

PAGANI HUAYRA R & R EVO

114

The naturally aspirated Arte in Pista generation - thirty track-only cars from 2021, and the 900-horsepower open long-tail evolution of 2024

30

Huayra R customer cars from March 2021 - the R Evo of 2024 is extremely limited and numerically undisclosed by the factory

9,000

rpm from the HWA-developed V12-R - 850 PS naturally aspirated, 198 kg, bolted in as a load-bearing structure; the Evo takes 900 PS to a 9,200 rpm redline

1,050 kg

Dry weight against ~1,000 kg of downforce at 320 km/h - at speed the car nearly matches its own mass in aerodynamic load

2 RESULTS

The transparent record: €3,042,500 (Paris, February 2025) and CHF 2,367,500 with simulator (Zurich, October 2025) - both Huayra R; the Evo has none

01 EXECUTIVE SUMMARY

The Huayra R, revealed in March 2021 as a run of thirty track-only cars, is the successor to the Zonda R in philosophy but not in structure: where the Zonda R was an engineering laboratory sold almost as an experiment, the Huayra R was conceived from the start as a complete customer programme - a car, a factory support ecosystem, and a calendar of events under the Arte in Pista banner. Its justification is the engine. Freed from emissions and road-car durability constraints, Pagani commissioned HWA AG - the Affalterbach firm founded by Hans Werner Aufrecht, steeped in AMG's racing history - to build the V12-R: a 6.0-litre naturally aspirated V12 producing 850 PS at 8,250 rpm and 750 Nm, revving to 9,000 rpm, weighing 198 kg, and installed as a load-bearing structural member of the chassis. No turbos, no hybridisation, no gearbox synchronisers: a six-speed dog-ring sequential of roughly 80 kg and a triple-disc sintered racing clutch complete a drivetrain that answers only to the circuit.

In February 2024 the programme evolved rather than ended: the Huayra R Evo took the V12-R to 900 PS at 8,750 rpm with a 9,200 rpm redline, added a 190 mm long-tail rear in the codalunga idiom, removable roof panels for an open configuration, a heave-damper suspension element, CCM-R brakes and 45 per cent more downforce - production acknowledged as extremely limited but never quantified by the factory. Neither car is road legal; both sell on a bill of sale, not a registration document. The market has begun to speak only for the R: two transparent results in 2025 - €3,042,500 in Paris in February, CHF 2,367,500 in Zurich in October - frame a working band; the Evo has no public record at all.

Key Finding

The Huayra R inverts the usual custody question. A road Pagani is measured in kilometres and services; a track Pagani is measured in engine hours, component lifing and calendar-dated safety equipment - the odometer of a car that has never seen a road measures almost nothing. The famous 10,000 km engine maintenance interval Pagani claimed at launch is an engine-durability statement, not an inspection schedule: the car is managed by hours, severity and the calendar, with fuel-system, harness and fire-system lives expiring on dates whether the car runs or not. The buyer's file is therefore the lifing record - hours logged per assembly, events attended, factory support invoices - and a car without that file is priced as needing everything verified.

The commercial finding: the Zurich result - CHF 2,367,500 for car #11 with 470 km, over €300,000 in options and the factory simulator included - sits at or below the car's original all-in outlay, while Paris reached €3,042,500 for a 196 km example eight months earlier. Read together they describe a functioning, rational market that prices condition, kilometres and completeness - not a collapsing one and not a speculative one. Working bands: €2.3-3.2M for the R; €3.5-5M+ for the Evo is analytical inference only, resting on undisclosed production and zero public results.

02 THE V12-R - THE ENGINE THAT JUSTIFIES THE CAR

HWA of Affalterbach, 850 PS without turbochargers, 198 kg carrying the chassis - the purest engine Pagani has ever offered.

Every road Pagani since 1999 has used a Mercedes-AMG V12; the Huayra R broke the pattern in the most Pagani way possible - by going to AMG's ancestral home. HWA AG, founded by AMG co-founder Hans Werner Aufrecht after the Mercedes integration, developed the V12-R as a bespoke racing engine: 5,980 cc, naturally aspirated, four valves per cylinder, dry sump, 850 PS at 8,250 rpm, 750 Nm across a wide band, a 9,000 rpm limit, and a dry weight of 198 kg - lighter than the twin-turbo M158 by a wide margin. Crucially it is a fully stressed member: the engine and gearbox carry chassis loads directly, racing practice that stiffens the car and saves structure weight, and which makes the engine's installation, mounts and load paths part of any structural inspection. Pagani quoted a 10,000 km maintenance interval for the unit - remarkable for a racing V12, and best read as a statement about design margins rather than a service schedule: in practice the engine's life is logged in hours and heat cycles, and its custodian tracks time-in-service per assembly the way a race team does. The soundtrack - unfiltered induction and a titanium-adjacent exhaust tuned without silencer compromise - is the programme's signature, and several circuits' noise limits are a real operational constraint owners plan around.

