

MARANELLO, ITALY—Cars are meant to be seen and driven on the road, and the new Ferrari 599 GTB Fiorano is no exception. Expectations of the brand-new, spectacularly sculpted high-performance V-12 Ferrari to replace the venerable 575M Maranello ran high. The F430's styling wowed car enthusiasts. The 612 Scaglietti was a bit plain by Pininfarina standards. And frankly, initial reactions after seeing the 599 GTB Fiorano in photos and at the auto show were a letdown. Its front- and rear-end design appeared ordinary. That is, until I finally had the chance to view the new Ferrari flagship up close and personal during a recent drive at its birthplace in Maranello, Italy.

2007
FERRARI
599
GTB
FIORANO

Blurring the line between high performance and grand touring

BY PATRICK HONG » PHOTOS BY STEPHANE FOULON

Under natural sunlight, the 599 GTB Fiorano's unique styling and powerful road presence truly shine. Consider the three-quarter view from the front and step back a bit: The 599's low and wide stance, with its strong rear fenders, really portrays a sports car on the move. Walk up closer and the front end begins to reveal many subtle details that hint at the car's Formula 1 heritage.

Leading the svelte front fenders are projector-beam headlamps that convey a strong sense of sportiness. The GTB's seriousness is also highlighted by the hood's ever-so-slightly-raised center section pointing downward at the road, clearly a tie to the company's F1 efforts. Ferrari's traditional, low-mounted air intake up front is framed by the familiar chrome grille with the prancing horse emblem at its center. Air vents on either side of the

grille and on top of the hood are not only great stylistic details but also function to vent the brakes and engine compartment.

In profile, the 599 GTB's shoulderline is high and pinches a bit into the cockpit to give the car an at-speed look. The low and short roofline helps to make the cockpit appear sunken into the car's chassis, further strengthening its road presence. The rear fenders and two buttresses flow off the roof, separate from the greenhouse, and blend smoothly into the rear deck. The rear glass dramatically turns inward to create a gap between the glass and the buttresses. This is one of the most intriguing details that only can be appreciated in person.

Get in and twist the ignition key. Hit the starter button on the steering wheel.

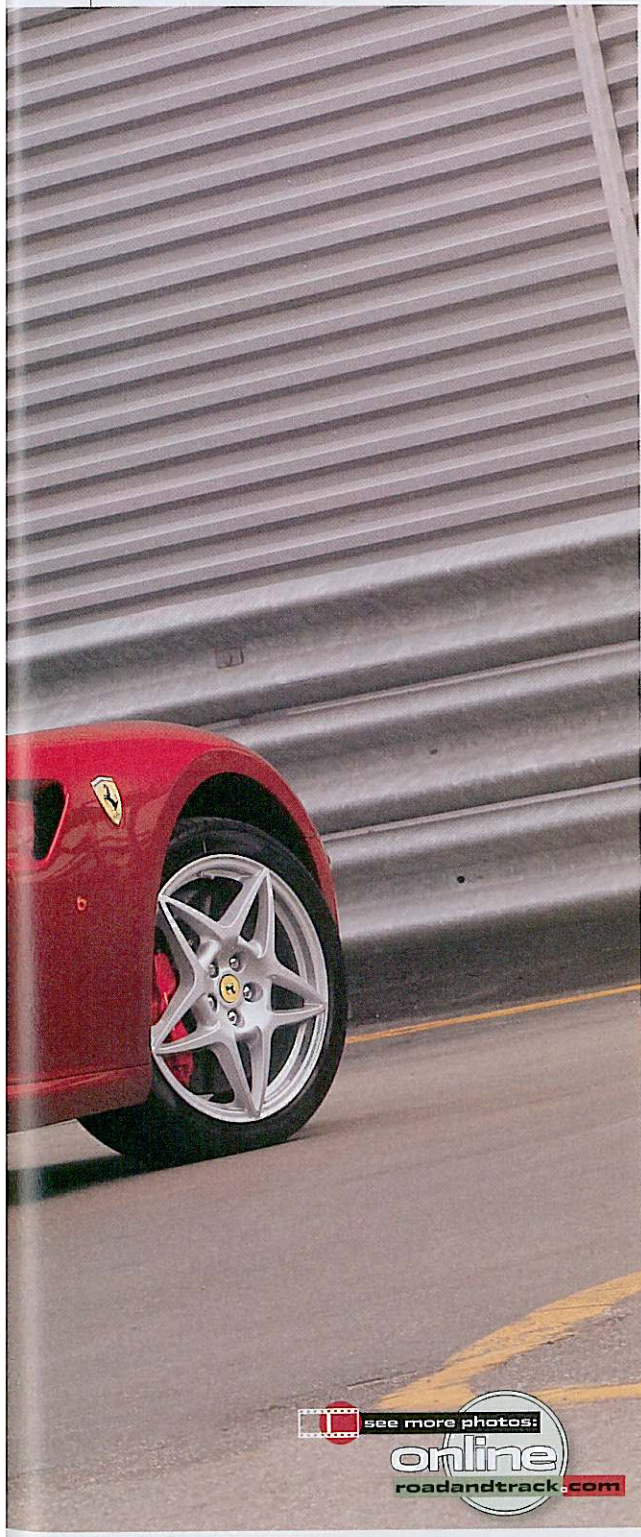
The V-12's starter whines a few times, then the

