

## History

### The Beginnings by Horacio Pagani

In January 1988 the late Juan Manuel Fangio invites some close friends over for dinner, I was happy to be among them and privileged to be considered a friend.

This incredible person who was simple and genuine at all times. He won five world championships that everyone remembers. I was very young when he raced and I do not remember this very well. But I do remember well his incredible presence, his feelings and the concepts he used to express. He is still an example to us all.

I have always worked hard to see my dreams come true and that night I imagined a car to honour his life. A common friend, Jan Manuel Bordeu, told me: "Horacio, design a car and call it Fangio". I will never forget his look; showing his modesty and humility.

As a mysterious spring this idea started to develop.

Fangio told me: "I am thankful to all of those that allowed me to race and to win. My biggest thank goes to Mercedes-Benz, I am a Mercedes man." And he goes on: "If you will make it the car must have their engine".

At that time I was contracted to Lamborghini, a marque that I still love, and my life was devoted to the project I was given in S. Agata. Nevertheless in August 1988 I showed to Fangio my first drawing. It had a 12 cylinder Mercedes-Benz engine and it was laid out as a Mid Engined Supercar.

After meeting Fangio I told Ing. Dallara about this project. He told me: "Probably the Miura was the last example of sports car inspired to sport prototypes of those days". I completely agreed with him and Fangio and the idea of making a car derived from group C became stronger and stronger.

By 1992 I had established my own business and had the inspiration, concentration and quietness needed to draw the car. I showed it to Fangio and I remember his look of approval. He clearly told me: "Any project starts to be interesting as soon as it becomes reality".

The task was not easy, however it became exciting. To create a unique vehicle that reflects objective and subjective values of a unique man. This car had to be not only be beautiful and reliable, but also original, simple, non-comparable and technically advanced.

The Super Car design had to be original, Inspired by the Sauber Mercedes "Silver Arrows" Group C Cars. The style had to express new and old concepts. She was born in few days. Then we analysed it for over a year without making major changes.

Aesthetic care must be extended to all the components including those hidden and purely technical ones, like the suspension. Our task was to create a car without time, with shocking and at the same time smooth shapes. Extreme and soft mixed together without losing themselves into round shape triviality.

The cockpit, as seen from the outside is as small as the one of a fighter jet. From the inside it is spacious and comfortable. One of the design goals was to keep the driving position as aligned as possible with the cars centre line. The result is a seat and steering wheel angle of 1.5 degrees only.

The choice of using the prestigious 12 cylinder Mercedes-Benz engine, mounted in a central position, appeared to be very interesting both because of its light weight and its incredible power and torque. Recently a special version of this engine developed by AMG won the GT world championship.

F1 technology has been used for the chassis and bodywork which is made of advanced composite materials. Modena Designs expertise has made possible the construction of a rigid and light car that does not sacrifice comfort . Carbon fibre has been used taking full advantage of our 15 years of experience with this exotic material.

Our goal was to let carbon fibre express all of the art and technology that this material intrinsically has. Expert hands worked to emphasise the nature of each material utilised.

We evaluated 4 wheel drive and electronic suspension management. All of these additions increased the car weight. We chose to work for a light simple and aerodynamically efficient rear wheel drive car that developed a level of Aerodynamic down force and utilised a suspension that was sophisticated from the dynamic / elastokinematic standpoint. A good weight distribution and low centre of gravity gives a very special driving feelings at every speed.

The Zonda was born from a desire to honour one of the Motorsport legends of this decade, a man who exemplified all the qualities we should aspire to.

It has been, for our team, a complex search for easy solutions.