

PAGANI HUAYRA ROADSTER

112

The open Huayra that became lighter, stiffer and more technically advanced than the coupé it came from - effectively a Huayra 1.5

2017

Geneva, after roughly six years of development - all 100 cars reportedly allocated around the introduction

-70 kg

Lighter than the coupé despite losing the roof - 1,280 kg dry, via Carbo-Triax HP52 and BC-era engineering

764 hp

The M158 evolved - 1,000 Nm on a plateau from 2,300-4,300 rpm, through a later-generation single-clutch seven-speed

\$3.4M

The 2025-26 auction cluster - three results within \$110K of each other, the clearest modern Pagani benchmark

01 EXECUTIVE SUMMARY

The Huayra Roadster, unveiled at Geneva in 2017 after approximately six years of development, was not produced by removing the coupé's roof. Pagani treated it as a substantial second-generation development of the platform: a more advanced monocoque combining Carbo-Titanium with the newer Carbo-Triax HP52, technology incorporated from the Huayra BC programme, increased output, revised transmission, redesigned suspension - and conventional front-hinged doors in place of the gullwings. The result is the claim that defines the model: the open car weighs approximately 70 kg less than the coupé (1,280 kg dry against ~1,350; some period comparisons say 80, because coupé figures varied) - lighter without a roof, and stiffer, on Pagani's claimed 52% structural improvement. It is effectively a Huayra 1.5: BC-era engineering in the standard car's elegant concept.

One hundred cars, all reportedly allocated around the introduction, delivered over years of bespoke commissions. The market matured visibly in 2025-26: after a \$2.37M result in 2020 and a 2023 Paris no-sale, three recent results clustered at US\$3.305-3.415M - the clearest modern benchmark any Pagani model owns. The paper's bands: \$2.8-3.3M ordinary, \$3.3-3.7M excellent, \$4M+ for exceptional provenance. And the custody doctrine carries over from Paper 111 with two Roadster-specific chapters: the two-roof system as capital, and the battery-management recall (NHTSA 18V-175) as a VIN-checkable fact on early cars.

Key Finding

The lightness is real but not magic. A conventional roadster gains weight because the roof is a structural load path; Pagani avoided the penalty by designing a substantially new tub around Carbo-Triax HP52 and Carbo-Titanium, harvesting BC components (HiForg rockers, forged uprights, lighter running gear), and deleting the heavy gullwing architecture for conventional doors. The saving is distributed - monocoque, suspension, transmission, fasteners, wheels, panels - which is precisely Pagani's lightweight philosophy: many modest reductions across the entire car, six years of development after the original.

The roof arrangement is custody, not convenience: a rigid removable panel (optionally with transparent centre) engineered for high-speed use but stored separately, plus a lightweight folding fabric emergency top that travels with the car. Both must be complete, undamaged and correctly stored - a replacement hardtop must match body, weave, tint, clear coat and latch geometry, and is priced accordingly. Water-ingress evidence and seal condition are standing checklist items on every open Pagani from here on.

02 HUAYRA 1.5 - THE ENGINEERING CASE

HP52, BC harvest, conventional doors - why the open car out-engineered the closed one.

The structure combines Carbo-Titanium with Carbo-Triax HP52 - a structural composite system with fibres arranged to manage loads in several directions, not cosmetic weave - and Pagani claimed a 52% stiffness increase without corresponding structural weight. The paper words that claim carefully: it is the company's stated improvement in the relevant structural performance of the new architecture, not a certified figure for every measurement condition - but the engineering intent is unambiguous: the open car was designed to equal or surpass the coupé's precision, not to apologise for its missing roof. The BC harvest supplied lighter suspension (HiForg upper rockers, forged uprights), drivetrain elements, wheels, brakes and fasteners; the conventional doors deleted the gullwings' hinge structures and roof reinforcement; and the M158 evolved to 764 hp at 5,500 rpm with 1,000 Nm held from 2,300 to 4,300 rpm - calibration, breathing, exhaust and cooling development rather than redesign. The transmission is a later-generation seven-speed single-clutch automated manual with electronically controlled differential - still not a DCT, still at its best treated as a racing-derived manual, still worn by parking rather than kilometres. The four-flap active aero was recalibrated for the open body's different pressure field - roof-on and roof-off airflow differ, one reason the programme took six years.

