconsidered without abandoning one principle.

The engine remained the 7,291 cc naturally aspirated AMG V12, and Pagani's revisions went into breathing rather than boost: hydroformed aluminium intake manifolds, revised airbox geometry, hydroformed steel and Inconel exhaust manifolds with lightweight titanium components, revised management and stronger cooling - 602 hp at 6,150 rpm and 760 Nm at 4,000 rpm standard, 650 hp at 6,200 rpm and 780 Nm in Clubsport specification. No turbochargers, no hybrid, no direct injection, no cylinder deactivation: highly stressed by luxury-car standards, conservative by hypercar ones - and that mechanical simplicity is one of the F's strongest long-term ownership attributes. The six-speed CIMA manual gained reinforced internals and revised differential hardware against the torque; the exposed linkage remained the cabin's mechanical jewellery. The structure kept the carbon central tub with chrome-molybdenum spaceframes front and rear, continuously refined in lay-up, stiffness and crash behaviour - and the F became the first Pagani offered, on request, in fully visible natural-finish carbon: the option that created one of the marque's defining signatures.

The aerodynamic revision was comprehensive - longer, more pointed nose, revised lights, larger splitter, new cooling exits, revised side intakes, developed diffuser, reshaped wing - delivering not merely speed but high-speed stability and cornering confidence the S never had. Brakes were 380/355 mm steel Brembos with six/four-piston calipers, or optional 380 mm carbon-ceramics: today a real custody decision, since steel works better cold and costs less to maintain while ceramics suit hard use and Clubsport-type cars - and replacement is a five- to six-figure event. The Roadster F of 2006 reinforced the rear bulkhead, screen frame and roof attachments with composite and machined-alloy solutions rather than heavy sills, adding a claimed negligible weight - and carried the full 650 hp Clubsport-level drivetrain as standard, with carbon-ceramics in its listed specification: 0-100 in 3.6 seconds, 0-200 in 9.8, beyond 345 km/h, up to 1.4 g.

ZONDA F FAMILY - SPECIFICATION	
Zonda F Coupé (2005)	7,291 cc NA AMG V12 - 602 hp @ 6,150, 760 Nm @ 4,000 · six-speed CIMA manual, twin-plate clutch, mechanical LSD · 25-car ceiling incl. Clubsports
F Clubsport (option)	650 hp @ 6,200, 780 Nm - engine specification on special request, with intake/exhaust, cooling, carbon-ceramic and setup changes; not a separate series
Roadster F (2006)	650 hp/780 Nm standard, carbon-ceramics listed - reinforced open structure at negligible claimed weight gain · 25 cars · 0-100 3.6 s, 0-200 9.8 s, >345 km/h, 1.4 g
Common architecture	Carbon tub with CrMo spaceframes · double wishbones, pull-rod springs, adjustable Öhlins dampers, Al/Mg arms (per official specification) · first visible-carbon body option · centre-lock forged wheels

03 THE LEDGER AND THE CONVERSIONS

Twenty-five plus twenty-five were built - materially fewer remain recognisable as original Fs.

The accepted ceilings are clean: 25 coupés including original Clubsports, 25 Roadster Fs. What happened afterwards is not. F chassis have been rebuilt after accidents, updated to 760 specification, transformed through the Unico programme, given Cinque-style aerodynamic components, re-bodied, and renamed as unique commissions - the Riviera, born a 2006 Zonda F, is the canonical example of a complete Unico transformation with new bodywork, aerodynamics and interior. The Category A-D system of Paper 106 applies in full, and the working interpretation is honest: 25 + 25 original production, unmodified survivors unknown but materially fewer, several factory-converted chassis publicly documented, permanently destroyed chassis without any reliable public total. With Pagani, 'destroyed' is a difficult word - the factory can assess a tub, replace frames, recreate panels and return a chassis under its original or a new identity. The buyer's question is never whether the car exists; it is what happened to it before it reappeared - and a reconstructed car, however perfectly executed and factory-certified, is not valued as an untouched one with continuous original structure.

04 CUSTODY - THE ANALOGUE FLAGSHIP AGES

The V12 is the easy part - fuel age, carbon history, centre-locks and the Roadster's roof system are the file.

