MARQUE INTELLIGENCE
SUPERCAR MODELS - PAPER NO. 122

122

BUYING & OWNING A PAGANI

Access, allocation, commissioning, delivery, service, community and investment risk - the patronage economy of a very small atelier

€3-4M

Realistic 2026 entry capital for an ordinary Huayra - €2 million no longer buys most usable Paganis once taxes and reserves are counted

400+

Checks in a Pagani Puro certification, concluding in a Puro Book signed by Horacio Pagani - the pre-owned buyer's strongest protection

3 PROGRAMMES

Puro certifies what the car is, Rinascimento restores what it was, Unico transforms what it can become - no other marque runs all three

€60-150K

The honest annual ownership reserve for a road Pagani - and several hundred thousand for a track car campaigned through Arte in Pista

JULY 2026 PUBLIC SOURCES ONLY NOT INVESTMENT ADVICE

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01 EXECUTIVE SUMMARY

Buying a Pagani begins like buying any exotic car - a dealer, identity and funds checks, a contract, a delivery - and becomes something else entirely, because the scale changes everything. Pagani has built only a few hundred road cars in its history, so a customer is not entering a premium sales system but a very small international community in which the factory may know the individual chassis in detail, the dealer knows the owner personally, the founder may participate in major commissions, and the same factory people recur through servicing, events, restoration and later purchases. The retention system runs not on points and tiers but on scarcity, personal recognition, access, factory continuity and the possibility that a known, loyal client will one day be offered something an unknown applicant never sees. The owner is not literally adopted - but at its best the model is deliberately closer to patronage of a small atelier than to consumption of a corporate product.

This closing paper of the Pagani series walks the whole path: what entry really costs in 2026 and why the €2 million buyer is no longer equipped; how the front door works and why no published allocation ladder exists; how to buy pre-owned in the correct order of questions and what Puro certification actually protects; how a new car moves from allocation through configuration, build and delivery; what ownership costs, year by year, and what happens when things go wrong - Rinascimento, Unico, and the accident nobody plans for; how Raduno and Arte in Pista convert a possession into membership; and finally the investment question, answered with this series' auction record rather than with hope. As throughout, claims are sorted: documented, accepted interpretation, analytical estimate, unknown.

Key Finding

The first correction is financial: €2 million in liquid capital no longer buys most usable Paganis outright. The transparent 2025-2026 record puts ordinary Huayra Coupés at $3.19-3.33M, Roadsters at $3.3-3.4M, the first public Utopia at CHF 3.27M, a Tempesta BC Coupé at $4.34M and the Roadster BC at CHF 4.48M - before taxes, premium, transport and the reserve. The responsible entry position for an ordinary Huayra is roughly €3-4M for the car, separate funds for taxes and registration, and €250-500K held outside the purchase; for Zonda, BC, Codalunga, Imola or one-offs, dramatically more. A buyer who spends nearly all available capital acquiring the car is not financially prepared to own it - and the central financial rule of this whole series follows: a buyer should be able to own the car without needing it to appreciate.

The second finding is structural: Pagani's three factory programmes are the marque's real moat, and the buyer's real protection. Puro certifies what the car currently is - 400-plus checks against factory records that reach down to component serial numbers and the mechanics who built it, concluding in a Horacio-signed Puro Book and possible warranty extension to twelve years of age. Rinascimento restores what the car was, from archived drawings, moulds and original methods, documented in its own book. Unico transforms what the car can become, 'up to the last bolt'. Together they mean a used Pagani is never a fixed historical object or an orphaned one - it is the basis of a new factory relationship, which is precisely why pre-owned ownership is the most realistic first step into the marque.

02 THE PRICE OF ENTRY

What the transparent market actually says in 2026 - and the capital a responsible buyer holds back.

Assume a prospective buyer with €2 million. The first question is what that sum represents - total net worth, allocated liquidity, or discretionary cash beside much greater wealth - because a Pagani consumes capital after purchase: tax, import, registration, insurance, storage, transport, annual maintenance, tyres, campaigns, clutch and gearbox events, accident exposure. The public record then answers the second question. The 2025-2026 transactions this series verified paper by paper bracket the market from roughly $3.2M for an ordinary Huayra to eight figures for the great Zonda specials - and every figure below is a gross auction result, not a private-market law: an unusual, high-mileage or privately offered early Huayra may trade below the strongest results, while taxes and dealer margin push real acquisition cost higher. The practical conclusion stands regardless: €2 million establishes credibility, funds a deposit or contributes to a financed purchase - it does not buy the car and the ownership behind it.