PAGANI HUAYRA ROADSTER - SPECIFICATION	
Engine	Mercedes-AMG M158 - 5,980 cc twin-turbo V12: 764 hp @ 5,500 rpm, 1,000 Nm @ 2,300-4,300 rpm - RWD
Transmission	Later-generation seven-speed single-clutch automated manual, e-diff - deliberately not a DCT
Structure	Carbo-Titanium + Carbo-Triax HP52 monocoque - claimed 52% stiffness gain; 1,280 kg dry (~70 kg under the coupé)
Doors & roof	Conventional front-hinged doors - rigid removable hardtop (stored separately) plus folding fabric emergency top
Aerodynamics	Four active flaps recalibrated for the open body - roof-on and roof-off airflow both engineered
Chassis	Double wishbones, upper-rocker actuation, HiForg components, forged uprights - Brembo ceramics 380×34 mm six/four-piston
Wheels & tyres	Forged 20"/21" - Pirelli P Zero Corsa or Trofeo R, engineered to the platform's aero load; specification is safety, not preference

03 ONE HUNDRED COMMISSIONS

Allocated before launch, delivered over years - and a €2.6M window sticker showing what “base price” means.

Pagani announced the Roadster at approximately €2.28M before taxes and limited it to 100 cars - separate from the 100 coupés, 20 BCs, 40 Roadster BCs, the Tricolori, Imolas and one-offs - with the run reportedly spoken for around the introduction. The base figure means little: one documented US car carried a €2,604,110 window sticker (over \$3.1M at the time), its options running from special carbon and bespoke finishes to Schedoni luggage beyond \$25,000. Allocation followed the family pattern - existing Pagani ownership, dealer relationships, factory standing, patience for an extended build - factory approval mediated by trusted dealers, not retail. The buyers were the established constituency: factory-qualified collectors rather than speculative first-timers, and the cars dispersed into the US, Europe, the Middle East and Asia. The formal record matters on early cars: NHTSA recall 18V-175 covered 16 MY2017 BC and Roadster vehicles (built 18 October 2016 - 1 August 2017) for battery-management software that could leave the 12-volt system unable to start the car or keep it idling - remedied by a replacement battery with corrected software, checked by VIN, never assumed.

04 CUSTODY - PAPER 111 PLUS TWO ROOFS

Voltage, clutch, heat and flaps as before - and a hardtop that is a six-figure component in waiting.

The Huayra custody trias carries over intact. Voltage first: low or unstable supply mimics faults across transmission, aero, lift, alarm and management - the recall proved the family's sensitivity formally, and the correct maintainer is permanent equipment; stable diagnostic voltage precedes every fault investigation. The clutch is measured, not felt: calculated wear, bite-point calibration, pump run time, accumulator pressure, actuator leakage, position sensors - with the same warning signs (busy pump, slow first/reverse, hot harshness) and the same wear accelerators (creeping, show-field manoeuvring, throttle-holding); a 5,000-mile road car can carry a healthier clutch than a 300-mile show car. Heat management follows the turbo installation - lines, intercoolers, wastegates, shielding, heat-exposed wiring and hydraulics, cool-down before shutdown, cooling assessed under load rather than at idle. The flaps obey the iron rule: diagnostic actuation only, never a hand. The Roadster adds its own file: hardtop fit, latches, seals and edge condition, storage cradle and handling discipline; fabric-top completeness, frame fittings, seam and shrinkage state; water-ingress inspection in footwells, behind seats, around the header and in luggage cavities - minor ingress is major on bespoke electronics and interiors. The conventional doors are simpler than gullwings, not simple: sagging, latch alignment, frameless-window indexing, seal compression, carbon-edge contact. Suspension and nose lift age on time, not distance; ceramics are judged by disc mass; wheels by crack and refinish history; tyres by age and the correct Pagani-approved Pirelli specification - the wrong tyre alters aero calibration, traction behaviour and high-speed safety. Infotainment obsolescence is preserved or factory-updated, never replaced with a generic unit - at this level a non-original head unit is a desirability problem, not an upgrade.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

