

PAGANI ZONDA CINQUE

108

The road-legal Zonda R - five coupés, five roadsters, and the first road car built around Carbo-Titanium

5+5

Five coupés (2008/09) and five roadsters (2009) - cinque is literal, and for once the production total is not controversial

678

PS from the 7.3 AMG V12 against ~1,210 kg dry - with the first automated sequential gearbox in a road Zonda

1st

The first road-legal car built around a Carbo-Titanium structure - the material philosophy every later Pagani inherited

€12-18M

The analytical bands - in a market with no completed public auction sale of a Cinque, ever

01 EXECUTIVE SUMMARY

The Cinque is where the Zonda ceased to be an evolving supercar and became a very small-series homologated special. Reportedly initiated by demand from Pagani's Hong Kong and Asia-facing sales operation for the closest possible road-legal equivalent of the track-only Zonda R, it combined Zonda F road-car foundations with R-derived development thinking: Pagani's first road-going Carbo-Titanium monocoque, a new six-speed automated sequential transmission, extensively revised aerodynamics, magnesium-and-titanium suspension hardware - and a production run whose name is literal: cinque, five, per body style. It is neither an F derivative nor a detuned R; it is a hybrid of both philosophies, and arguably the definitive production Zonda.

Two facts organise this paper. First, the technical one: the Cinque introduced Carbo-Titanium - titanium elements integrated into the carbon laminate for stiffness with ductility and crack resistance - the structural philosophy that became central to the Huayra generation. Pagani identifies the Cinque as the first road car with the technology, which gives ten cars an engineering significance far beyond their number. Second, the market one: no completed public auction sale of an original Cinque exists in the major databases - the cars change hands privately, and the most spectacular reported number, a late-2025 private sale of a founder-associated car at approximately US\$28 million, traces to lifestyle and social-media reporting rather than any verifiable transaction document. This paper treats it accordingly: possible, unverified, and no basis for valuing the other nine.

Key Finding

The Cinque's principal custody risk is not the engine - it is the gearbox. The six-speed CIMA sequential, automated by Automac Engineering and shifted by paddles, was the first of its kind in a road Zonda: a single-clutch automated manual, not a dual-clutch. Faster and more consistent than the F's manual under load, it is also more abrupt at low speed, dependent on hydraulic and electronic actuators, and demanding in clutch-wear management - driving technique and calibration history materially affect its condition, and factory involvement makes any intervention expensive. The F is the analogue Zonda; the Cinque is the mechanised one, and it is inspected accordingly.

Production and survival are unusually clean for an early Pagani: five plus five, explicitly documented, with no credible evidence that any of the ten has been permanently destroyed - all ten are believed to survive, though Pagani publishes no chassis-by-chassis register. The identity questions concern configuration, not existence: launch-livery assumptions (not all ten wore the white-and-carbon scheme), paint changes, panel replacements and factory refurbishment - documented, or disqualifying.

02 CARBO-TITANIUM - THE REAL HEADLINE

Titanium woven into the laminate - the material philosophy that outlived the car ten times over.

Carbo-Titanium is a Pagani-developed composite in which titanium elements are integrated into the carbon-fibre laminate itself - not carbon bodywork over a titanium frame. Carbon is stiff, light and brittle in certain failure modes; titanium is strong, fatigue-resistant, corrosion-resistant and ductile. Combined within the structural lay-up, the material delivers high stiffness at low weight with greater resistance to crack propagation and better energy behaviour around highly loaded areas. The Cinque introduced it to the road; the Huayra generation made it the company's structural signature. Historically this is the point the market sometimes misses: the Cinque was not a cosmetic edition with a body kit - it introduced the structural-material philosophy of every subsequent Pagani, and its ten chassis are the first documents of that lineage. It remains a Zonda - same proportions, tub concept, frames, double wishbones, AMG V12, rear drive - but the monocoque beneath is substantially revised, and it is not an F chassis wearing different panels.