THE TRANSPARENT RECORD - PUBLIC RESULTS, 2024-2026	
Ordinary Huayra	2014 Coupé $3,327,500 (Jan 2026) · 2016 Coupé $3,190,000 (Apr 2026) · Roadsters $3,305,000-3,415,000 (2025-26 cluster) - Papers 111-112
The specials	Utopia 12/99, AMT, 48 km - CHF 3,267,500 (Oct 2025) · Huayra BC Tempesta - $4,336,250 (Dubai, Dec 2024) · Roadster BC #33 - CHF 4,476,875 (Oct 2025) - Papers 113, 116
The Zonda ceiling	760 LM Roadster $11,086,250 (Dec 2024) · Riviera $10,130,000 (Dec 2025) - and the discipline datum: Unica unsold below €8M vs €9.5-12M estimate (May 2026) - Paper 117
The entry maths	€3-4M acquisition capital for an ordinary Huayra + taxes/registration separately + €250-500K held outside the purchase - an ownership-reserve estimate, not a wealth rule

03 THE FRONT DOOR - DEALERS AND THE FACTORY

You can call San Cesario - but the dealer is the door, and allocation is patronage, not points.

Can you call Pagani directly? Yes - the factory publishes a sales contact and operates a worldwide authorised network, and it has publicly stated that only Pagani, Pagani Automobili America and official authorised dealers may sell its products and provide official after-sales service - a warning that matters in a market where brokers advertise 'allocations' and 'build slots' without authority. In practice the territorial dealer is the efficient first contact: compliance, registration, import, tax, trade-ins, transport and factory liaison all run through it, with the factory joining directly once the client is established - for configuration, special materials, one-off requests, Unico work or delivery. The network is tiny (London's expanded facility, Warsaw as the sixth official European showroom at opening), which cuts both ways: the client never becomes anonymous, and the nearest competent service centre may be a country away. And the allocation ladder? It does not exist - no published rules promote a used-Huayra buyer to a Utopia to a special. The system is discretionary: dealer relationship, prior ownership, service history, collector reputation, intention to keep rather than flip, participation, market fit - accepted industry interpretation, not official criteria. Existing owners hold a real advantage when 99 Coupés or five Codalungas must be placed, because their behaviour is observable; but pre-owned ownership is a practical head start, not a published prerequisite - a credible first-time buyer can receive a production car when a position exists. Which is exactly why the used route is usually the right first move: immediate availability, known specification, entry into dealer, service and community - and Pagani's explicit design, since Puro, Rinascimento and Unico were created so a second owner inherits a relationship, not merely the first owner's choices.

04 BUYING PRE-OWNED - THE ORDER OF QUESTIONS

Chassis before colour, history before mileage - and the inspection this series has already taught, model by model.

The correct order is fixed and unromantic: chassis identity; factory history; accident history; current specification; title and legal status; authenticity; mechanical condition; service record; open campaigns; and only then cosmetic preference. The document set is correspondingly complete - chassis number, original invoice and build specification, service history, factory correspondence, accident and insurance record, factory modifications, engine and gearbox identities, title, import and tax papers, mileage record, and confirmation from Pagani or an authorised dealer. On a Zonda one question precedes all others, straight from Paper 117: what is this car's configuration history - original, factory-upgraded, rebuilt as a 760, accident-repaired, or renamed - because two layers of history must both be documented. The physical inspection then follows the model papers of this series: composite structure (impacts, repairs, underbody, pick-ups, bonded joints, non-factory work); engine by generation (turbo systems, cooling and shielding on Huayra/Utopia; valvetrain, oil and over-rev history on Zonda); transmission by type (manual clutch wear, synchros and over-rev data - or AMT wear calculation, actuators and calibration); active systems under diagnostics; and consumables by date, not appearance. The standing trap deserves its own sentence: low mileage is not proof of condition - long storage creates seal, battery, fuel, tyre and actuator problems of its own, and the delivery-mileage car can carry exactly the history a buyer fears (Paper 116's clutch doctrine).

05 PURO - THE CERTIFICATE THAT MOVES MARKETS

More than 400 checks against the factory's own memory - and the honest list of what it does not prove.

