

PAGANI HUAYRA BC & ROADSTER BC

The Benny Caiola lineage - a memorial to the first customer, built twice: twenty coupés in 2016, forty substantially re-engineered roadsters in 2019

BC

Benny Caiola - the first person to buy a Pagani, the founder's early believer, honoured six years after his death

20+40

Twenty BC coupés (accepted count) and forty Roadster BCs - two programmes sharing a name, not one car with two roofs

800 PS

The Roadster BC's 590 kW and 1,050 Nm through a six-outlet exhaust feeding the diffuser - on HP62 G2 structure

CHF 4.48M

The one transparent benchmark - Roadster BC #33, 253 km, Zurich, October 2025

01 EXECUTIVE SUMMARY

BC stands for Benny Caiola - the Italian-born New York property entrepreneur and collector whom Pagani identifies as the first person to purchase a Pagani automobile, and a close source of encouragement to Horacio Pagani in the company's formative years. He approached as an experienced Ferrari collector and became a friend; a letter attributed to him, praising the emotion he found in the Zonda, was later displayed at the factory. Caiola died in 2010, six years before the car bearing his initials debuted - which is why the BC name carries more weight than any edition badge: it is a memorial to the customer who gave Pagani its first commercial and personal validation, and it established the convention that Pagani clients are sometimes participants in the marque's history, not merely buyers.

The two cars sharing the name must be kept apart. The BC Coupé of 2016 - twenty customer cars by accepted count - was the first Huayra to translate the Zonda Cinque and Zonda R philosophy onto the second-generation platform: ~130 kg lighter than the standard coupé at ~1,218 kg, 764 CV, revised Xtrac gearbox with carbon synchronisers, Carbo-Triax development, substantial fixed downforce. The Roadster BC of 2019 - forty cars, born of a 2017 client request for a more extreme open car - is a later, substantially re-engineered programme: HP62 G2 structure, 800 PS/1,050 Nm, a six-outlet titanium exhaust exploiting a blown-diffuser principle, and comparatively few aerodynamic components shared with the coupé. Same name, same memorial, two machines - the Tricolore lesson of Paper 109, repeated at higher output.

Key Finding

The BC market's defining complication is configuration state, and the paper formalises four categories that must never be blurred: original delivery specification · factory-upgraded BC (Pacchetto Tempesta - aero, suspension, exhaust, calibration and cosmetic revisions, documented by RM Sotheby's on a 2017 car returned to the factory) · later Pagani one-off reconfiguration · non-factory modification. A factory-upgraded BC remains an original BC but not in delivery form - and as fewer untouched cars remain, first-delivery specification may become the historical premium. A seller must also prove a car was born a BC, not upgraded with BC-style components.

The market evidence is asymmetric: the coupé has no broadly reported public benchmark at all - its 20 cars trade privately, and that silence is the datum - while the Roadster BC owns one strong transparent result: CHF 4,476,875 for car #33 (253 km, >€350,000 in options) from the Tailored for Speed Collection, Zurich, October 2025. Working bands: €4.5-6.5M coupé, €4.0-5.5M Roadster BC - the coupé's half-count and historical primacy against the roadster's power, technology and theatre.

02 THE BC COUPÉ - CINQUE THINKING, HUAYRA PLATFORM

2016: twenty cars, 130 kilograms removed, and the first answer to the “too refined” criticism.

Pagani described the BC as comprehensively altered, not restyled: intended primarily as a road car but developed for maximum track-day performance, drawing conceptually on the Cinque and Zonda R. The engine rose to 764 CV at 6,200 rpm with 1,000 Nm - CARB and EU6 compliant - but the transformation was elsewhere: roughly 130 kg removed component by component (monocoque and body materials, transmission, suspension, exhaust, wheels, brakes, interior, fasteners) to ~1,218 kg dry; a revised Xtrac seven-speed with new electrohydraulic actuation, carbon-fibre synchronisers and faster engagement - developed substantially beyond the standard installation, still single-clutch, still demanding sympathy at parking speeds; Carbo-Triax introduced alongside Carbo-Titanium (marketing percentages vary by source - the defensible conclusion is a more efficient structural laminate that seeded the Roadster and Roadster BC); HiForg forged suspension with adjustable Öhlins; 20/21 road wheels with an optional 19/20 track set; and a body redesigned around real fixed downforce - splitter, dive planes, deep sides, big diffuser, fixed wing - with the active flaps retained above it. Not a competition car, no racing category: the road-legal track derivative of the Huayra family.