The AMG V12's architecture is strong and its specific output modest; the age-related agenda is the familiar one - seals, coils, injectors, throttle components, sensors, pumps, hoses, fuel lines, heat-exposed wiring - and the Pagani-specific intake, exhaust, calibration and installation mean no ordinary Mercedes workshop is appropriate. The CIMA gearbox is robust but carries 760-780 Nm: clutch wear measured (twin-plate, low-speed slipping shortens it materially), first/second synchros, linkage adjustment, differential noise, mounts, fluids - with cost driven by disassembly, transport and while-you-are-there logic rather than the clutch itself. Cooling is evaluated under real load, never at idle; fuel systems are renewed on age and material condition, because a minor leak in a carbon-bodied car is not minor. The tub inspection follows Paper 106's protocol - factory records, pick-up point measurement, NDT, laminate comparison - with the F-specific warning signs: mismatched carbon weave on a visible-carbon car, repairs hidden under film, unexplained factory replacement invoices. A Pagani-repaired chassis can be sound; undocumented repair is the problem, not repair itself.

Ceramic-equipped cars need measured disc mass, edge and heat-crack inspection and Pagani-correct replacement history - a smooth disc is not automatically a healthy one. The forged centre-lock wheels demand correct tightening procedure and unbent, uncracked, unfinished condition - improper centre-lock servicing is a genuine safety issue. Suspension work spans damper rebuilds, bushes, spherical joints, bearings and full geometry calibration. The Roadster adds its file: roof-panel fit, latches, seals, storage equipment and the supplementary weather cover all present and original - missing components mean factory fabrication; water-ingress evidence in floor cavities, connectors and carpets; the structurally significant windscreen frame; and exposure damage to leather, Alcantara, machined aluminium and switchgear. The electrics are bespoke and low-volume - immobiliser, senders, window mechanisms - and a weak battery mimics several unrelated faults at once: stable voltage is maintenance, jump-starting is damage. The ownership mistakes that matter are the custodial ones, unchanged from Paper 106 - and a zero-mile garage object is not a preserved car.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Routine annual	€15,000-30,000 - fluids, filters, diagnostics, safety checks, battery, brake and tyre inspection, logistics
Age-related major	€40,000-100,000+ - hoses, fuel system, clutch, suspension overhaul, dampers, tyres, brakes, air-conditioning
Carbon-ceramic event	Significant five figures to low six figures depending on components - steel-brake cars materially cheaper to run
Recommissioning & structure	€150,000-500,000+ factory recommissioning - accident or structural repair potentially seven figures: bespoke carbon, glass, aluminium and historic correctness, never the engine

(Planning allowances, not tariffs. Original warranty terms and any recall record are not reliably documented - stated as absence, not filled with assumption. Support in period was factory-centred and personal; today routine work runs through the authorised network while structure, specification, restoration and authentication belong to the factory - Rinascimento for conservation, Unico for transformation, and the owner of an F must decide which philosophy the car deserves.).

05 AN EIGHT-FIGURE MARKET WITHOUT COMPARABLES

From €540,000 in 2007 to a \$10.13M conversion in 2025 - and fewer than five actionable cars at any moment.

Original pricing sat around €500,000-550,000 for the coupé - a documented Blu Montecarlo example reportedly first sold at approximately €540,000 in 2007 - and €600,000-700,000 for the Roadster F, before bespoke work and taxes; the invoice matters more than any list price because virtually every car differed. Allocation was transitional: more selective than the early cars, still personal rather than institutional - established collectors, known to the factory or an agent, engaging directly with the atelier. The buyers were the same private constituency as Paper 106's, and the same privacy now obscures the histories. Today's supply is structurally thin: publicly advertised cars are rare, most transactions run through Pagani dealers, brokers and collector-to-collector channels, and broker advertisements without chassis, specification or price are claims of access, not physical supply. The realistic market at any moment: perhaps no openly listed original F, one or two privately available cars, several claimed off-market examples - fewer than five actionable cars worldwide, and often considerably fewer. That is an inference from the population and the visible pattern, and the paper labels it as such.

