

Odds

PAGANI TO PRESENT A 750 BHP "TRACKDAY" ZONDA IN GENEVA NEXT WEEK

The Zonda F doesn't lack performance figures, driving around the Nürburgring in 7:32 and achieving lateral G forces of almost 1.5 G, it is however a road car, easy to drive, intuitive and setting the benchmark for comfort, safety and lightweight. Paired with a quality finish and the attention to detail this made the Zonda F one of the most desirable supercars resulting in the 25 Coupé models being sold



out in record time.”

'This did not seem to fulfil the requirements of our most demanding customers, who adore the weekend drive on a racetrack. The spark has been set by an Italo-American customer, enthusiast and already proud owner of 3 Zondas. He describes the project this way: “The thought has been on my mind for quite some time, but I am not interested in racing”.

The Zonda R is born with full liberty. The target: the ultimate performance at the racetrack without any implications of rules, except for safety, where no compromise is allowed. In September 2006 the first drawings were ready, but it was crucial to have the support of Mercedes-AMG for a high revving engine with a power output of 750hp, dry sump, light and with a low centre of gravity. The basis was the self supporting engine of the mighty CLK GTR, which has dominated the GT championships. Even at constant racing pace the engine would have to cover over 5,000 km before servicing. The challenge has been accepted without hesitation.

The Zonda R is a car designed from scratch, with only 10% of the Zonda F components to be carried over. The suspension forged in Avional, a new Pagani six speed transversal sequential gearbox, carbon fibre monocoque, aeronautical four pump fuel tank are only part of the equation.

The wheelbase has grown by 47mm, the overall length by 394 mm and the track is increased by 50mm. The bodywork and aerodynamics have been studied to offer maximum downforce.

Even though built for the track, the project would not have received kick off, if the quality and finish of the car and its details was not up to the level of the Pagani road cars. One of the first cars to be delivered however will be kept in a living room, designed by Pagani and built with the same materials as the Zonda F, beautifully textured carbon fibre, avional, titanium, inconel and other state of the art materials. Additionally it will feature a bespoke HiFi System that will allow the customer to listen to the sound of this car at Le Mans and the Nürburgring. The Pagani customers who have ordered the Zonda R will be relieved of almost 1.2 million plus taxes.

PAGANI ZONDA R - TECHNICAL SPECIFICATIONS

Engine: Type V12 - M120; V - angle 60°; Displacement 5987 cc; Stroke 80.20 mm; Bore 89.00 mm; No of valves per cylinder 4; Horse Power 750 bhp; Power output 551 KW at 7,500 1/min; Torque output 710 Nm; Aspiration Single throttle bodies, mechanically operated; Lubrication Dry sump with separate oil tank; Firing order 1-12-5-8-3-10-6-7-2-11-4-9



At the Geneva [Motor Show](#), [Alfa Romeo](#) will present the new Customisation Programme that allows customers to make their [cars](#) even more refined and exclusive. It is a completely new programme from the brand that suggests even more ways to customise cars throughout the range.

Today the Alfa Romeo Customisation programme extends this range of possibilities into three different areas: the first, known as 'Vintage', offers exclusive colours for the bodywork and chromatic treatments for the interior that recall the brand's great history on the roads and racing circuits of the world. The

second is known as 'Collezione', and explores the world of fashion and elegance, both on the exteriors with multi-layer lacquered paint and alloys with a sparkling finish, and in the interiors where the materials have all been chosen to create a sensation of well-being and beauty. The third area of the Alfa Romeo Customisation programme is 'TI' (Turismo Internazionale), which was clearly designed for customers who are particularly demanding where performance, dynamic behaviour and sporty personality are concerned. The programme will be on the market in the coming months, gradually offering new features and extending to the entire range.

Visitors to Geneva will be able to admire a few special versions outfitted with the Alfa Romeo Customisation Programme.

First of all an Alfa 147 Collezione with a Shell white body, and an Alfa GT Q2 'dressed' with beautiful three-layer 8C Red paintwork, the same colour that reappears on an Alfa 159 TI and an Alfa 159 Sportwagon TI. The display concludes with an Alfa Brera 2.2 Selespeed and an Alfa Spider 2.4 JTDM.

The former sports 19" alloys with a special chromatic treatment, 8C Red three-layer paintwork and upholstery in Frau hide-coloured 'pieno fiore' leather, including the facia and door panels. And the Spider has three-layer White paintwork, 18" spoked alloys treated in a special way, a roll-bar and chromed head-restraint trims, Frau hide-coloured 'pieno fiore' leather upholstery (with the same luxurious finish on the facia and panels), and interior trims with exclusive colour combinations and hand-brushed aluminium inserts on the facia, panels and [steering wheel](#).





TRIO OF 8-CYLINDER ALFA ROMEO MODELS TAKE CENTRE STAGE AT RÉTROMOBILE

This year's edition of Rétromobile once again drew a stunning line-up of rare and evocative Italian machines to the halls of the Porte de Versailles Expo in Paris; with Fiat, Alfa Romeo, Lancia, Ferrari, Maserati and Lamborghini all very well represented, lining up alongside some of the rarer forgotten historic brands such as Cisitalia, Autobianchi, Siata and Abarth.

One of the highlights of the classic car show was a display put on by the Alfa Romeo Club of France. The club presented "The year of the Eight Cylinders", bringing together three evocative 8-cylinder sports cars from Alfa Romeo's history: the 8C 2300 Mille Miglia, 33 Stradale Coupé and the Montreal; the former two cars having arrived on

loan from the official Alfa Romeo Museum.

Alfa Romeo 8C 2300 Mille Miglia (1932)

Just 188 of these extraordinary chassis were built between 1931 and 1934. This car, a shining red Alfa Romeo museum-owned example, was on display at Rétromobile, was equipped with a very modern at the time design straight 8-cylinder engine, producing 175 bhp. With its two alloy engine blocks and its two overhead camshafts, the Alfa Romeo 8C 2300 could reach speeds of 170 km/h or 215 km/h, depending on the model.

Alfa Romeo 33 Stradale Coupé (1967)

The Alfa 33 Stradale Coupé was designed by Franco Scaglione and is was built on the chassis of the Alfa Romeo T33 two-litre racers. The Stradale was built as a race car for the road with a tubular alloy trellis chassis and a 1995 cc V8 engine; it could reach the speed of 260 km/h and weighed 700 kg. At the time it went on sale in 1968 it was the most expensive road car available on the market, priced at US\$17,000. It featured a six-speed transaxle gearbox arrangement and was unusual in that it had butterfly doors with glass sections that seamlessly wrapped onto the roof.

Alfa Romeo Montreal Coupé (1970)

Completing the line-up of cars on the Alfa Romeo Club France stand at Rétromobile was a pristine example of the evocative and muscular Montreal coupé. The prototype was presented in 1967 at the Montreal World Expo on the occasion of the centenary of the Canadian Federation. A total of 3,925 of these cars were built, and the Montreal was equipped with a 2593 cc V8 engine with four overhead camshafts. This alloy engine produced 200 bhp and allowed the Montreal to reach 220 km/h.