HUAYRA BC / ROADSTER BC - SPECIFICATION	
BC Coupé (2016)	M158 5,980 cc twin-turbo V12 - 764 CV @ 6,200, 1,000 Nm @ 4,000 · revised Xtrac 7-speed, carbon synchros, e-diff · ~1,218 kg dry (~130 kg) · 20 cars accepted · road + optional track wheel sets
Roadster BC (2019)	Evolved V12 - 590 kW (~800-802 PS), 1,050 Nm · Carbo-Titanium HP62 G2 + Carbo-Triax HP62 monocoque · 1,250 kg dry (+~32 kg over coupé) · 40 cars · #40 “Quaranta” in Bianco Benny
Roadster BC aero	~500 kg downforce above 250 km/h (manufacturer-related figures) - fixed wing, active surfaces, deep diffuser, six-outlet titanium exhaust with two outlets energising the diffuser flow
Structural claims	Roadster BC: +12% torsional, +20% flexural rigidity over the previous state of the art (manufacturer claims) - how an open car stayed within ~32 kg of the coupé

03 THE ROADSTER BC - A SEPARATE PROGRAMME

2019: forty cars from a client's request - later structure, more power, and an exhaust that works for the aerodynamics.

The Roadster BC began in 2017, after the standard Roadster, when a client asked for another, more extreme open car - and became a programme of its own: later-generation monocoque (HP62 G2 with Carbo-Triax HP62, tubular structures front and rear), different exterior aerodynamics sharing comparatively few components with the coupé per RM Sotheby's, an evolved engine at 590 kW and 1,050 Nm, recalibrated active aero, a completely open cockpit - and the six-outlet exhaust: four central tailpipes in the traditional arrangement plus two direct outlets routing gases toward the diffuser region, reducing back pressure and energising underbody flow on the blown-diffuser principle (a principle borrowed, not a Formula One copy). The final car, number 40 - 'Quaranta', delivered in pearlescent Bianco Benny - closed the run in Caiola's honour. For custody, the exhaust arrangement is a model-specific file: diffuser heat shielding, composite surfaces in the exhaust flow, discolouration and resin condition inspected wherever sustained temperature reaches the carbon.

04 CUSTODY - THE FAMILY TRIAS, SHARPENED

Voltage, clutch and heat as before - plus fixed aero at kerb height and a diffuser that lives in exhaust gas.

The Huayra custody doctrine of Papers 111-112 applies in full: battery voltage tested before believing any multi-system fault (no BC-specific recall is publicly recorded - the chassis-specific factory campaign check stands regardless); clutch condition obtained as data - wear calculation, bite point, pump duty cycle, accumulator pressure, actuator performance, over-temperature records - with the same wear accelerators and the same truth that mileage measures nothing; thermal management around the turbo installation with proper cool-downs after boost. The BC family sharpens three files. Fixed aero: dive planes, splitter edges, wing uprights, diffuser strakes and underfloor surfaces live at kerb height, and minor contact means matched-carbon factory recreation - covers and straps must never load them. The Roadster BC's exhaust-fed diffuser: heat shielding and composite condition in the gas path inspected as a standing item. And suspension: highly stressed lightweight components - Öhlins pressure and seals, spherical bearings, rockers, lift hydraulics - serviced on time, with documented track use less concerning than unrecorded kerb strikes. Ceramics are judged by mass with wheel-removal discipline (a dropped tool chips a six-figure disc set); tyres by age, heat cycles and correct model-specific Pirelli fitment, with the coupé's track set verified present where originally supplied. The Roadster adds the open-car file unchanged: roof fit, catches, seals, carbon edges and storage equipment; water-ingress evidence; UV and exposure conservation for leather, Alcantara and machined metal.

