

PAGANI ZONDA R & REVOLUCIÓN

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*The track-only programme that turned the Zonda into a prototype racing car -
and the racing programme Pagani never officially had*

15/5

Fifteen Zonda Rs per Pagani's own figure (some registries count ten customer cars) - and five Revoluciones by accepted count

6:47

The documented 2010 Nordschleife lap, Marc Basseng driving - the benchmark that made Pagani's engineering credibility public

1,070 kg

Dry weight against 750-800 PS of competition-derived 6.0 V12 - with the engine as a stressed structural member

€4-10M

The analytical bands across R, upgraded R and Revolución - anchored by one transparent result: \$5.34M, Amelia Island 2023

01 EXECUTIVE SUMMARY

The Zonda R must not be read as a harder Zonda F the way the Cinque was an F-derived road special. It kept the silhouette and some conceptual ancestry - and almost nothing else. Built from a customer's request for an uncompromised track machine, it is a non-homologated prototype: longer wheelbase, its own Carbo-Titanium structure, a competition-derived 6.0-litre V12 as a stressed chassis member, an Xtrac sequential dog gearbox, racing electronics and unrestricted aerodynamics - designed for no rulebook, no racing class and no road registration. The defining sentence of this paper: a Zonda R is not a road car prepared for track days - it is a privately owned factory prototype that requires racing-car operating procedures. The Revolución of 2013 is that programme's final evolution: 800 PS, DRS, CCMR brakes, the same 1,070 kg.

The custody consequence is categorical and organises everything that follows: this car is managed by hours, not kilometres. Engine hours, high-rpm logs, over-rev events, clutch history, fuel-cell and fire-system dates, harness certification - the odometer is almost meaningless, and calendar lives run even when the car stands still. Ownership only makes sense approached as a motorsport programme: professional storage, race-car maintenance, controlled transport, layered insurance, technical staff and component-lifecycle discipline whether the car runs or not. The purchase price is merely the admission fee.

Key Finding

The production record needs the series' usual care: Pagani's own model page states 15 Zonda Rs, while some auction descriptions count ten customer cars built 2009-11 - the paper follows the manufacturer's figure while flagging the conflict. The Revolución's five cars are the widely accepted registry count, not a published factory ledger. And the identity question has three tiers that valuation must never blur: original R, factory-upgraded 'Revolución Specification' R (the 2023 Amelia Island car - originally R number 05, returned to Pagani in 2014 for the upgrade - sold at US\$5.34 million), and original Revolución. An upgraded R is not one of the five.

The record question follows the same discipline: the 6:47 Nordschleife lap (2010, Marc Basseng, bespoke Pirellis) is documented by Pagani; the 6:30 Revolución figure that circulates traces to a decal and owner-supplied information, not a factory timing release - reported, never established. On this programme, the difference between documented and asserted is the paper's entire method.

02 A PROTOTYPE WEARING A ZONDA BODY

Longer wheelbase, stressed engine, dog gearbox - how little of the road car actually remained.

The R's architecture is racing-prototype practice: a dedicated Carbo-Titanium central structure on a longer wheelbase, chrome-molybdenum frames front and rear, and the V12 bolted in as a stressed structural member - which makes every drivetrain removal a structural event with torque procedures to match. The engine is the 5,987 cc naturally aspirated AMG V12 widely linked to the CLK-GTR competition family: dry sump, mechanically actuated individual throttle bodies, ceramic-coated hydroformed Inconel manifolds, 710 Nm at 5,700 rpm and ~750 PS in standard form (~780 PS in later upgraded cars) - higher-revving, sharper, louder and more rigidly mounted than any 7.3 road unit. The gearbox is an Xtrac 672 six-speed sequential dog box in a magnesium casing with Automac actuation: no road-car synchromesh, a racing clutch, aggressive engagement, and components inspected by running hours, never left untouched. Suspension is double-wishbone with pull-rod actuation, forged Avional arms and adjustable Öhlins; brakes are 380 mm Brembo carbon-ceramics with multi-stage Bosch Motorsport ABS; safety is a competition cockpit - CrMo cage, carbon seats, five-point harnesses, HANS-compatible geometry, fire and electrical systems. Dry weight: 1,070 kg. Pagani quoted 0-100 in ~2.7 seconds and beyond 350 km/h by configuration - but the car was designed around lap time, and its lap is the documented 6:47.