HUAYRA R / R EVO - SPECIFICATION	
Huayra R (2021)	V12-R 5,980 cc NA - 850 PS @ 8,250 rpm, 750 Nm, 9,000 rpm limit, 198 kg, load-bearing · 6-speed dog-ring sequential (~80 kg) · triple-disc sintered clutch · 1,050 kg dry · 30 cars
Huayra R Evo (2024)	V12-R Evo - 900 PS (662 kW) @ 8,750 rpm, 770 Nm @ 5,800-8,200, 9,200 rpm redline · ~1,060 kg (reported) · removable roof panels · production undisclosed
Aerodynamics	R: ~1,000 kg downforce at 320 km/h · Evo: +45% downforce, +21% efficiency (factory figures), +5% more load in open configuration; 190 mm codalunga tail, 101 mm longer splitter, central fin
Chassis systems	Carbo-Titanium/Carbo-Triax monocoque with integrated roll structure · Evo adds heave-damper element and CCM-R discs (+100% heat-exchange surface, +14% braking area) · Pirelli slicks, dry and wet

03 THE MACHINE AROUND IT

A dog-ring gearbox with no manners, a tub with a roll cage grown in, and downforce approaching the weight of the car.

The rest of the car is built to the same doctrine. The six-speed sequential uses dog-ring engagement - no synchronisers, shifts measured in tens of milliseconds, and a mechanism that rewards precision and punishes hesitation; with the triple-disc sintered clutch (quoted at 95 per cent friction efficiency in factory material) it is a consumable system whose condition is read from data and teardown intervals, not from pedal feel. The monocoque develops the Huayra's Carbo-Titanium school with an integrated roll structure meeting FIA-inspired safety standards - racing seats moulded to the tub, six-point harnesses, fire suppression and a bladder-type fuel system, each of which carries a certified calendar life. At 1,050 kg dry with ~1,000 kg of downforce at 320 km/h, the R operates in load regimes no road Pagani approaches: suspension bearings, uprights, wing mounts and the underfloor live under aircraft-grade stress, which is why the factory's lifing schedule - not visual condition - governs replacement. Nothing about the car is road legal and nothing was compromised to be: no lights programme, no homologation, no plates. It is delivered on a bill of sale, moves by enclosed transporter, and lives between climate-controlled storage and the circuits.

04 THE R EVO - THE LONG-TAIL EVOLUTION

February 2024: more power, more load, an open cockpit - and a production number the factory declines to give.

The Evo is a comprehensive aerodynamic and mechanical evolution rather than a new platform. The V12-R Evo rises to 900 PS at 8,750 rpm with 770 Nm and a 9,200 rpm redline; the body grows a 190 mm long-tail in the codalunga idiom with a central stabilising fin and a 101 mm longer splitter, lifting downforce 45 per cent and efficiency 21 per cent over the R - and the two removable polycarbonate roof panels, far from costing load, add around five per cent more downforce in open configuration by factory figures. Suspension gains a third hydraulic heave element separating ride-height control from individual wheel damping, working with the active shock absorbers; braking moves to Brembo CCM-R discs with double the heat-exchange surface. A new carbon-fibre generation is quoted at 38 per cent higher stiffness at equal weight. What the factory has never published is a build number: production is described as extremely limited and customer-specific, and this paper treats every figure circulating for it as unverified. For the buyer that has a direct consequence - Evo scarcity cannot be priced from a known denominator, and any premium paid for rarity is paid on trust in the factory's discretion, not on a count.

05 CUSTODY - HOURS, CALENDAR, SEVERITY

The Zonda R doctrine of Paper 110, rebuilt as a commercial programme: Arte in Pista is the support structure the Zonda R never had.