CUSTODY ECONOMICS - PLANNING ALLOWANCES

BC Coupé	Annual €25,000-50,000 · age majors €75,000-175,000+ · clutch/gearbox events €100,000-250,000+ · factory recommissioning €300,000-800,000+
Roadster BC	Annual €30,000-60,000 · age majors €90,000-200,000+ · gearbox/aero/exhaust events €100,000-300,000+ · recommissioning €350,000-1,000,000+
Shared tail risk	Structural or serious carbon repair potentially seven figures on either - matched weave, tint and clear coat make small damage disproportionate
Annual all-in	A realistic long-term provision of €100,000-200,000/year - maintenance, storage, insurance, logistics, consumables and a major-repair reserve; the budget that absorbs calendar age without deferral

(Planning provisions, not tariffs. The Roadster BC costs more to hold: roof system, exhaust-diffuser complexity, later structure, smaller pool of interchangeable components. Service through the small authorised network; engine/gearbox majors, composite repair, aero calibration, structural inspection, one-off components and certification belong to the factory - AMG experience elsewhere qualifies nobody for a Pagani installation. No public reliability database exists for 60 cars: the correct language is systems requiring scrutiny, never "common failures" - and the absence of reports proves nothing in either direction.)

05 TWO MARKETS UNDER ONE NAME

The coupé trades in silence, the roadster set its benchmark in Zurich - and specification can outweigh body style.

Launch pricing: approximately €2.3M before taxes for the coupé (contemporary US reporting near \$2.5M), €3.1-3.2M for the Roadster BC (\$3.4-3.5M equivalents), with real invoices far higher - one documented Roadster BC carried over €350,000 in options. Allocation was discretionary and relationship-led at both counts - twenty cars largely spoken for before unveiling, forty allocated into an expanded but hungrier customer base; no points system, no published policy. Today most transactions run through brokers, collector-to-collector negotiation, dealers and factory introductions; the coupé is materially harder to source - twenty cars, several absorbed into long-term collections, no broadly reported public result (the Pacchetto Tempesta car RM offered in Dubai 2024 documents specification and history, not a benchmark). The Roadster BC's benchmark is the October 2025 Zurich result: CHF 4,476,875 for #33 of 40 - 253 km, single ownership, heavy options - the strongest transparent modern figure, with exchange rates, taxes and commission considered before treating it as retail. The trajectory is maturation, not multiplication: roughly a doubling from pre-tax base for the coupé, meaningful but structurally milder appreciation for the roadster - a relatively mature collector market, not a speculative one.

HUAYRA BC - WORKING VALUATION FRAMEWORK, MID-2026

BC Coupé	€4.5-6.5M - untouched delivery specification, exceptional colour and provenance, or significant factory history push the top; weak-history cars sit materially below
Roadster BC	€4.0-5.5M - the CHF 4.476M Zurich result supports the centre; Quaranta-class finals, show cars or singular commissions command more
The comparison	The coupé holds the scarcity and primacy case (20 cars, first BC, closest to Cinque thinking); the roadster the power, technology and theatre case - specification can outweigh body style on any given car
Configuration states	Original delivery > documented Tempesta > factory one-off (its own market) > non-factory (discounted severely) - the four categories precede every number

(Analytical estimates on an exceptionally thin record - one transparent roadster result, zero for the coupé. The BC family is a mature market: strong fundamentals (tiny production, founder-associated story, V12 without hybrid, factory support) against thin liquidity, heavy holding costs and carbon-repair exposure - an asset best owned by someone who also drives it.)