ZONDA R / REVOLUCIÓN - SPECIFICATION	
Zonda R (2009-11)	5,987 cc NA AMG V12 (competition-derived) - ~750 PS, 710 Nm @ 5,700 · stressed member · Xtrac 672 six-speed dog box, Automac actuation · 1,070 kg dry · 6:47 Nordschleife (2010, Basseng)
Revolución (2013)	800 PS @ 8,000, 730 Nm @ 5,800 - ~748 hp/tonne · DRS (manual or automatic mode) · vertical fin, canards, revised underbody · Brembo CCMR discs (15% lighter, up to 4x life) · 12-stage Bosch traction control · still 1,070 kg
Common architecture	Longer-wheelbase Carbo-Titanium monocoque, CrMo frames, pull-rod suspension on forged Avional arms, adjustable Öhlins, racing ABS, competition cockpit with cage, five-point harnesses and fire system
Status	Track-only as built - no homologation, no racing class, no registration; individual Lanzante road conversions exist for R, Revolución and Huayra R

03 R, UPGRADED R, REVOLUCIÓN - THREE IDENTITIES

The distinction the market most often blurs - and the one valuation cannot survive without.

Between the original R and the original Revolución sits a population the market routinely mislabels: original Rs returned to Pagani for Evolution or Revolución-specification upgrades - more power, revised transmission hardware, upgraded dampers, magnesium wheels, additional dive planes, secondary wing elements, in varying combinations. The 2023 Amelia Island car is the canonical example: born R number 05, upgraded by the factory in 2014 to 780 hp with revised aero and dampers - correctly described as a Zonda R upgraded by Pagani to Revolución specification, and never as one of the five original Revolución customer cars. For valuation this distinction is critical, and the buyer's first question is always which of the three identities the chassis carries, verified against Pagani's records and the component-by-component upgrade history. On survival: no confirmed public record shows an R or Revolución destroyed beyond repair - at these values the factory rebuilds - but absence of a casualty report is not proof that every car retains its original tub, engine or bodywork; the running-hours file and structural history answer what the registry cannot.

04 CUSTODY - A MOTORSPORT PROGRAMME, NOT A CAR

Hours not kilometres, calendar lives that run while parked - and a fuel tank that proved the point.

The engine is managed as a competition unit however robust its design: total and high-rpm hours, cold-start counts, over-rev events, oil-pressure history, oil analysis and leak-down all recorded; dry-sump systems, throttle calibration, injectors, fuel pressure, stressed-member fasteners, exhaust cracking and heat shielding all inspected. An R that spent fifteen years as an art object needs as much investigation as a tracked one - low use produces degraded fuel systems, dry seals, corroded connectors and seized pumps. The Xtrac dog box is inspected by hours: dog rings, selectors, gear teeth, bearings, clutch plates, actuation, position sensors - a box can shift perfectly and still be due. The fuel system is the sharpest calendar-life lesson, and the fleet supplied its own proof: the Amelia car's April 2022 service at Pagani of Beverly Hills (~US\$27,000) included a replacement fuel tank, complete system flush, major engine service and Pagani's then-current driveshaft updates - the latter supplied without charge. Two conclusions: Pagani continues issuing technical campaigns for the R fleet, and even a lightly used car can need tank replacement on age alone. Track-safety equipment expires on dates, not use: fire system, harnesses, seats, cut-offs - even a museum car keeps those records current. Brakes are weighed against specification, never judged by thickness; bespoke 19/20-inch Pirellis demand separate sets for display, transport and track, with no serious circuit use on aged originals; dampers hold nitrogen and seals that age in storage; and the Carbo-Titanium structure - pick-ups, engine interfaces, diffuser and wing mounts, heat-affected zones - sees only factory-involved hands, because the stressed engine makes structure and drivetrain one system.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Static collection	€25,000-60,000/year reserve - fluids and systems checks, fuel management, battery, fire and harness recertification, damper service, periodic recommissioning
Occasional track use	€75,000-200,000/year - one or two supported events: enclosed transport, technicians, tyres, consumables, data support, post-event maintenance
Active programme	€200,000-500,000+/year - regular Arte in Pista or private testing: international logistics, tyre consumption, technician days, coaching, component replacement
Major events	Engine, gearbox, clutch, composite or braking events reach six figures - full brake-system replacement included; structural repair effectively uncapped