ZONDA F - WORKING VALUATION FRAMEWORK, MID-2026	
Standard F Coupé	€8-10M - more for original visible carbon, exceptional colour, documented low mileage with proper servicing, perfect provenance, no accident history
Original F Clubsport	€9-12M - the premium rests entirely on factory-original, fully documented Clubsport status; upgraded and described cars price lower
Roadster F	€10-13M - 25 cars, 650 hp, open V12 theatre: the family's commercial summit among original cars
Converted F chassis	€10-15M+ entirely identity-dependent - a famous Unico or 760 conversion may outrank an original F commercially; a less coherent conversion may not reach its floor

(Analytical ranges describing negotiation territory, not guaranteed prices - transparent public transactions for untouched Fs are almost nonexistent. The Riviera result (US\$10.13M, RM Sotheby's Abu Dhabi, December 2025) prices a one-off identity on an F chassis; the 760 LM Roadster (\$11.09M, Dubai 2024) prices the family summit - neither is a comparable for an original F, and a dealer's €10M+ expectation for a documented Blu Montecarlo car remains, by its own admission, unproven by any public F transaction.)

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	Conservative NA V12 and robust manual driveline - the strongest mechanical package of any early Pagani; age and inactivity set the agenda
Maintenance costs	□□□□□	€15-30K routine, €40-100K+ majors, ceramics a six-figure event - factory-centric, invoice-driven, engine rarely the line item
Parts availability	□□□□□	Pagani-specific everything - visible carbon, glass, trim and roof systems are fabrication projects; the factory is the supply chain
Investment potential	□□□□□	Eight-figure territory with a proven family ceiling - originality-led, identity-sensitive, and thinner in transactions than any comparable blue-chip

MARQUE BUYING SCORE - PAGANI ZONDA F			
Category	Original documented (incl. factory Clubsport)	Factory-converted chassis (Unico/760)	Ambiguous or undocumented car
Reliability	7 / 10	7 / 10	3 / 10
Driving experience	10 / 10	9.5 / 10	8.5 / 10
Ownership cost	2.5 / 10	2 / 10	1 / 10
Parts availability	2 / 10	2.5 / 10	1 / 10
Long-term collectability	10 / 10	8.5 / 10	4 / 10
Investment potential	9.5 / 10	8 / 10	2.5 / 10

Scored on the fixed series rubric. The conversion column is genuinely strong - Unico and 760 identities carry their own market - but it is a different asset class, and an original car should never be priced from it. The third column is the F-specific trap: the badge-described Clubsport, the undocumented repair, the identity the factory does not recognise.

METHODOLOGY AND A NOTE ON VALUES

Built from public sources and factory specification material: chronology (F Coupé Geneva 2005, 602 hp @ 6,150/760 Nm; Clubsport 650 hp @ 6,200/780 Nm on special request; Roadster F Geneva 2006, 650 hp standard, carbon-ceramics listed, 0-100 3.6 s, 0-200 9.8 s, >345 km/h, 1.4 g); production ceilings 25 + 25 with Clubsports inside the coupé count; technology (hydroformed intakes, Inconel/titanium exhausts, reinforced CIMA six-speed, CrMo spaceframes, first visible-carbon option, 380/355 steel or 380 mm ceramic brakes, pull-rod/Öhlins suspension per official specification); conversions (Riviera ex-2006 F via Unico); market evidence (Riviera US\$10.13M, RM Sotheby's Abu Dhabi, 5 December 2025 - reportedly acquired around \$5.8-6M six years earlier and left undriven; 760 LM Roadster \$11.09M, Dubai 2024; documented ~€540,000 first sale of a Blu Montecarlo F in 2007 with current dealer expectations above €10M unproven by public transactions). Working bands are analytical estimates; the <5 actionable cars figure is an inference, labelled as such. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Identity before condition, file before badge - and the untouched standard coupé may be the sleeper of the family.

The protocol is Paper 105's, tuned to the F's traps. Establish identity first: chassis number, original engine specification, original Clubsport status from the build file - never from the badge or the advertisement - original colour, interior, brakes and body configuration, and the complete conversion history if any. Establish structure second: accident record, monocoque repairs, replaced frames, pick-up measurements, factory body replacements, NDT on doubt. Mechanical condition third: leak-down where justified, oil analysis, cooling under load, fuel-system age, measured clutch, gearbox through every gear, dampers, brakes per specification, air-conditioning. Completeness throughout: books, service files, tools, keys, luggage, cover, roof components on a Roadster, removed original parts, factory correspondence - a continuous factory file has a seven-figure effect. On the collector question the paper takes a position: the strongest custodial purchase is a fully original, factory-documented F - ideally an authentic Clubsport without structural history; the most commercially desirable is the Roadster F; and the most historically significant may ultimately be the untouched standard coupé, precisely because so many owners transformed theirs into something more extreme. The driving experience needs no hedging: immediate response, enormous torque, tactile steering, the exposed linkage, exceptional sound - old enough to be analogue, modern enough to be devastating.