599 GTB

inputs, including speeding up the 6-speed F1 paddle-shift transmission and tightening the electronically adjustable magnetic dampers for better handling. In this latest iteration of the F1 paddle-shift system, now called F1-Superfast, gearchanges can be done in as little as 100 milliseconds—that's 150 milliseconds quicker than the one seen on the 575M, and 50 milliseconds more rapid than the F430's. The ultra-quick gearchanges also make the automatic mode more

pleasant with smoother upshifts and downshifts.


Even though the 599 GTB is a high-performance grand tourer, it could also pass as a serious V-12 sports car. Its suspension tuning is more aggressive than most cars in the GT category. Despite being a large car, the 599 corners with confidence, thanks to a nicely balanced front/rear 47/53 weight distribution and a well-refined and stiff chassis coupled to double-wishbone suspension all-around. Aided by an



» Complementing the newest Ferrari flagship's exciting exterior is a cockpit that combines sportiness and comfort. Carbon-fiber and aluminum trim pieces blend nicely with Italian leather. The power-adjustable seats offer excellent support. On the road or on the track, the 599 GTB feels right at home.

electronically controlled rear differential, all of the GTB's 611 bhp can be effectively proportioned to the car's generous rear 20-in. tires to ensure maximum grip and acceleration out of corners. Taking the lead up front are 19-in. tires directed by a nicely weighted, variable-assist power steering.

If there is any doubt that the 599 GTB is a sports car, just take it out on a track and experience it at speed. The car's Fiorano name is by design. Maranello engineers want you to associate the car with Ferrari's hallowed factory test track. Moreover, Ferrari set the 599's performance targets to exceed those of the awesome F40. While independent testing was not possible at this time, just riding shotgun in the 599 with a Ferrari test driver at the helm will quickly convince anyone of the car's sporting nature. A few laps on our own around Fiorano confirmed the GTB's aggressive character. Even with the *manettino* set on Race and with stability control on, the car will easily hang its tail out with too much throttle input exiting a corner. Maranello claims the GTB can accomplish 0–100-km/h (0–62 mph) acceleration in just 3.7 seconds.

Standing by the Fiorano track's straightaway, I could hear the 599 GTB roar underneath the bridge and scream past. The sight, the sound and the fury will get your adrenaline pumping. These are emotions only a few special machines in the world can evoke. Ferrari's 599 GTB Fiorano is foremost a sports car rich with the marque's racing heritage. It is a grand tourer simply because it has more room than its hard-core F430 sibling. Greedy for a sports car and GT all in one? The 599 fits the bill. 

For more details on the Ferrari 599 GTB Fiorano, check out roadandtrack.com to see additional photos and to hear what the 599 sounds like.

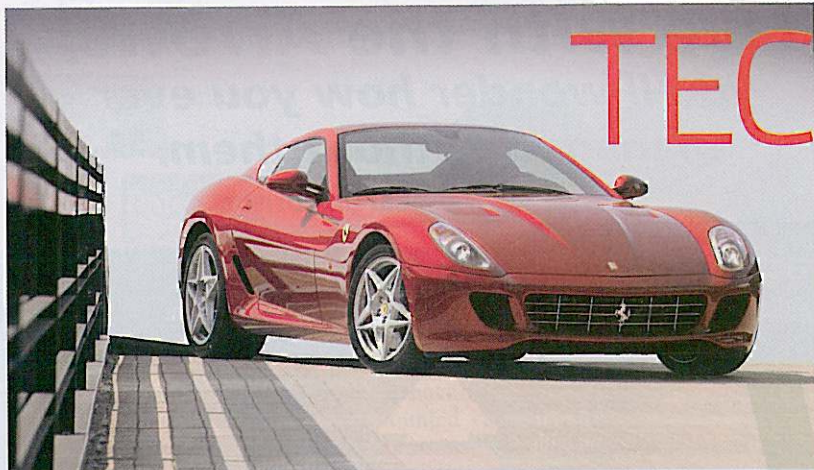
see more photos:
online
roadandtrack.com