(Planning provisions, not published tariffs. Arte in Pista - launched 2021 around the Huayra R, open to Zonda R and Revolución owners - ran a documented five-event 2023 season with factory technicians and coaching, at programme fees; early R support predates it and was bespoke. No public evidence of universal contractual obligations - owners may store privately - but the engineering imposes its own: trained personnel for start-up, recorded component lives, systematic preparation, factory-structure work. Insurance is layered - storage, transit, paddock, on-track (exclusions standard, premiums high, self-insurance real) and third-party liability - a road-car agreed-value policy covers none of what matters.)

05 FROM £806,400 TO \$5.34 MILLION

The market that took a decade to believe - and the three-tier pricing it finally produced.

New pricing was ~€1.4-1.5M before taxes for the R and an announced €2.2M plus taxes for the Revolución - support, tyres, spares and events additional. The early secondary market did not believe: at RM Sotheby's London in October 2010, an effectively new R sold for £806,400 - below the reported pre-tax list, in the era before track-only Paganis had a collector constituency. The revaluation came with the marque's ascent, the Zonda's blue-chip status, the cultural re-rating of naturally aspirated V12s, the 6:47's growing historical weight, and - decisively - Arte in Pista making the cars usable. The one strong transparent modern benchmark is the 2023 Amelia Island result: US\$5.34 million for the factory-upgraded 'Revolución Specification' R - the headline car of the sale, and explicitly not a basic untouched R. Most examples sit hidden in private collections across Europe, North America, the Middle East and Asia; a complete owner register cannot be responsibly established, and the paper describes the class, not names.

ZONDA R / REVOLUCIÓN - WORKING VALUATION FRAMEWORK, MID-2026

Standard Zonda R	€4-6M - originality, factory history, hours, update status, spares and Arte in Pista eligibility drive position within the band
Factory-upgraded R	€5-7M - the \$5.34M Amelia result (2023) supports this region; verify exactly which Revolución components were fitted, and when
Original Revolución	€7-10M - maximum specification and rarity; more for exceptional provenance, managed hours, or a documented reversible road conversion
Road-converted cars	Lanzante conversions add usability and a buyer constituency - strongest when fully documented, professionally engineered, reversible, with all track equipment retained

(Analytical ranges - the fleet is tiny and transactions private. The three-tier identity structure is the valuation: an upgraded R priced as a Revolución is the market's standard error, in both directions. The most valuable cars will be those kept genuinely operational - a car rendered mechanically inert through poor storage is worth less than its odometer suggests, and the recommissioning bill knows it.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	Competition systems in competition condition - reliability is a function of lifecycle discipline, not design; hours and dates decide, never the odometer
Maintenance costs	□□□□□	A motorsport programme: €25-60K static reserve, €75-200K with events, €200-500K+ active - six-figure component events structural to the proposition
Parts availability	□□□□□	Factory and Xtrac/Brembo motorsport channels - bespoke tyres intermittent, unique aero and structure factory-only; the equipment package is part of the car
Investment potential	□□□□□	Defining private track car of its era with one transparent benchmark - strong fundamentals against minimal liquidity and enormous operating exposure