Routine annual	€25,000-45,000 - fluids, diagnostics, clutch reading, flap test, battery, roof and seal inspection; transport adds materially
Age-related major	€60,000-150,000+ - coolant and hoses, emissions hardware, dampers and lift work, air-conditioning, tyres, gearbox hydraulics, brakes
Clutch / transmission event	€80,000-200,000+ by scope - clutch, actuators, accumulator, sensors, internals, updates; diagnosis before parts
Recommissioning & structure	€250,000-700,000+ for neglected cars - structural accident repair potentially seven figures; a replacement hardtop alone is a matched-carbon factory project

(Planning provisions, not tariffs. Real annual ownership for a driven car - service, storage, consumables, logistics and a major-repair reserve - realistically runs €75,000-150,000 even without a failure: the budget that avoids being surprised when calendar-age items converge. Service through the small authorised network; composite, aero calibration, major transmission, engine-out, roof fitting, authentication and restoration belong to the factory. Warranty terms were market-specific and are not publicly consolidated - campaigns, network continuity and recent-work warranties are the live questions.)

05 A MARKET THAT FOUND ITS LEVEL

\$2.37M in 2020, a no-sale in 2023 - then three results within \$110,000 of each other.

The trajectory is unusually legible. In January 2020, Roadster number 42 - Blue Tricolore, under 200 miles - brought US\$2,370,000 at RM Arizona: barely above many configured invoices, proof that scarcity alone guaranteed nothing. A 2023 Bonhams Paris car estimated at €2.3-2.7M failed to sell - the selective middle years. Then the maturation: US\$3,415,000 at Broad Arrow Amelia Island (March 2025), US\$3,305,000 at Bonhams Quail (August 2025 - an 800-mile, Pagani-selected Geneva show car), and US\$3,415,000 at RM Sotheby's Miami (February 2026 - number 39, one owner, 312 miles, the documented €2,604,110 sticker). Three results inside \$110,000 constitute the most defensible modern benchmark any Pagani owns - and they sit at or above standard coupé results, confirming the market's answer to the coupé-versus-Roadster question: the open car is commercially the stronger standard Huayra, while the coupé keeps historical primacy. The hierarchy reads: coupé foundational, Roadster mature, BC harder and rarer, Roadster BC a substantially different extreme-series car.

HUAYRA ROADSTER - WORKING VALUATION FRAMEWORK, MID-2026

Ordinary good car	US\$2.8-3.3M - complete roofs and documentation assumed; mileage, specification coherence and service continuity set position
Excellent car	US\$3.3-3.7M - low documented mileage with active maintenance, strong carbon specification, both roofs, full accessories; the 2025-26 cluster lives here
Exceptional car	US\$4M+ possible - factory show-car history, historically important ownership, unique factory treatment, or documented Pagani bespoke work
The comparison	At or above standard coupé money - lighter, stronger, later engineering with the same 100-car count; the coupé answers with historical primacy alone

(Analytical framework on the clearest modern Pagani record - three clustered results is a benchmark, not liquidity, and asking prices above the bands remain assertions. Appreciation has been meaningful but structurally milder than five-car Zonda specials: 100 cars is a substantial Pagani run, and later derivatives keep competing for the same buyers. The ownership economics absorb a real share of any appreciation - the Roadster makes most sense valued as experience first, investment second.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	M158 core robust, systems demanding - voltage, clutch hydraulics, flap actuators and heat set the agenda; recall status and exercise history decide condition
Maintenance costs	□□□□□	€25-45K routine, majors to €150K+, clutch events to €200K+ - and a realistic €75-150K annual all-in for a driven car
Parts availability	□□□□□	Factory network active and campaigns supported - but hardtops, matched carbon and bespoke instruments are single-source projects
Investment potential	□□□□□	The strongest regular-production Huayra - benchmarked at \$3.4M, structurally milder upside than the micro-series cars, historical claim secure