599^{GTB}

TECHNICAL ANALYSIS

Larger, yet lighter, than the Maranello

BY PAUL FRÈRE » PHOTOS BY STEPHANE FOULON



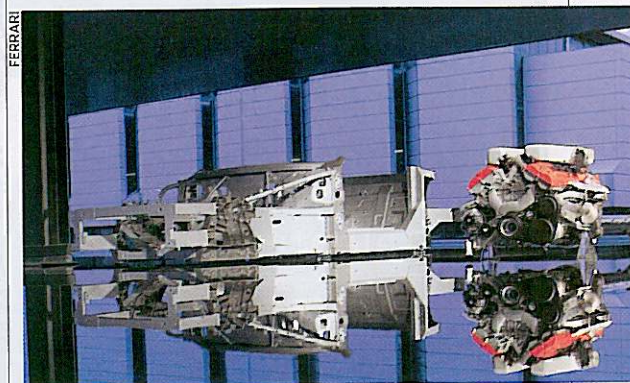
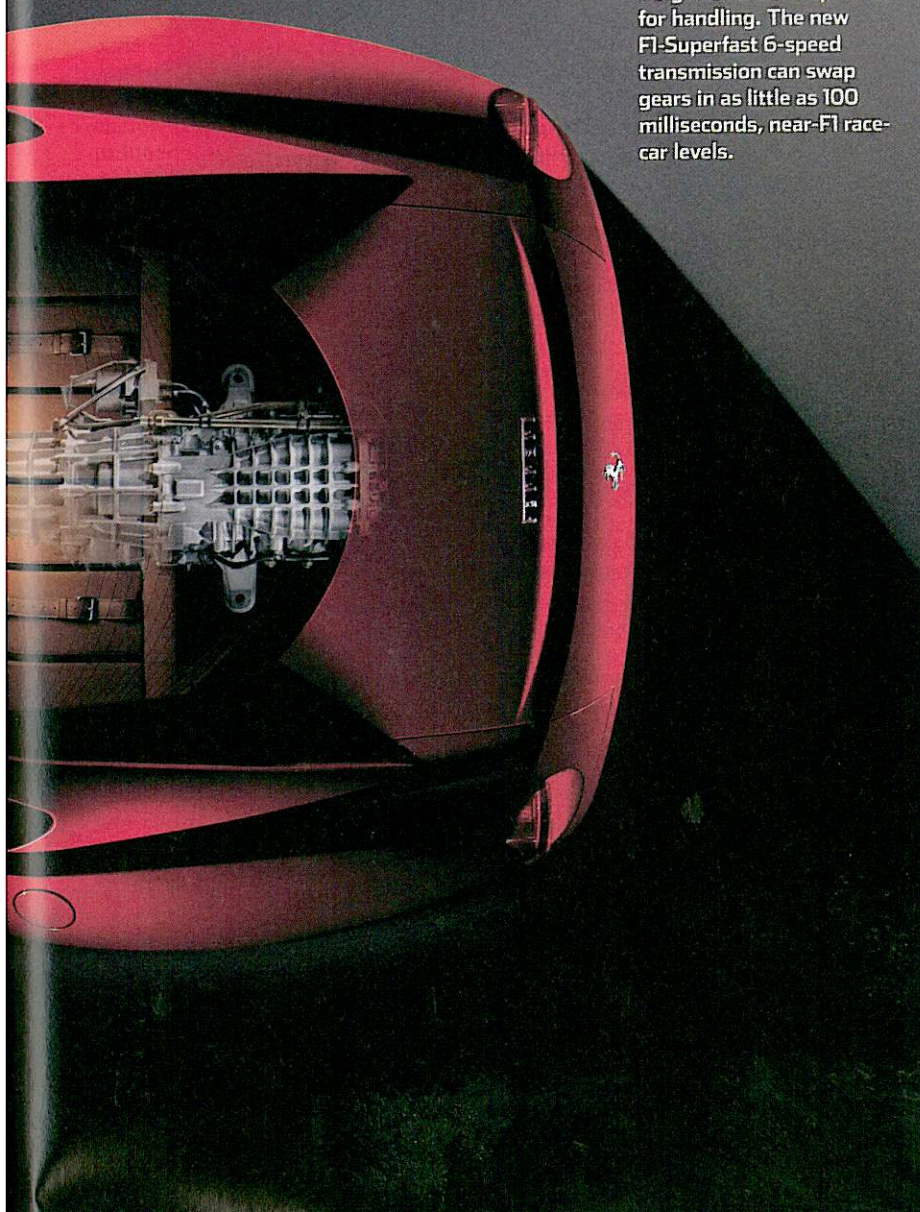
» The 599 GTB's V-12 engine is a retuned version of the one seeing duty in the Enzo. With the powerplant sitting in the front mid-section, the car's 47/53 weight balance is optimized for handling. The new FI-Superfast 6-speed transmission can swap gears in as little as 100 milliseconds, near-F1 race-car levels.