OWNERSHIP VERDICT - THE RATINGS

Reliability	□□□□□	Robust M158 core, demanding installation - condition follows integrated-system management: clutch data, voltage, thermal discipline, calibration currency
Maintenance costs	□□□□□	The heaviest regular-family custody yet: €25-60K routine, majors to €200K+, events to €300K+, and a realistic €100-200K annual all-in
Parts availability	□□□□□	Factory network active - but BC-specific aero, Roadster-BC exhaust/diffuser components and matched carbon are single-source projects
Investment potential	□□□□□	Mature-market blue chips of the Huayra family - coupé on scarcity and primacy, roadster on technology; both specification-sensitive

MARQUE BUYING SCORE - PAGANI HUAYRA BC FAMILY

Category	BC Coupé (original or documented Tempesta)	Roadster BC (documented)	Ambiguous or non-factory car
Reliability	7 / 10	7 / 10	3 / 10
Driving experience	10 / 10	10 / 10	9 / 10
Ownership cost	2 / 10	2 / 10	1 / 10
Parts availability	2.5 / 10	2 / 10	1 / 10
Long-term collectability	10 / 10	9 / 10	4 / 10
Investment potential	9 / 10	8.5 / 10	2.5 / 10

Scored on the fixed series rubric. The two live columns are different programmes, not grades - the coupé carries scarcity and primacy, the roadster power and later technology. The third column prices the family trap: born-BC status unproven, configuration category contested, clutch data absent, or carbon history anonymous.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material, auction documentation and public record: Benny Caiola - first Pagani purchaser per the factory, early encourager of Horacio Pagani, died 2010; BC initials as memorial. BC Coupé 2016 - 20 customer cars (accepted count; no complete factory register), 764 CV @ 6,200/1,000 Nm, revised Xtrac with carbon synchronisers, ~1,218 kg dry (~130 kg), Carbo-Triax introduction, HiForg/Öhlins suspension, road + optional track wheel sets, CARB/EU6. Pacchetto Tempesta factory upgrades (RM-documented 2017 conversion). Roadster BC 2019 - programme begun 2017 on client request; 40 cars; 590 kW/1,050 Nm; Carbo-Titanium HP62 G2 + Carbo-Triax HP62; 1,250 kg; +12%/+20% rigidity claims; ~500 kg downforce >250 km/h (manufacturer-related figures); six-outlet titanium exhaust with diffuser-directed outlets; #40 'Quaranta' in Bianco Benny. Pricing: ~€2.3M coupé, ~€3.1-3.2M roadster before taxes; documented >€350K options. Market: RM Sotheby's Tailored for Speed, Zurich, October 2025 - Roadster BC #33, 253 km, CHF 4,476,875 (lot r0035); coupé without broadly reported public results (Dubai 2024 Tempesta offering documents, not benchmarks). Bands are analytical estimates; no BC-specific NHTSA recall is publicly recorded. Nothing here is investment advice.

07 THE BUYING PROTOCOL - AND SYNTHESIS

Born a BC, category established, clutch data on paper - and the memorial conserved as what it is.

The protocol: factory identity first - original BC status and production number confirmed directly with Pagani, original colour and carbon finish, engine and gearbox identity, delivery market, options; then the configuration category - delivery specification, documented Tempesta, factory one-off or non-factory - with every upgrade dated, attributed and reversible where claimed; then structure - monocoque, crash structures, underside, pick-ups, wing and diffuser mounts, previous carbon repair - factory-recognised, NDT on doubt; then the measured systems - clutch data, gearbox faults, boost history, cooling under load, aero diagnostics, damper condition, disc mass, tyre dates; and completeness to the last item - keys, books, charger, covers, luggage, both wheel sets where originally supplied, the Roadster's hardtop and storage equipment, every removed original part. The collector question the paper answers plainly: for long-term historical purity, the 20-car coupé - first BC, lightest, closest to the Cinque, the memorial itself; for road spectacle and technical achievement, the Roadster BC. An exceptional roadster can outprice an ordinary coupé - and as a model, the coupé should keep the scarcity premium. Both are conserved as what they are: the marque's memorial to its first believer, in original configuration wherever history has left it there.

WALK AWAY - THE NON-NEGOTIABLES

Born-BC status unproven - BC-style components on a standard Huayra are a different car · configuration category contested or undocumented · Tempesta work without factory attribution · clutch data the seller cannot produce · fixed-aero or diffuser damage priced as cosmetic · Roadster BC exhaust-path heat damage explained away · missing track wheels, roof equipment or removed originals on a car priced complete · multi-system electronics diagnosed before the battery is tested · and the family trap: paying coupé-scarcity money without the factory letter that proves which of the twenty this is.