03 SPECIFICATION - R THINKING, ROAD PAPERS

678 PS, ~1,210 kg, sequential shifts and titanium springs - between the F and the R by design.

The 7,291 cc naturally aspirated AMG V12 was tuned to 678 PS and 780 Nm, breathing through a lighter Inconel-and-titanium exhaust with ceramic thermal coating. The transmission is the era's marker: the six-speed CIMA gearbox automated by Automac, paddle-shifted, single-clutch - faster and more consistent than the manual under load, more abrupt in traffic, and kinder to itself when the driver lifts slightly on ordinary road shifts instead of treating it like a torque-converter automatic. Suspension hardware went to magnesium and titanium with Ergal components and titanium springs around Pagani-specification Öhlins dampers; brakes are Brembo carbon-ceramics, generally quoted at 380 mm with six-piston front and four-piston rear calipers; wheels are forged APP units, 19 front and 20 rear, on Pirelli P Zero in 255/35 and 335/30. At approximately 1,210 kg dry - exceptional for a 678 hp road car with air conditioning and a finished interior - the factory figures follow: 0-100 km/h in 3.4 seconds, 0-200 under 10, beyond 350 km/h, 100-0 in around 2.1 seconds, and lateral grip around 1.45 g.

ZONDA CINQUE - SPECIFICATION	
Engine	7,291 cc NA AMG V12 - 678 PS, 780 Nm · Inconel/titanium exhaust with ceramic coating · related to the F unit in a more aggressive state of tune
Transmission	Six-speed CIMA sequential automated by Automac Engineering, paddle shift - first in a road Zonda; single-clutch automated manual, not a dual-clutch
Structure	First road-going Carbo-Titanium monocoque - titanium integrated into the carbon laminate; CrMo frames front and rear
Suspension	Magnesium/titanium components, Ergal hardware, titanium springs, Pagani-spec Öhlins dampers - unsprung mass as doctrine
Brakes & wheels	Brembo carbon-ceramics ~380 mm, six/four-piston · forged APP wheels 19"/20" · Pirelli P Zero 255/35 / 335/30
Weight & performance	~1,210 kg dry · 0-100 3.4 s · 0-200 <10 s · >350 km/h · 100-0 ~2.1 s · ~1.45 g
Aerodynamics	R-derived: deeper splitter, dive planes, roof intake, widened rear, larger diffuser and adjustable wing, revised underbody - functional, track-oriented, vulnerable

Coupé and Roadster are mechanically near-identical, and the Roadster's Carbo-Titanium frame was redesigned for the open configuration rather than cut - the removable roof stows beneath the front bonnet, and the car is not regarded as a compromised derivative. The Coupé offers fixed-roof purity, simpler sealing and the closest visual connection to the Zonda R; the Roadster offers the open-air V12, greater theatre and the stronger commercial identity. Not all ten cars wore the white-and-exposed-carbon launch livery with the central stripe - customer cars vary in colour and finish, and the assumption that they do not is the market's most common Cinque error.

04 CUSTODY - THE MECHANISED ZONDA AGES

Clutch-wear arithmetic, magnesium discipline, vulnerable aero - and a storage regime that is part of the specification.

The engine remains the robust foundation - naturally aspirated, port-injected, no hybrid, modest specific output - with the familiar age agenda of seals, hoses, injectors, ignition, sensors, pumps and heat-exposed wiring, in a Pagani-specific installation no Mercedes workshop should touch unsupervised. The sequential system is the principal file: clutch wear calculated, hydraulic pressure, accumulator and pump condition, actuator calibration, gear-position sensors, shift speed, leaks and control-unit fault history - with driving technique as a documented variable, since crawling, throttle-holding on inclines and repeated launches consume the clutch. The Carbo-Titanium tub is inspected on factory history with NDT where appropriate - and because titanium is integrated into the laminate, repair methodology differs from conventional carbon work: the factory is consulted before any structural intervention, without exception. The aero package is the daily hazard: splitter, dive planes, skirts, diffuser, wing and roof scoop are low, bespoke, stone-exposed and critical to originality - a damaged splitter is a factory-mould, matched-weave, aerodynamically-aligned recreation, not a cosmetic repair.