Pagani Puro is the pre-owned buyer's strongest formal protection: available for every model and registration year, built on the company's records for each chassis - components, serial numbers, production photographs, reportedly even the identities of the mechanics who built the car - and executed as more than 400 checks comparing the car as it stands against the car as it was born. It concludes in a Puro Book containing the car's history and an authenticity certificate signed by Horacio Pagani, and a certified car may qualify for whole-vehicle warranty extension until it is twelve years old, provided certification requirements and the annual maintenance plan are met - commercially decisive on a low-mileage Huayra, an active-aero car, a Roadster or anything emerging from long storage. What Puro is: an authenticity inspection, a condition inspection, a historical record, a warranty basis and a market-confidence mechanism. What it is not: proof the car was never damaged, automatic blessing of every non-original modification, a guarantee of appreciation, or a substitute for title and legal due diligence. The operative advice is simple and non-negotiable: whenever practicable, the purchase is made conditional on satisfactory Puro inspection - and the certification cost, which is not publicly standardised, is quoted for the individual chassis before the wire, not after.

06 BUYING NEW - ALLOCATION AND CONFIGURATION

Staged payments, a real-time configurator, a factory visit worth making - and no contractual Horacio.

A new Pagani begins as an allocation, not a car in stock. The likely sequence - dealer introduction, compliance verification, allocation approval, purchase agreement, deposit, specification development, staged payments, production, final payment, delivery - is confidential in its proportions, and the buyer should assume that deposits become progressively non-refundable as unique materials are ordered and production begins. Money is necessary and not sufficient: the factory weighs legality of supply, whether the applicant fronts an undisclosed broker, AML and sanctions compliance, completion likelihood, reputational fit and flip intention - no published resale prohibition exists, but an immediate flip damages the relationship that produces future allocations, which matters more than any penalty. Configuration is the core experience: a real-time digital configurator in the dealers, and beyond it the full commissioning palette - visible carbon and weave orientation, pigments, wheel and caliper finish, leathers, stitching, luggage, inscriptions, up to specially developed colours and individually engineered trim - within limits the factory enforces as final technical authority: safety, homologation, heat, durability, coherence. The San Cesario visit is not legally necessary and is practically indispensable - colours behave differently in real light, leather and exposed carbon cannot be judged digitally, and the factory relationship is part of what is being bought; treat it as due diligence, not tourism (Paper 120). And the founder, stated honestly: for a regular-series car the customer gets a dedicated professional team - dealer, designers, colour-and-material specialists, engineers; Horacio reviews, approves the unusual, meets owners, participates in deliveries and goes deep on one-offs and major Unico projects, with the dedicated division drawing on Centro Stile and production personnel. A meeting with him is part of the relationship when it happens - never a contractual feature of the car.

07 THE BUILD AND THE DELIVERY

Workstations, months and milestones - and why a new Pagani should not arrive with zero kilometres.

The build follows Paper 120's system: no moving line, individual workstations, specialist teams in sequence from monocoque preparation through systems, structures, powertrain, interior, body, commissioning, calibration and road validation to a final inspection in which weave consistency and fingerprints are real criteria. Physical assembly runs months once components are available; the order-to-delivery total runs one to two years or more depending on allocation timing, model schedule, homologation, specification and suppliers - and one-offs run years, with the client's own indecision often the largest single delay. During production the customer may receive renders, photographs, milestone confirmations and inspection invitations - emotionally binding, commercially prudent, and the origin of the documentary provenance later papers in this series price. Testing is not optional: a completed car is calibrated, aligned, leak-checked, software-loaded, dynamically validated - so a new Pagani should not be expected at zero kilometres, and the buyer asks the dealer to document pre-delivery mileage, tests performed, any component replacements, software level and campaign completion. Delivery is a choice: factory collection - unveiling, technical briefing, museum, personnel, the strongest ceremonial and educational form - or dealer delivery where registration, import or collection management argue for it; transport by enclosed truck, air or specialised sea freight, with transit insurance, customs, damage inspection and handover responsibility fixed in writing. What arrives with the car matters for decades: manuals, keys, tools, maintainer, luggage, roof equipment, cover, specification and authenticity documentation - and on certified or restored cars the Puro or Rinascimento Book, which must never be separated from the chassis.

