**History of the Pagani**

Founded in 1992 by the [Argentinian](http://en.wikipedia.org/wiki/Argentinian) [Horacio Pagani](http://en.wikipedia.org/wiki/Horacio_Pagani_(auto_executive)" \o "Horacio Pagani (auto executive)), and is based in [San Cesario sul Panaro](http://en.wikipedia.org/wiki/San_Cesario_sul_Panaro), near [Modena, Italy](http://en.wikipedia.org/wiki/Modena,_Italy).

[Horacio Pagani](http://en.wikipedia.org/wiki/Horacio_Pagani_(auto_executive)), who formerly managed [Lamborghini](http://en.wikipedia.org/wiki/Lamborghini)'s composites, founded Pagani Composite Research in 1988. This new company worked with Lamborghini on numerous projects, including the restyling of the [25th Anniversary Countach](http://en.wikipedia.org/wiki/Lamborghini_Countach#25th_Anniversary_Countach), the Lamborghini LM002, the [P140](http://en.wikipedia.org/w/index.php?title=Lamborghini_P140&action=edit&redlink=1) design concept, and the [Diablo](http://en.wikipedia.org/wiki/Lamborghini_Diablo). In the late 1980s, Pagani began designing his own car, then referred to as the "C8 Project". Pagani planned to rename the C8 the "Fangio F1" to honour his friend, the five-time Argentinian [Formula One](http://en.wikipedia.org/wiki/Formula_One) champion [Juan Manuel Fangio](http://en.wikipedia.org/wiki/Juan_Manuel_Fangio).

In 1991 Pagani established Modena Design to meet the increasing demand for his design, engineering, and prototyping services. In 1992, he began construction of a Fangio F1 prototype, and by 1993, the car was being tested at the[Dallara](http://en.wikipedia.org/wiki/Dallara) wind tunnel with positive results. In 1994, [Mercedes-Benz](http://en.wikipedia.org/wiki/Mercedes-Benz) agreed to supply Pagani with V12 engines. The cost of these cars are at a total of 2.3 million dollars.

The final car was named the [Zonda C12](http://en.wikipedia.org/wiki/Pagani_Zonda" \o "Pagani Zonda); the Fangio F1 name was dropped out of respect for Fangio, who died in 1995. It was first presented at the 1999 [Geneva Motor Show](http://en.wikipedia.org/wiki/Geneva_Motor_Show).

In 2005, Pagani announced that it planned to triple its production output within the next three years, and to enter the US market in 2007.

On 26 July 2010, Pagani claimed a new record for production based cars using the Pagani Zonda R and completing the [Nürburgring](http://en.wikipedia.org/wiki/N%C3%BCrburgring" \o "Nürburgring) in 6:47, beating the [Ferrari 599XX](http://en.wikipedia.org/wiki/Ferrari_599XX).