Ceramics are assessed by remaining mass, edge and heat condition, and correct pad compatibility; magnesium components demand corrosion inspection, correct torque procedure and documented refinishing, because improper treatment creates corrosion that stays invisible until it matters; Öhlins dampers age by seal and fluid time, not distance. The Roadster adds the roof file - alignment, latches, seals, storage system, weather equipment, every original component present - plus ingress and UV exposure. Interiors mix leather, Alcantara, exposed and painted carbon, machined aluminium, magnesium and race harnesses: original harnesses may be retained for provenance with factory-approved replacements fitted for use, and over-aggressive cosmetic restoration is its own form of damage. Storage is part of the specification: 15-22°C, 40-55% humidity, maintained battery, no aged ethanol fuel, tyres by age, and exercise that means full operating temperature under load - not five stationary minutes in a garage. A zero-kilometre Cinque without that regime is a recommissioning case at collector prices.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Routine annual	€20,000-40,000 - fluids, diagnostics, transmission calibration check, clutch assessment, brake and tyre inspection, battery, transport
Age-related major	€50,000-150,000+ - clutch and gearbox hydraulics, cooling and fuel systems, damper rebuilds, ceramic brake work, air-conditioning
Factory recommissioning	€200,000-600,000+ - complete overhaul, structural examination, exposed-carbon refinishing, bespoke fabrication, long-storage recovery
The event risk	Accident repair potentially seven figures - the exposure is never the service invoice but the unique structural, aerodynamic or cosmetic component

(Planning allowances, not tariffs. No public Cinque service menu or storage manual exists - the storage guidance above is best-practice custodial doctrine, not quoted factory protocol. Warranty terms were private on a ten-car population and are long expired; support is atelier-centred, with gearbox calibration, structural work, carbon repair, authentication and restoration belonging to the factory. A general exotic workshop performs no unsupervised structural or calibration work on a Cinque.)

05 A MARKET WITH NO PUBLIC RECORD AT ALL

€1M when new, \$2.06M asked within months, \$28M whispered in 2025 - and not one completed public auction between.

Factory pricing sat around €1 million plus taxes for the Coupé and €1.3 million for the Roadster - and the speculative premium arrived immediately: Cinque No. 1 was advertised shortly after launch at approximately US\$2.06 million, a secondary asking price, not an invoice. Allocation was a private invitation - with five cars per body style, Pagani selected directly among established Zonda clients, major collectors and factory relationships; no points system, no published policy, and by this era demand exceeded supply many times over. Today a real Cinque is almost never openly available: broker pages advertising access can stay online for years without proving ownership, availability, price or deliverability - market signals, not inventory - and at any moment there may be no genuinely actionable car worldwide. The route runs, as everywhere in this library, through Pagani, existing owners and the few brokers who genuinely know them.

The public record is empty: no well-established completed auction sale of an original Cinque Coupé or Roadster appears in the major databases - an absence that is itself the market datum. The benchmarks sit around it: the Zonda Aether at US\$6.81 million (2019), the 760 LM Roadster at \$11.09 million (2024), the Riviera at \$10.13 million (2025) - none a Cinque comparable, all proving the family's eight-figure reality. And the late-2025 reports of a founder-associated Cinque changing hands privately at approximately US\$28 million trace to lifestyle and social-media coverage, with secondary reports inconsistent even on body style - plausible for exceptional provenance, unverified, and no basis for valuing the other nine. The paper's bands are built instead from known private asking levels, the verified benchmarks, the ten-car total and the model's technical significance.

ZONDA CINQUE - WORKING VALUATION FRAMEWORK, MID-2026	
Cinque Coupé	€12-16M - the technically purer object, closest to the R; more for launch-specification cars with perfect factory files and documented, exercised low mileage
Cinque Roadster	€14-18M - the commercial summit: open-air V12, redesigned open Carbo-Titanium structure, and the scarcest kind of Pagani roadster
Exceptional provenance	€20M+ territory for founder-associated or historically singular cars - a separate valuation category that ordinary comparables cannot price
The \$28M report	Unverified private transaction, inconsistently reported - cited as a signal of the ceiling's direction, never as a valuation basis

(Analytical estimates - no completed public Cinque sale exists to anchor them. The Aether, 760 LM and Riviera results are family benchmarks, not comparables. Liquidity is the structural constraint: the buyer pool above €15M is a handful of collectors, transaction costs are high, and provenance verification is the work of months, not days.)