MARQUE BUYING SCORE - PAGANI ZONDA R / REVOLUCIÓN

Category	Original R or Revolución (documented)	Factory-upgraded R (Buy. Specification)	Unverifiable hours or identity
Reliability	6 / 10	6.5 / 10	2.5 / 10
Driving experience	10 / 10	10 / 10	9 / 10
Ownership cost	1.5 / 10	1.5 / 10	1 / 10
Parts availability	2 / 10	2 / 10	1 / 10
Long-term collectability	10 / 10	8.5 / 10	3.5 / 10
Investment potential	9 / 10	8 / 10	2 / 10

Scored on the fixed series rubric. Road usability is deliberately unscored: as built it is zero, and conversions are individual engineering exercises. The third column prices this programme's defining trap: the car whose engine and gearbox hours, over-rev history, safety-equipment dates or upgrade identity cannot be reconstructed - on a prototype, an unknown history is an unpriceable risk.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material, auction documentation and public record: Zonda R - customer-initiated track prototype, longer wheelbase, Carbo-Titanium monocoque with CrMo frames, stressed 5,987 cc NA AMG V12 (CLK-GTR-linked family; dry sump, ITBs, Inconel manifolds; ~750 PS standard, 710 Nm @ 5,700; ~780 PS in upgraded cars), Xtrac 672 six-speed dog box (magnesium casing, Automac), pull-rod/Avional/Öhlins suspension, 380 mm ceramics with Bosch racing ABS, 1,070 kg dry, 0-100 ~2.7 s; production 15 per Pagani (ten customer cars per some auction accounts - conflict flagged); 6:47 Nordschleife 2010, Marc Basseng, bespoke Pirellis (documented) versus the unverified 6:30 Revolución claim. Revolución 2013 - 800 PS @ 8,000/730 Nm, DRS, fin and canards, CCMR brakes (15% lighter, up to 4x life per Pagani), 12-stage traction control, 1,070 kg, €2.2M plus taxes, five cars by accepted count. Market: RM Sotheby's London October 2010 - £806,400; RM Sotheby's Amelia Island, March 2023 - 2010 Zonda R 'Revolución Specification' (ex-R number 05, factory-upgraded 2014), US\$5.34M; April 2022 service ~US\$27,000 incl. fuel-tank replacement and no-charge driveshaft campaign (auction file). Arte in Pista from 2021; Lanzante road conversions documented. Bands are analytical estimates; owner identities described as a class. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Buy the hours file, the equipment package and the identity - or buy a sculpture with a seven-figure recommissioning bill.

Due diligence is factory-level and motorsport-shaped. Identity first: original R, upgraded R or original Revolución - build number, engine and gearbox identity, upgrade history component by component, current configuration, all against Pagani's records. The hours file second, because mileage is almost meaningless: engine and gearbox hours, high-rpm logs, over-rev data, clutch history, event records, rebuild dates. Structure third: monocoque and stressed-member interfaces, pick-ups, underfloor, diffuser and wing supports, barrier-contact evidence - factory-involved inspection only. Safety equipment by date: fuel cell or tank age, fire system, harnesses, seats, cut-offs, cage. Mechanical by measurement: leak-down, oil analysis, dry-sump pressures, gearbox internals, clutch, driveshafts (campaign status), dampers, brakes by disc weight, tyre age. And the equipment package as part of the car: transport wheels, spares, diagnostic gear, support hardware, tyre sets, tools, data systems, stands, documentation - a missing package materially changes the cost of making the car operational. The choice among the three identities is a choice of intention: the standard R for historical purity and the 6:47 lineage; the upgraded R for owners who will drive; the Revolución for maximum specification and rarity; a documented reversible conversion for the collector who needs the road. What no buyer should choose is the fourth car: the beautiful object with an unknowable file.

WALK AWAY - THE NON-NEGOTIABLES

Identity Pagani cannot confirm - R, upgraded R and Revolución are different assets · engine or gearbox hours that cannot be reconstructed · over-rev or structural events explained verbally · expired fire, harness or fuel-cell dates presented as details · missing equipment package priced as an accessory · non-factory structural or composite work · a 6:30 'record' in the sales argument · and the programme's defining trap: a track prototype offered with road-car paperwork logic - kilometres, condition adjectives and no hours file. On this car, the file is not part of the deal; it is the deal.