WALK AWAY - THE NON-NEGOTIABLES

Clubsport status the build file cannot confirm · identity or configuration the factory does not recognise · undocumented structural repair or replaced frames without records · conversion history the seller minimises · missing roof components on a Roadster F · discarded originals after upgrades · asking prices argued from the Riviera or 760 LM results · broker 'access' without chassis, specification or deliverability · and the family trap in one sentence: paying Clubsport money for a Clubsport badge. The file is the specification; everything else is paint.

WHO SHOULD BUY THIS CAR

The completion collector: the F is the original Zonda concept finished - the mature design, the definitive drivetrain, the Fangio dedication honoured; an original coupé anchors any serious Pagani collection.

The specification purist: the authentic factory Clubsport - 650 hp, documented from birth, the strongest conventional Zonda specification ever offered.

The theatre collector: the Roadster F - 25 cars, the full Clubsport drivetrain and the open V12: the family's commercial summit and its loudest argument.

Not: the buyer who cannot distinguish a badge from a build file, the converter who would erase a Category A car, or anyone pricing original Fs from one-off auction headlines.

BOTTOM LINE

The Zonda F completed the original concept: 25 coupés and 25 roadsters carrying the definitive naturally aspirated, manual-gearbox Zonda specification - and two decades of factory conversion culture have made untouched examples the scarce commodity. The market is eight-figure territory with a proven family ceiling and almost no transparent transactions: identity decides everything, the build file outranks the badge, and fewer than five cars worldwide are realistically actionable at any moment. Buy the file, preserve the configuration, keep the factory close - and remember that the standard coupé nobody transformed may be the most historically significant of them all.

ONE-SENTENCE VERDICT

The Zonda F is Pagani's graduation certificate - the Fangio tribute that made the marque blue-chip, whose fifty chassis now trade on identity rather than specification, in a market where the badge says Clubsport but only the build file can.

SOURCES

Company specification material and public record: Zonda F Coupé unveiled Geneva 2005 (7,291 cc NA AMG V12, 602 hp @ 6,150/760 Nm @ 4,000 standard; hydroformed aluminium intakes, revised airbox, hydroformed steel/Inconel manifolds, titanium exhaust components; reinforced six-speed CIMA manual, twin-plate clutch, mechanical LSD; carbon tub with CrMo spaceframes; first visible-carbon body option; 380/355 mm steel Brembos or optional 380 mm carbon-ceramics; double wishbones, pull-rod springs, adjustable Öhlins dampers, Al/Mg arms per official specification); Clubsport as optional 650 hp @ 6,200/780 Nm engine specification on special request - not a separate numbered series; Roadster F Geneva 2006 (650 hp standard, carbon-ceramics listed, reinforced open structure at negligible claimed weight gain, 0-100 km/h 3.6 s, 0-200 km/h 9.8 s, >345 km/h, 1.4 g); F named for Juan Manuel Fangio (lightness, safety, performance, invention). Production: 25 coupés (Clubsports within), 25 Roadster Fs; unmodified survivors materially fewer - conversions documented including the Zonda Riviera (ex-2006 F, complete Unico transformation). Pricing: period ~€500-550K coupé (documented ~€540K Blu Montecarlo first sale, 2007), ~€600-700K Roadster F. Market: Riviera sold US\$10.13M, RM Sotheby's Abu Dhabi, 5 December 2025 (reported prior acquisition ~\$5.8-6M, undriven six years); 760 LM Roadster ~\$11.09M, RM Sotheby's Dubai, December 2024; no transparent public auction record for an untouched F; dealer expectations above €10M unestablished by public transactions; <5 actionable cars is a labelled inference. Warranty terms and recall record: not reliably documented - stated as absence. Officina programmes: Rinascimento (conservation/restoration), Unico (transformation). Companion documents: Collector Reference No. 111; Papers 105-106 for the earlier family and the Category A-D system. Values are indicative frameworks, not valuations; nothing here is investment advice.