08 LIVING WITH IT - SERVICE, MONEY, STORAGE, USE

The first year builds the baseline; the budget is honest or it is wrong.

The first year establishes the baseline: running-in completed, battery regime understood, tyre pressures and dates watched, lift system learned, full warm-ups, no cold loading, roof handling rehearsed where relevant, dealer contact maintained - a Pagani is neither an ordinary car that tolerates months of neglect nor an inert sculpture, and regular controlled operation is maintenance. Service runs through the factory, authorised dealers and certified centres (Puro at headquarters and specialised dealer centres; a controlled technical-information portal for Europe and the US); routine work is regional, majors may need factory guidance, travelling specialists or transport to Italy, and structural or one-off work belongs at San Cesario - with the transport, customs and time budgeted alongside the repair. The cost frame this series has used since Paper 105 closes here as the ownership summary: routine €20-40K, age majors €50-120K+, manual clutch €60-150K+, AMT work €75-200K+, major gearbox €150-300K+, recommissioning €200-600K+, structural carbon potentially seven figures - reserves, not quotations. Insurance is agreed-value or it is wrong, with transit, track exclusions, overseas use, factory-repair authorisation, Italy transport, unique-panel reproduction and diminished value addressed explicitly - a cheap independent carbon repair can preserve function and destroy authenticity, Puro eligibility and resale confidence at a stroke. Storage follows the collector standard (16-22°C, 40-55% RH, maintainer, cradles, clean fuel, fire protection) with proper exercise cycles instead of idle-running, and correct roof-panel storage on open cars. And use: urban is possible and compromised; long-distance touring is the road cars' strength; mountain roads their element; track use of road cars a question for the insurer first - while track-only cars belong inside the factory programme. On mileage, the market and the machine disagree: collectors pay for low kilometres, but the unexercised car is often the mechanically worse one - the owner decides whether this is an asset, an object of use, or both, knowing that driving costs relative value and total abstinence sacrifices what was bought.

ANNUAL OWNERSHIP BUDGET - ROAD PAGANI, PLANNING RESERVES	
Fixed base	Routine service €20,000-40,000 · storage and management €10,000-30,000+ · insurance highly jurisdiction-dependent, agreed value
Activity	Transport and events €10,000-50,000+ · tyres and consumables €5,000-20,000 annualised - a toured or internationally shipped car trends high
The reserve	Major-repair reserve €25,000-75,000+ - the line that absorbs clutch years, campaign years and cosmetic years without deferral
Total	€60,000-150,000+ practical annual reserve for a road car · an Arte in Pista track programme runs to several hundred thousand euros - accepted in writing before purchase

09 WHEN THINGS GO WRONG - THE TRIAD, AND THE CRASH

Rinascimento restores, Unico transforms, Puro certifies - and no general body shop touches structural carbon, ever.

Accident response has one rule before all others: no dismantling and no carbon repair by a general body shop before insurer, dealer and Pagani are involved - the first questions are monocoque, pick-ups, drivetrain displacement, bonded structures, mould availability, identity retention and factory certifiability, and only specialist inspection answers them; spectacular damage can be replaceable structure, invisible damage can be terminal. Then the triad of Paper 117, seen from the owner's side. Rinascimento is the conservative instrument: restoration to original condition from archived drawings, preserved moulds, original materials and methods, documented step by step in a Rinascimento Book and certifiable as officially restored - right when originality, age or faithful reconstruction is the goal. Unico is the transformative instrument - body, interior, aero, engine, gearbox, suspension, 'up to the last bolt' - right when a second owner wants a new identity rather than the first owner's choices, and double-edged for value: documented and tasteful, it can lift a car sharply; excessively personal, it narrows the market and can erase an important original specification. Puro certifies the result either way. Can a badly crashed Pagani be saved? Often - the factory's records, moulds and people allow rebuilds an ordinary system would write off - but 'repairable' and 'financially rational' are different words, and the decision weighs pre-accident value, monocoque state, rarity, insurance and market acceptance: work rational for a €10M Zonda is irrational for an ordinary supercar. And when the problem is the factory or dealer themselves - delays, misunderstandings, defects, communication - the small scale is both the weakness (no alternative supply chain exists for a unique component) and the strength: escalation reaches senior management, engineers and in exceptional cases the family, because losing one owner matters more to Pagani than losing one buyer matters to a mass manufacturer - one dissatisfied owner is audible across a meaningful fraction of the entire customer community.