WHO SHOULD BUY THIS CAR

The programme owner: track access, professional support, Arte in Pista participation - the buyer the car was engineered for, who will keep it genuinely operational.

The apex Zonda collector: the R completes the family Papers 105-109 documented - the prototype expression, with the 6:47 as its provenance.

The specification maximalist: an original Revolución - five cars, 800 PS, DRS, the programme's final form and its scarcest identity.

Not: the static-display buyer who will let calendar lives expire in a gallery, the road-car collector without track infrastructure, or anyone who reads 1,070 kg and 800 PS as a bigger thrill rather than a bigger obligation.

BOTTOM LINE

Fifteen Rs by the factory's count, five Revoluciones by the registry's, one documented 6:47 - the Zonda R programme is Pagani's racing chapter written without a rulebook: stressed-engine prototype architecture, a dog gearbox, 1,070 kg, and custody measured in hours and expiry dates rather than kilometres. The market took a decade to believe (£806,400 in 2010) and now prices three distinct identities (€4-6M, €5-7M, €7-10M) that must never be blurred. Buy the hours file, the equipment package and the factory relationship - and own it as the motorsport programme it is, or admire someone else's.

ONE-SENTENCE VERDICT

The Zonda R is the defining private track car of its era - a factory prototype sold to individuals, whose 6:47 made Pagani's credibility public and whose ownership is a motorsport programme in which the purchase price is merely the admission fee.

SOURCES

Factory material, auction documentation and public record: Zonda R - origin in a customer request for an uncompromised track machine; longer wheelbase than the road Zonda; Carbo-Titanium monocoque, CrMo front/rear frames, engine as stressed structural member (Pagani specification); 5,987 cc naturally aspirated AMG V12 linked to the CLK-GTR competition family - dry sump, mechanically actuated ITBs, ceramic-coated hydroformed Inconel manifolds, 710 Nm @ 5,700, ~750 PS standard/~780 PS upgraded; Xtrac 672 six-speed sequential dog gearbox, magnesium casing, Automac actuation; pull-rod suspension, forged Avional arms, adjustable Öhlins; 380 mm Brembo ceramics, multi-stage Bosch Motorsport ABS; CrMo cage, five-point harnesses, fire system; 1,070 kg dry, 0-100 ~2.7 s, >350 km/h by configuration. Production: 15 per Pagani's model page; some RM Sotheby's material references ten customer cars 2009-11 - conflict stated. Nordschleife: 6:47, 2010, Marc Basseng, bespoke Pirelli P Zero (Pagani-documented); 6:30 Revolución claim decal/owner-sourced, not factory-verified. Revolución 2013: 800 PS @ 8,000/730 Nm @ 5,800, ~748 hp/tonne, DRS manual/automatic, vertical fin, canards, revised underbody, Brembo CCMR (15% lighter, up to 4x life claimed), 12-stage Bosch traction control, 1,070 kg, €2.2M plus taxes, five cars by accepted count. Upgrades: factory Evolution/Revolución-specification conversions - Amelia Island 2023 car (ex-R 05, upgraded 2014: 780 hp, revised aero, dampers, magnesium wheels) sold US\$5.34M, RM Sotheby's, March 2023; RM Sotheby's London, October 2010: R sold £806,400; April 2022 Pagani of Beverly Hills service ~US\$27,000 incl. fuel-tank replacement, system flush, major engine service, no-charge driveshaft campaign (auction file). Arte in Pista launched 2021 (Huayra R), open to R/Revolución owners - documented five-event 2023 season; Lanzante road conversions of R, Revolución and Huayra R documented by the converter. Working bands are analytical estimates; ownership described as a class. Companion documents: Collector Reference No. 111; Papers 108-109 for the road specials, Paper 114 for the Huayra R lineage. Values are indicative frameworks, not valuations; nothing here is investment advice.