The custody doctrine is the Zonda R's, matured. The measure of use is engine hours and event severity, never kilometres; the measure of readiness is the living file - hours in service per assembly against factory limits, calendar-dated safety equipment (fuel bladder, harnesses, fire system, extinguisher charge) replaced on expiry regardless of use, software and setup state current, and storage conditions documented. What the Huayra R adds is structure: the Arte in Pista programme, established in 2021, runs non-competitive events at FIA-grade circuits with the factory present in force - technical director, data engineers, mechanics, driver coaching, even physiotherapist and nutritionist - so that most cars have lived their whole lives inside factory supervision, with every hour logged and every consumable changed on schedule. That is a custody advantage no Zonda R ever had, and it shows in the files: a well-kept R comes with event-by-event records, transport history and factory invoices (the Paris car documented a €8,600 Pagani service through Formula Automobile in May 2024). Programme terms - event counts, duration, what is included with the car versus contracted separately - are customer-specific and contract-defined; a German report of ten events over two years for Evo buyers is a single unverified source, and the checklist treats inclusion terms as a document to obtain, not a fact to assume. The transfer question matters commercially: whether Arte in Pista participation, remaining support and the simulator follow the car to a second owner is settled with Pagani before purchase, never after.

CUSTODY ECONOMICS - PLANNING ALLOWANCES	
Standing costs	Climate-controlled storage, insurance on agreed value, battery and preservation regime - realistic €50,000-100,000/year before the car turns a wheel (analytical allowance)
Event costs	Enclosed transport, factory support, consumables - slicks by the set, brake material, fluids - five figures per event weekend as a planning basis, scaling with severity
Lifing events	Engine and gearbox time-outs, safety-equipment calendar replacement, suspension and aero component lives - six-figure reserves; a full engine event is factory-only and priced accordingly
Annual all-in	For an actively campaigned car: €150,000-300,000/year is the honest long-term provision including reserves; a stored, exercised-only car sits far lower but never at zero

(Planning provisions, not tariffs - factory quotations are customer-specific and confidential. Every consequential operation is factory-controlled: no independent specialist path exists for the V12-R, the dog-ring gearbox or the structural carbon, and AMG or HWA experience elsewhere confers no authority on this installation. The one documented datum: €8,600 for a routine Pagani service via Formula Automobile, May 2024 - the floor, not the scale.)

06 THE MARKET - TWO RESULTS AND A SILENCE

Paris answered what an R is worth; Zurich answered what one costs with history and a simulator; the Evo has answered nothing.

New, the Huayra R listed around €2.6M before taxes, and real invoices ran far higher - the two auction cars carried €313,650 and €306,490 in options respectively. The transparent record is exactly two results, both 2025, both from the R's first public year at auction. RM Sotheby's Paris, February 2025: chassis 005 (production 5 of 30), 196 km, single ownership, factory spares package with additional wheels - €3,042,500. RM Sotheby's Tailored for Speed, Zurich, October 2025: car #11 (chassis ending 76003), 470 km, €306,490 in options, accompanied by the factory simulator in its flight case - CHF 2,367,500. The spread is information, not contradiction: Paris rewarded near-delivery freshness; Zurich priced a used, campaigned example at roughly its original all-in outlay - a rational market discounting hours and kilometres exactly as this paper argues it should. Between auctions, cars move through the factory's orbit, specialist dealers and collector-to-collector introductions, with Arte in Pista participation forming a natural network of informed buyers. The Evo trades on allocation and private agreement only; no public result exists, and its working band is inference from the R's record plus its undisclosed scarcity.

HUAYRA R FAMILY - WORKING VALUATION FRAMEWORK, MID-2026	
Huayra R	€2.3-3.2M - the band the two 2025 results bracket; low hours, complete lifing file, simulator and spares, remaining factory support push the top; heavy campaign history without records sits below
Huayra R Evo	€3.5-5M+ - analytical inference only: no public result, production undisclosed; treat every quoted premium as a negotiation position, not a comparable
What moves value	Hours and severity against the lifing schedule · completeness (simulator, spares, wheels, documentation) · Arte in Pista standing and factory relationship · configuration and livery
The trap	Pricing an R from road-Huayra logic - kilometres mean nothing here; a 500 km car with expired calendar items and no hour log is the expensive one

(Analytical estimates on a two-result record. Both results are gross auction figures; exchange rates, premiums and taxes must be considered before treating either as retail. Nothing here is investment advice.)