MARQUE BUYING SCORE - PAGANI HUAYRA ROADSTER

Category	Complete, updated car (both roofs, recall done)	Strong car with gaps (roof/records)	Compromised or incomplete car
Reliability	7.5 / 10	6.5 / 10	3 / 10
Driving experience	9.5 / 10	9.5 / 10	8.5 / 10
Ownership cost	3 / 10	2.5 / 10	1 / 10
Parts availability	3.5 / 10	3 / 10	1.5 / 10
Long-term collectability	9 / 10	7.5 / 10	4 / 10
Investment potential	8.5 / 10	7 / 10	2.5 / 10

Scored on the fixed series rubric. The middle column exists because the Roadster's completeness is unusually physical: a missing or damaged hardtop, an incomplete fabric top or absent storage equipment is a six-figure factory project wearing a small discount. The third column prices the family trap unchanged: unverifiable recall status, unproduced clutch values, anonymous structural history.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material, auction documentation and public record: unveiled Geneva 2017 after ~6 years; 100 customer cars, 2017-2022 core production, all reportedly allocated around introduction; Carbo-Titanium + Carbo-Triax HP52 monocoque, claimed 52% stiffness gain; 1,280 kg dry vs ~1,350 kg coupé (70-80 kg saving depending on comparison); M158 764 hp @ 5,500/1,000 Nm @ 2,300-4,300; later-generation single-clutch seven-speed, e-diff; four-flap aero recalibrated for open body; HiForg rockers, forged uprights; Brembo 380×34 ceramics; 20/21-inch forged wheels, P Zero Corsa/Trofeo R; conventional doors; rigid removable hardtop plus fabric emergency top. Recall: NHTSA 18V-175 - 16 MY2017 BC/Roadster cars (built 18.10.2016- 1.8.2017), battery-management software, replacement battery remedy, no reported injuries. Pricing: ~€2.28M announced base; documented €2,604,110 window sticker (>\$3.1M). Market: \$2.37M (RM Arizona 2020, #42, <200 mi); €2.3-2.7M estimate no-sale (Bonhams Paris 2023); \$3,415,000 (Broad Arrow Amelia, Mar 2025); \$3,305,000 (Bonhams Quail, Aug 2025, Geneva show car, ~800 mi); \$3,415,000 (RM Sotheby's Miami, Feb 2026, #39, 312 mi). Bands are analytical estimates. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Both roofs, the recall by VIN, clutch values on paper - the most complete standard Huayra rewards the complete file.

The inspection follows Paper 111's spine with the Roadster's additions. Identity: chassis and sequence in the 100, original colour and carbon specification, interior, wheels, roof configuration, delivery market, options. Campaigns: battery-recall status by VIN on early cars, software versions, battery serial, cooling and transmission updates, aero calibration history. Structure: monocoque, frames, suspension mounts, windscreen structure, roof catches, door apertures, underside - NDT on doubt, factory recognition on record. Powertrain: boost and wastegate behaviour, cooling under load, clutch wear and hydraulic values, differential, fault memory. Dynamic systems: four flaps by diagnostics, lift, suspension, ABS and stability systems, every mode. And the Roadster's own completeness list: hardtop with cradle and cover, fabric top with all fittings and bags, tools, charger, books, warranty book, full key set, luggage, cover. Mileage is a weak stand-alone indicator - the delivery-mileage car can hide old tyres, dry seals, stale fuel, a worn show-field clutch and unexercised hydraulics, while a carefully driven car with factory rhythm may be mechanically superior; commercially low mileage sells, custodially continuous maintenance wins. On originality: campaigns, factory software, batteries and reliability updates are appropriate; recolouring, aero conversion or one-off reimagining removes the car from the pool of original 2017-series Roadsters and is treated as a different asset - originals retained, always. The strongest commission is coherent: colour, weave, leather, wheels, hardware and luggage as one original statement.