WHO SHOULD BUY THIS CAR

The historical collector: the BC Coupé - twenty cars, the first BC, the memorial in its purest form; delivery specification preferred, documented Tempesta respected.

The experience maximalist: the Roadster BC - 800 PS, the six-outlet exhaust, 500 kg of downforce and open air; the most dramatic road Pagani of its generation.

The lineage completist: one of each - the 2016 statement and the 2019 answer, the strongest BC position and the deepest tribute to the man in the name.

Not: the buyer who conflates the two programmes, the modifier who would erase a delivery-specification car, or anyone without the €100-200K annual reality accepted in writing.

BOTTOM LINE

Twenty coupés and forty roadsters carrying one man's initials: the BC family is Pagani's memorial to Benny Caiola, built as the Cinque-inspired sharpening of the Huayra in 2016 and rebuilt as a separate 800 PS open programme in 2019. The coupé trades in silence at €4.5-6.5M on scarcity and primacy; the roadster benchmarked itself at CHF 4.48M in Zurich. Establish born-BC status, the configuration category and the clutch data before any number - and own it as the integrated system it is, with the annual reality budgeted, not hoped away.

ONE-SENTENCE VERDICT

The BC family is the Huayra at its most meaningful - a memorial that became two distinct machines, whose twenty silent coupés and forty benchmarked roadsters reward the buyer who can tell them apart, prove the category, and keep the first believer's name on an unmolested car.

SOURCES

Factory material, auction documentation and public record: Benny Caiola - identified by Pagani as the first purchaser of a Pagani automobile and early encourager of Horacio Pagani; noted Ferrari collector, New York area; letter displayed at the factory; died 2010. Huayra BC Coupé (2016): 20 customer cars accepted count (prototypes/demonstrators outside it; larger internet figures conflate categories); M158 5,980 cc twin-turbo V12 764 CV @ 6,200/1,000 Nm @ 4,000 (initially 'more than 750 hp', CARB/EU6); revised Xtrac seven-speed - new electrohydraulic actuation, carbon-fibre synchronisers, e-diff; ~1,218 kg dry (~130 kg under the coupé) via component-by-component reduction; Carbo-Triax alongside Carbo-Titanium (percentage claims vary - treated as directional); HiForg arms, adjustable Öhlins, 20/21 road and optional 19/20 track wheels, Brembo ceramics, P Zero Corsa/Trofeo R; substantial fixed downforce plus active flaps. Pacchetto Tempesta factory upgrade packages (RM Sotheby's-documented 2017 conversion; Dubai 2024 offering without broadly reported result). Huayra Roadster BC (2019): programme begun 2017 on client request; 40 cars, #40 'Quaranta' in Bianco Benny; 590 kW (~800-802 PS), 1,050 Nm; Carbo-Titanium HP62 G2 + Carbo-Triax HP62 with tubular structures; 1,250 kg dry; +12% torsional/+20% flexural rigidity (manufacturer claims); ~500 kg downforce above 250 km/h (manufacturer-related material); six-outlet titanium exhaust, two outlets toward the diffuser (blown-diffuser principle, not an F1 copy); comparatively few aero components shared with the coupé per RM Sotheby's. Pricing: ~€2.3M / ~€3.1-3.2M before taxes; documented >€350,000 options. Market: RM Sotheby's Tailored for Speed Collection, Zurich, October 2025 - 2021 Roadster BC #33, 253 km, CHF 4,476,875 (lot r0035); BC Coupé without transparent public benchmarks - private trades dominate. No BC-specific NHTSA recall publicly recorded; chassis-specific campaign checks stand. Bands (€4.5-6.5M / €4.0-5.5M) are analytical estimates. Companion documents: Buyer's Checklist No. 105 and Model File 105; Papers 111-112 for the standard family, Paper 108 for the Cinque lineage. Values are indicative frameworks, not valuations; nothing here is investment advice.