OWNERSHIP VERDICT - THE RATINGS		
Reliability	□□□□□	A racing engine engineered with unusual margin - condition follows the lifing file, calendar discipline and factory supervision, not age
Maintenance costs	□□□□□	The heaviest custody in the Pagani family: standing costs never stop, events cost five figures, lifing reserves run six
Parts availability	□□□□□	Single-source by design - factory-only for engine, gearbox, carbon and safety systems; nothing is on a shelf
Investment potential	□□□□□	Thirty cars, the only NA V12 track Pagani of its era, a rational two-result market - strong, but bought for the programme, not the chart

MARQUE BUYING SCORE - PAGANI HUAYRA R FAMILY

Category	Huayra R (lived, documented)	R Evo (allocation/resale)	Any car without a lifing file
Reliability	7 / 10	7 / 10	3 / 10
Driving experience	10 / 10	10 / 10	10 / 10
Ownership cost	1.5 / 10	1 / 10	1 / 10
Parts availability	2 / 10	2 / 10	1.5 / 10
Long-term collectability	9 / 10	9 / 10	4 / 10
Investment potential	8 / 10	7.5 / 10	2.5 / 10

Scored on the fixed series rubric. The Evo scores investment potential lower not on the car but on the information: undisclosed production and zero public results mean the buyer cannot verify the scarcity being priced. The third column is the family trap - hours, calendar items and factory standing unverifiable.

METHODOLOGY AND A NOTE ON VALUES

Built from factory material, auction documentation and public record: Huayra R revealed March 2021, 30 customer cars, track-only, not road legal, sold on bill of sale. V12-R by HWA AG: 5,980 cc NA, 850 PS @ 8,250 rpm, 750 Nm, 9,000 rpm limit, 198 kg, load-bearing installation, 10,000 km claimed maintenance interval (durability statement, managed in hours). Six-speed dog-ring sequential ~80 kg; triple-disc sintered clutch, 95% quoted friction efficiency. 1,050 kg dry; ~1,000 kg downforce at 320 km/h. R Evo, February 2024: 900 PS (662 kW) @ 8,750, 770 Nm @ 5,800-8,200, 9,200 rpm redline; +45% downforce, +21% efficiency, +5% in open configuration; 190 mm tail extension, 101 mm splitter extension; heavy damper; CCM-R (+100% heat-exchange, +14% braking area); carbon +38% stiffness at equal weight; ~1,060 kg reported; production and pricing undisclosed. Market: RM Sotheby's Paris, Feb 2025 - chassis ...76005 (5/30), 196 km, €313,650 options, €8,600 May 2024 Pagani service via Formula Automobile, sold €3,042,500. RM Sotheby's Tailored for Speed, Zurich, Oct 2025 - car #11 (chassis ...76003), 470 km, €306,490 options, factory simulator included, sold CHF 2,367,500. Arte in Pista terms contract-specific; the '10 events / 2 years' Evo report is single-source and unverified. Bands are analytical estimates; nothing here is investment advice.

08 THE BUYING PROTOCOL - AND SYNTHESIS

The lifing file before the car, the factory before the seller, the programme before the price.

The protocol runs in an unusual order, because the documents outrank the machine. First the lifing file: engine and gearbox hours per assembly against factory limits, event history with severity, calendar-dated safety equipment with expiry dates ahead of the purchase, software and setup state, storage and transport records - obtained and verified with Pagani before travel to the car is worth booking. Then the factory conversation: chassis and production number confirmed, campaign and support status, Arte in Pista standing and what transfers, remaining programme entitlements, the simulator and spares inventory that belong with this chassis. Then the machine itself, inspected factory-led: structural carbon and load paths including the engine's structural mounts, aero surfaces and underfloor, suspension lifing state, brake and tyre condition by specification and date. And then the transaction: bill-of-sale title chain verified (no registration document exists to anchor identity - the factory record is the identity), import and tax status for a

car that crosses borders by transporter, insurance on agreed value with track use explicitly covered. The synthesis: the Huayra R is the closest Pagani has come to selling membership in a works team - the car is the ticket, the factory is the team, and the value lives in the standing, the file and the hours remaining. Bought that way, with the two 2025 results as the anchor and the annual reality accepted in writing, it is the most complete track-car programme of its generation.