10 THE COMMUNITY MACHINE - RADUNO, ARTE IN PISTA

The car becomes a social structure - which is precisely the retention mechanism.

The Pagani Raduno is the marque's owner gathering in driving-tour form: multi-day programmes - the documented fifth international gathering toured Tuscany through Pienza and San Gimignano; recent regional formats include Oceania's Pacific Run - with organised routes, hotels, technical assistance, transport coordination and, critically, other owners. It is not assumed free: premium logistics cost real money, participation terms are private, and the honest formulation is that entry, travel, accommodation and guests may be charged while dealers or the factory subsidise selected elements for invited clients. A supported tour also answers the breakdown question - travelling technicians, spares, recovery - which is exactly why owners drive irreplaceable cars through unfamiliar countries at all. Arte in Pista is the parallel institution for the track cars - Zonda R and Revolución, Huayra R and R Evo - introduced with the Huayra R in 2021: personalised calendars at internationally important circuits with transport, engineers, tyres, data, instruction and hospitality, the programme without which a track-only Pagani is merely a stored object (Papers 110 and 114 priced its custody; the honest annual reserve for an active R runs to several hundred thousand euros). Around both sits the community: numerically tiny, globally distributed, socially varied - drivers, preservers, investors, privates - meeting at Raduni, circuits, Monterey, Goodwood, concours and the factory. Is the owner 'treated like family'? The phrase needs discipline: the relationship remains commercial - a contract, a product, paid service, events on terms. What Pagani can genuinely offer, and volume brands cannot, is individual recognition, continuity of people, chassis-specific memory, founder-signed certification and decades-long involvement in the same car: the owner is known, not processed. The accurate formulation: Pagani attempts to convert ownership into membership of a small, continuing circle around the factory. Against Ferrari's institutional ladder, Lamborghini's accessible breadth and Koenigsegg's engineering-led intimacy, Pagani's loop is distinct: buy, service, attend, meet, restore or transform, gain access, remain - the company does not try to make other cars unavailable; it makes the relationship around its own car difficult to replace.

11 THE INVESTMENT QUESTION

Blue-chip cars exist; guaranteed appreciation does not - and the ownership costs eat quiet gains.

The strongest Paganis now rank as important international collector cars - Cinque and Cinque Roadster, Tricolore, the great 760s, HP Barchetta, Zonda R and Revolución, BC and Roadster BC, Codalunga, Imola, the major one-offs - and the auction record supports the tier: $11.09M and $10.13M for the special Zondas, $4.34M for a Tempesta BC, CHF 4.48M for the Roadster BC, $3.2-3.4M for ordinary Huayras, CHF 3.27M for the first public Utopia. The bull case is real: irreproducible supply, founder significance, V12 and manual scarcity, the Puro/Rinascimento/Unico support structure, demand across four continents, unmistakable identity, and public validation at eight figures. The bear case is equally real and this series has documented every item: a thin market where one absent bidder moves a result (the Unica non-sale below €8M is the standing exhibit); specification and accident sensitivity; regulatory friction; maintenance exposure priced into every bid; founder-transition risk; economic cycles; and new supply - Pagani itself keeps creating more desirable projects that can redirect demand from older cars. The arithmetic nobody advertises: buy at €3M, hold five years, spend €500K+ on storage, insurance, service and transport, sell at €3.5M through an auction with commissions and taxes - the apparent appreciation nets to little or nothing. Hierarchies for the buyer who still asks: historically strongest - documented early C12, F Clubsport, Cinque pair, Tricolore, major 760s, Barchetta, R and Revolución; strong Huayra tier - BC, Roadster BC, Imola, Codalunga, significant one-offs and firsts/lasts; the Utopia manual Coupé as the strongest regular-series prediction (99 cars, first body, the three-pedal return - analytical, per Paper 116); and the variable tier - ordinary Huayras, taste-specific specifications, repaired or under-documented cars, where selection is everything. A Pagani can be an effective store of collectible value. It is not a financial instrument, and no responsible owner buys it as one.

12 SYNTHESIS - THE TWO RULES

Own it without needing the appreciation; steward it inside the relationship - everything else in this series follows.

