

## Driving the car 1

by Loris Biccocchi: Chief Development Driver

It is difficult to talk about this car only from a technical stand point without mentioning feelings and emotions that accompany you every time you get into the car, fasten your seat belt, turn on the engine. In this car everything around you, every detail seems to communicate something. Nothing is out of place. Every little detail has been bent, turned, drilled, polished, sewed, assembled by expert hands.

Since the first kilometres it was clear that my job would be easier than I expected. The car was born well: Reactions were intense but precise. Lateral flex was absent.

Those two step responses as the car changes from one attitude to another, which are usually generated by a chassis and very difficult to eliminate, were also absent. The best that can happen to a tester is to work with a car that has strong reactions. This is the only way to gather all the information needed for final set up. Good ratio between wheel motion and shock absorber, suspension dynamics, good weight distribution, low engine position and last but not least very good aerodynamics contribute to good performance without sacrificing comfort.

A very important characteristic in any car is the steering. The power steering system in the Zonda has a linear response providing more feel as speed increases. Good damping of transient motions. Rolling motions are almost absent. Good directional stability has been achieved in spite of large tires (front 255/40-18, rear 345/35-18)

The car does not betray the driver during emergency manoeuvres thanks to predictable and progressive reactions. Anti-dive and anti-squat perfectly control chassis movements during acceleration and braking.

Since the design phase I had no doubt about Brembo brakes mainly because of dimension and disk type, the light weight of the vehicle and a cooling system very similar to those on racing cars.

Twin plate clutch is very soft during city driving, however it lets transfer all the engine torque to the transmission without problems.

It is very difficult for me to predict the sensations that the look of the car will give to people who see the Zonda for the first time. What I am sure of is that few people will criticise handling and performance after a road test.

Loris Biccocchi

Loris Biccocchi is the Chief Test Driver of Zonda. He started his career at Lamborghini as a mechanic, in the experimental department. He then passed on to vehicle testing. Later Loris joined Bugatti and was the chief test and development driver, on both the Bugatti EB 110 and EB 112. He has competed in the IMSA Championship with Bugatti Sport Competition of Monaco Racing team. He has worked closely with Michelin.

Driving the car 2  
by Jean Philippe Vittecoq

Horacio Pagani has built with passion and precision a car with good mechanical and dynamic quality. I found pure and simple driving pleasure without artificial “helpers”. A real car, a real pleasure.

Jean Philippe Vittecoq

Jean Philippe Vittecoq is a professional test driver. Who has has worked, among others, with Bugatti, Porsche, BMW, Venturi, Bridgestone and Carbone Industrie for the development of high performance tires and carbon fibre brakes.