WALK AWAY - THE NON-NEGOTIABLES

No lifting file, or hours reconstructed from memory · calendar safety items expired or undated · engine or gearbox history outside factory supervision · structural or crash repair without factory attribution · the simulator, spares or wheels sold separately from a car priced complete · Arte in Pista transfer assumed rather than confirmed with Pagani · an Evo premium justified by a production number the factory has never published · and the family trap: a low-kilometre odometer offered as evidence on a car whose only honest meters are hours and the calendar.

WHO SHOULD BUY THIS CAR

The driver-collector who will use the programme: Arte in Pista is the point - factory-supported hours at FIA circuits, coached, logged and maintained; the car rewards exactly this owner.

The Pagani completist: the only naturally aspirated V12 Pagani of the Huayra era, the direct heir to the Zonda R - the collection's engine-room argument.

The Evo allocation holder: the ultimate development state - bought with eyes open on undisclosed production and an unpriced resale market.

Not: the buyer who wants a road car (it is not one and cannot become one), the odometer investor, or anyone unwilling to fund €150,000-300,000 a year of active custody.

BOTTOM LINE

Thirty naturally aspirated track cars and an undisclosed handful of 900 PS long-tails: the Huayra R programme is Pagani's Zonda R doctrine rebuilt as a commercial ecosystem - HWA's 198 kg structural V12, a dog-ring gearbox, a tonne of downforce, and a factory that travels with the car. Two 2025 results (€3.04M Paris, CHF 2.37M Zurich) frame a rational €2.3-3.2M market for the R; the Evo trades on trust in the factory's discretion. Buy the living file first, the factory standing second, the car third - and never price it in kilometres.

ONE-SENTENCE VERDICT

The Huayra R is membership in a works team disguised as a car - a 9,000 rpm naturally aspirated argument for everything Pagani believes, whose value lives in hours, calendars and factory standing, and whose two honest auction results prove the market prices exactly that.

SOURCES

Factory material, auction documentation and public record: Huayra R revealed March 2021 - 30 customer cars, track-only, not road legal, delivered on bill of sale; developed with HWA AG (Affalterbach, founded by AMG co-founder Hans Werner Aufrecht). V12-R: 5,980 cc naturally aspirated, 850 PS @ 8,250 rpm, 750 Nm, 9,000 rpm limit, 198 kg dry, installed as load-bearing structure; 10,000 km claimed maintenance interval (read as durability statement - custody managed in hours, severity and calendar lives). Six-speed dog-ring sequential ~80 kg; triple-disc sintered clutch (95% quoted friction efficiency); 1,050 kg dry; ~1,000 kg downforce at 320 km/h; FIA-inspired safety systems with calendar-dated lives; base price ~€2.6M before taxes. Huayra R Evo, February 2024 (factory: 'Huayra R Evo Roadster' configuration with two removable polycarbonate roof panels): V12-R Evo 900 PS (662 kW) @ 8,750 rpm, 770 Nm @ 5,800-8,200, 9,200 rpm redline; +45% downforce, +21% aerodynamic efficiency, +-5% additional load open; 190 mm codalunga tail extension, 101 mm splitter extension, central fin; heave-damper third element; Brembo CCM-R (+100% heat-exchange surface, +14% braking area); new-generation carbon +38% stiffness at equal weight; ~1,060 kg reported; production 'extremely limited', numerically undisclosed; pricing undisclosed. Arte in Pista: established 2021, non-competitive events at FIA-grade circuits, factory support including technical direction, data analysis, mechanics, coaching, physiotherapy; open to Zonda R/Revolución owners; inclusion terms contract-specific ('10 events over 2 years' for Evo buyers = single-source German report, unverified). Market: RM Sotheby's Paris, February 2025 - 2022 Huayra R chassis ZA9H11WTYYSF76005 (5/30), 196 km, €313,650 options, €8,600 Pagani service via Formula Automobile (May 2024 invoice), spares with additional wheels - sold €3,042,500. RM Sotheby's The Tailored for Speed Collection, Zurich, October 2025 - 2022 Huayra R #11, chassis ZA9H11WTYYSF76003, 470 km, €306,490 options, factory simulator in flight case - sold CHF 2,367,500. Bands (€2.3-3.2M R / €3.5-5M+ Evo) are analytical estimates on a two-result record. Companion documents: Buyer's Checklist No. 125 and Model File 125; Paper 110 for the Zonda R doctrine, Papers 111-113 for the road family. Values are indicative frameworks, not valuations; nothing here is investment advice.