WALK AWAY - THE NON-NEGOTIABLES

Recall status unverifiable by VIN on an early car · missing or damaged hardtop, incomplete fabric top or absent storage equipment priced as a detail · water-ingress evidence explained away · clutch values the seller cannot produce · flaps failing diagnostic actuation · structural or monocoque work without factory recognition · non-original infotainment or anonymous carbon repair · wrong-specification tyres presented as equivalent · and the standing family trap: multi-system electronic faults diagnosed as anything before the battery is tested.

WHO SHOULD BUY THIS CAR

The complete-Huayra collector: the most resolved standard Huayra - lighter, stronger and later than the coupé, with the same 100-car count and the clearest benchmark in the marque.

The open-air driver: turbo V12 theatre without the BC's aggression - the usable Pagani roadster, bought to be driven with both roofs in the garage.

The specification connoisseur: a coherent original commission in exposed or tinted carbon - where Roadster value concentrates and the 2025-26 cluster was earned.

Not: the buyer who shrugs at a missing roof panel, the mileage-worshipper ignoring calendar age, or anyone expecting five-car-Zonda appreciation from a hundred-car run.

BOTTOM LINE

One hundred open Huayras that out-engineered their own coupé: HP52 and Carbo-Titanium, BC-harvested running gear, conventional doors, 764 hp and 1,280 kg - lighter without the roof, and stiffer by design. The market found its level in 2025-26 at \$3.3-3.4M after years of scepticism, and the custody file is Paper 111 plus two roofs and a VIN-checkable recall. Buy both roofs, the campaign record and the clutch values - and treat the hardtop as the six-figure component it quietly is.

ONE-SENTENCE VERDICT

The Huayra Roadster is the standard Huayra perfected six years late - an open car that arrived lighter and stiffer than its coupé, matured into the marque's clearest market benchmark, and rewards exactly one kind of buyer: the one who counts the roofs, reads the VIN and measures the clutch.

SOURCES

Factory material, auction documentation and public record: Huayra Roadster unveiled Geneva 2017 after ~six years' development; 100 customer cars (2017-2022 core), separate from coupé/BC/Roadster BC/Tricolore/Imola/one-off populations; reportedly fully allocated around introduction. Structure: Carbo-Titanium + Carbo-Triax HP52, claimed 52% stiffness improvement (worded as manufacturer claim); 1,280 kg dry vs ~1,350 kg coupé - ~70 kg per factory figures, up to 80 kg in period comparisons; conventional front-hinged doors replacing gullwing architecture; BC-derived HiForg rockers, forged uprights, lighter running gear. Powertrain: M158 5,980 cc twin-turbo V12 - 764 hp @ 5,500, 1,000 Nm @ 2,300-4,300; later-generation seven-speed single-clutch automated manual with e-diff. Aero: four active flaps recalibrated for open-body pressure field. Brakes 380×34 mm Brembo ceramics; wheels 20/21 forged; Pirelli P Zero Corsa/Trofeo R. Roofs: rigid removable hardtop (transparent centre optional) plus folding fabric emergency top - documented auction car delivered with both, plus manuals, warranty book, charger and luggage. Recall: NHTSA 18V-175, 16 MY2017 BC/Roadster (18.10.2016-1.8.2017), battery-management software, battery replacement remedy. Pricing: ~€2.28M announced base; documented €2,604,110 window sticker (> US\$3.1M; Schedoni luggage > \$25,000). Market: RM Arizona 2020 \$2,370,000 (#42, Blue Tricolore, <200 mi); Bonhams Paris 2023 no-sale (est. €2.3-2.7M); Broad Arrow Amelia Island Mar 2025 \$3,415,000; Bonhams Quail Aug 2025 \$3,305,000 (Geneva show car, ~800 mi); RM Sotheby's Miami Feb 2026 \$3,415,000 (#39, one owner, 312 mi, lot r0009). Bands US\$2.8-3.3M/3.3-3.7M/4M+ are analytical estimates. Companion documents: Buyer's Checklist No. 108 and Model File 108; Papers 111 (coupé) and 113 (BC family). Values are indicative frameworks, not valuations; nothing here is investment advice.