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	Robust NA V12 - but the sequential system adds hydraulic and electronic dependencies the manual cars never had; condition follows calibration history and technique
Maintenance costs	□□□□□	€20-40K routine, majors to €150K, recommissioning to €600K - atelier-centred, with the gearbox as the recurring line item
Parts availability	□□□□□	Factory-only: Carbo-Titanium structure, bespoke aero, magnesium hardware and interior components are fabrication projects on a ten-car population
Investment potential	□□□□□	Canonical-model status with F50/Enzo/Carrera GT-class fundamentals - against near-zero liquidity and a market that has never priced one in public

MARQUE BUYING SCORE - PAGANI ZONDA CINQUE			
Category	Original documented Cinque (factory-known)	Factory-refreshed or refurbished car	Compromised or unverifiable car
Reliability	6.5 / 10	7 / 10	3 / 10
Driving experience	10 / 10	10 / 10	9 / 10
Ownership cost	2 / 10	2 / 10	1 / 10
Parts availability	1.5 / 10	2 / 10	1 / 10
Long-term collectability	10 / 10	9 / 10	4 / 10
Investment potential	9.5 / 10	8.5 / 10	2.5 / 10

Scored on the fixed series rubric. Factory refreshment - documented Rinascimento-standard work - preserves value on a car this significant; what the third column prices is the Cinque-specific trap: undocumented aero replacements, non-factory structural work, gearbox histories that cannot be reconstructed, and provenance that rests on reputation rather than paper.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material and public record: chronology (Coupé 2008, shown 2009; Roadster 2009; five each, explicitly documented); origin in Hong Kong/Asia dealer demand for a road-legal R equivalent; Carbo-Titanium as first road application (Pagani identification), expanded through the Huayra generation; specification (678 PS/780 Nm 7.3 NA V12, Inconel/titanium exhaust, CIMA six-speed sequential automated by Automac - first in a road Zonda, single-clutch; Mg/Ti/Ergal suspension with titanium springs and Pagani-spec Öhlins; ~380 mm Brembo ceramics; forged APP 19/20 wheels, P Zero 255/35 and 335/30; ~1,210 kg dry; 0-100 3.4 s, >350 km/h, ~1.45 g); pricing (~€1M Coupé, ~€1.3M Roadster plus taxes; No. 1 advertised ~US\$2.06M post-launch); market (no completed public auction sale; benchmarks Aether \$6.81M 2019, 760 LM \$11.09M 2024, Riviera \$10.13M 2025; ~\$28M founder-associated report late 2025 - unverified, inconsistently reported, treated as signal only). Bands are analytical estimates; survival ('all ten believed to survive') is a stated belief, not a published register. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Artwork-grade acquisition discipline - conserve, never reinvent, and let the factory hold the pen.

A Cinque purchase is treated like acquiring significant art or an aircraft. Identity through Pagani first: chassis number, exact original build specification, original colours - launch livery or not - body-style sequence, delivery market, engine and gearbox identity, and every later factory intervention. Provenance in documents: invoice, order correspondence, delivery papers, service invoices, import records, accident declarations, prior sales. Structure by the factory: Carbo-Titanium monocoque, roll structure, frames, pick-ups, underside, splitter and diffuser mountings, repair boundaries - with the material-specific rule that no one repairs Carbo-Titanium on conventional carbon assumptions. Drivetrain measured: engine health, oil and coolant analysis, clutch-wear calculation, actuator and hydraulic state, differential, cooling under load. Completeness to the last item: roof equipment on the Roadster, tools, books, keys, luggage, cover, battery equipment, removed originals - a missing minor component matters greatly when five comparable cars exist. And on originality the doctrine is categorical: only ten exist, the Cinque identity is historically distinct, and its aero package and Carbo-Titanium debut are the value - factory repairs and reversible reliability improvements are sensible; stylistic transformation toward later specifications would destroy exactly what the market is paying for. The Cinque is conserved, never reinvented.