The closing interpretation of the Pagani series: buying begins as a transaction and matures into a long-term relationship with a small manufacturer - discretionary patronage constrained by tiny production, in which money is essential and trust, history and suitability decide the rest. The pre-owned path is usually the realistic entry; Puro is the instrument that makes it safe; the factory programmes keep every car alive across owners; Raduno and Arte in Pista convert possession into membership; and the founder's involvement scales with the significance of the commission, never with the size of the invoice alone. What must never be done is equally clear: no deposits to unofficial allocation brokers, no purchases from photographs, no celebrity provenance without documents, no structural carbon outside the authorised system, no spending of the last liquid euro on the purchase, and no configuration built for one season of social media. Two rules carry everything. The financial rule: a buyer should be able to own the car without needing it to appreciate. The cultural rule: a Pagani is not merely purchased - it is stewarded within an ongoing factory relationship. The best owners receive something close to family treatment not because a contract promises friendship, but because they remain present: they maintain the car correctly, return to the factory, participate, commission, and become known to the small group of people who built the car and continue to care for it. That is Pagani's real defence against the next fashionable hypercar - not making other cars unavailable, but making this relationship irreplaceable.

BOTTOM LINE

Entry to the marque now starts around €3-4M for an ordinary Huayra plus real reserves - €2M is a deposit, not an ownership plan. The path runs through authorised dealers only, usually via a certified pre-owned car; Puro makes the purchase safe, Rinascimento and Unico keep the car alive, Raduno and Arte in Pista make it worth keeping, and allocation is patronage earned by behaviour, not a ladder bought with money. The strongest cars are genuine blue-chip collectibles with eight-figure validation; none is a guaranteed investment, and ownership costs quietly consume modest gains. Own it without needing the appreciation; steward it inside the relationship - the two rules the whole Pagani series has been building toward.

ONE-SENTENCE VERDICT

A Pagani is bought like a car and owned like a membership - entry at €3-4M, custody at €60-150K a year, protection through Puro and the factory triad, belonging through Raduno and Arte in Pista - and the buyer who can own it without needing it to appreciate is the only buyer the maths, and the marque, were ever designed for.

SOURCES

Factory material, official programme documentation, auction record and this series' verified papers: market - 2014 Huayra $3,327,500 (Kissimmee, Jan 2026), 2016 Huayra $3,190,000 (Barrett-Jackson Palm Beach, Apr 2026), Huayra Roadsters $3,305,000-3,415,000 (2025-26, incl. RM Miami), Utopia 12/99 CHF 3,267,500 (Zurich, Oct 2025), Huayra BC Tempesta $4,336,250 (RM Sotheby's Dubai, Dec 2024 - chassis ...76130, 11th of ~20; corrects Paper 113's 'no public coupé result'), Roadster BC #33 CHF 4,476,875 (Zurich, Oct 2025), 760 LM Roadster $11,086,250 (Dubai, Dec 2024), Riviera $10,130,000 (Abu Dhabi, Dec 2025), Zonda 760 Unica unsold, bid <€8M vs €9.5-12M (Villa d'Este, May 2026). Official channels: Pagani dealer/service network per pagani.com; factory statement that only Pagani, Pagani Automobili America and authorised dealers sell and service officially; London facility expansion; Warsaw as sixth official European showroom at opening; real-time configurator; technical-information portal (EU/US). Programmes: Pagani Puro - every model/year, >400 checks, factory records incl. component serials, production photos and builder identities, Puro Book with Horacio-signed authenticity certificate, warranty extension to 12 years subject to certification and maintenance compliance; Pagani Rinascimento - restoration from archived drawings, preserved moulds, original materials/methods, Rinascimento Book, official certification; Pagani Unico - transformation 'up to the last bolt', dedicated division from Centro Stile and production (Papers 117, 120). Community: Raduno owner gatherings (5th international gathering documented through Tuscany; Pacific Run, Oceania); Arte in Pista - factory track programme for Zonda R/Revolución and Huayra R/R Evo, introduced 2021 (Papers 110, 114); participation economics private. Allocation criteria, deposit schedules, dealer margins, buyback/resale terms, programme prices, Puro and warranty costs, order-to-delivery durations: not publicly disclosed - stated as unknown. Cost figures are analytical planning reserves consistent with Papers 105-117. Companion papers: the complete Pagani series 103-121; Koenigsegg 102 for the sister doctrine. Thematic paper - no Model File or Checklist. Nothing here is investment advice.