WALK AWAY - THE NON-NEGOTIABLES

Chassis or specification Pagani cannot confirm · launch-livery claims the build record contradicts · non-factory structural or Carbo-Titanium work · gearbox faults explained as character · undocumented aero-component replacement · magnesium hardware with anonymous refinishing · missing roof system on a Roadster · prices argued from the unverified \$28M report or from 760/Riviera results · and the Cinque-specific trap: confusing a decade of stationary storage with preservation - the odometer is not the condition report.

WHO SHOULD BUY THIS CAR

The canon collector: the Cinque is one of the few modern Paganis certain to remain a canonical model - the F50/Enzo/Carrera GT shelf, with ten cars instead of hundreds.

The technology historian: the first Carbo-Titanium road car and the first sequential Zonda - the structural bridge between Zonda and Huayra, documented in metal.

The intensity driver: closer to a competition machine than any road Zonda before it - bought by someone who will exercise it properly and log every cycle.

Not: the analogue purist (the F is that car), the valuation optimist pricing from whispers, or anyone unwilling to run an artwork-grade acquisition process for a ten-car population.

BOTTOM LINE

Five coupés, five roadsters, one material revolution: the Cinque homologated the Zonda R's thinking, introduced Carbo-Titanium to the road and fitted the first sequential gearbox in a road Zonda - ten cars whose technical significance outruns their number. All ten are believed to survive; none has ever sold at public auction; the bands are €12-16M and €14-18M with exceptional provenance beyond, and the \$28M whisper is a direction, not a datum. Conserve the identity, master the gearbox file, keep the factory at the table - and treat low mileage as a question, never as an answer.

ONE-SENTENCE VERDICT

The Cinque is the definitive production Zonda - the road-legal R that gave Pagani its structural future in Carbo-Titanium, wrapped in ten cars whose market has never once priced itself in public, and whose custody rewards exactly one philosophy: conservation.

SOURCES

Factory material and public record: Zonda Cinque Coupé 2008 (publicly shown 2009), Cinque Roadster 2009 - five cars each, explicitly documented by Pagani; initiated reportedly on demand from the Hong Kong/Asia sales operation for a road-legal Zonda R equivalent. Carbo-Titanium: titanium integrated into the carbon laminate - stiffness with ductility, crack resistance and improved energy behaviour; Pagani identifies the Cinque as the first road-legal car with the technology, later expanded through the Huayra generation. Specification: 7,291 cc NA AMG V12, 678 CV/PS, 780 Nm; Inconel/titanium ceramic-coated exhaust; six-speed CIMA sequential automated by Automac Engineering, paddle-shifted, single-clutch - first in a road Zonda; magnesium/titanium/Ergal suspension, titanium springs, Pagani-spec Öhlins; Brembo carbon-ceramics ~380 mm six/four-piston; forged APP wheels 19/20 with Pirelli P Zero 255/35 ZR19 and 335/30 ZR20; ~1,210 kg dry (~2,668 lb contemporary reporting); 0-100 km/h ~3.4 s, 0-200 <10 s, >350 km/h, 100-0 ~2.1 s, ~1.45 g. Roadster: Carbo-Titanium frame redesigned for open configuration, roof stowed under front bonnet. Pricing: ~€1M Coupé / ~€1.3M Roadster plus taxes; Cinque No. 1 advertised ~US\$2.06M shortly after launch (secondary asking). Market: no completed public auction sale of an original Cinque in major databases; benchmarks - Zonda Aether US\$6.8125M (2019), 760 LM Roadster \$11.086M (RM Sotheby's Dubai 2024), Riviera \$10.13M (RM Sotheby's Abu Dhabi 2025); ~US\$28M founder-associated private sale reported late 2025 via lifestyle/social-media coverage - unverified, inconsistent on body style, treated as signal only. Survival: all ten believed extant; no published chassis register. Storage guidance is best-practice doctrine, not quoted factory protocol. Companion documents: Collector Reference No. 111; Papers 105-107 for the earlier family, Paper 110 for the Zonda R. Values are indicative frameworks, not valuations; nothing here is investment advice.