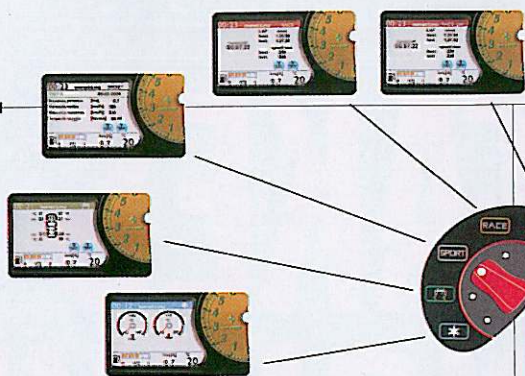
WHEN IT WAS ANNOUNCED THAT FERRARI WOULD unveil the replacement to a model as successful as the 550/575 Maranello, expectations ran high. They proved to be entirely justified, as the new 599 Fiorano, unveiled at Geneva, is both a superbly styled and aerodynamically efficient work of art by Pininfarina.

It is also very satisfactory to note that even for its V-12 front-engine luxury flagship, Ferrari has put a stop to the general trend of ever-increasing weight. Thanks to aluminum space-frame technology, which ensured the success of the more sport-oriented, mid-engine 360 Modena and F430, the new model is lighter than the Maranello berlinetta. As with these and the 612 Scaglietti, the structure of the 599 Fiorano was designed in cooperation with aluminum specialist Alcoa and is made of pressed aluminum sheet and extruded beams joined by cast-aluminum nodules, to which the nonstructural aluminum panels are welded, bonded or bolted.

Aluminum is also used for most of the components of the front and rear double-wishbone suspensions, most of which are identical to the 612 Scaglietti's. Weighing 3720 lb. with a full 27.7-gal. fuel tank, the 599 GTB is 88 lb. lighter than the Maranello, but it must be noted that the new model is a notably larger car with a nearly 10-in.-longer (108.3) wheelbase, and an even wider track (66.5 in. front, 63.7 in. rear) than its predecessor. Also, it has considerably more power and is a lot faster—Ferrari claims a maximum speed of more than 205 mph, making this the fastest true production model Ferrari has ever made.

More real-world figures are the 0–62-mph and 0–124-mph times of 3.7 and 11.0 seconds, respectively, provided by the new 6.0-liter, 65-degree V-12 engine with an 11.2:1 compression ratio, derived from the Enzo. Retuned (rather than detuned) to deliver 611 bhp (Enzo, 650 bhp) at 7600 rpm, far





from its 8400-rpm limit, it has a flatter torque curve more adapted to road use that ensures better flexibility. But all the main features of the Enzo engine, such as a dry-sump lubrication system and the low-inertia, small-diameter twin-disc clutch have been retained, allowing the engine to be mounted very low in the chassis. Reasonable fuel consumption and compatibility with the Euro 4 and current U.S. emissions limits as well as increased flexibility have been achieved, thanks to cam-angle variators on all four chain-driven camshafts.

“SUPERFAST” F1 TRANSMISSION

For better front/rear weight distribution of 47/53 percent for improved traction and more agile handling, the engine is also mounted farther back in the chassis compared with its forerunner, as had been done in the successful race-prepared Maranellos. According to established Ferrari policy, the rear-mounted transaxle is rigidly connected to the engine by a tube enclosing the propeller shaft, eliminating torque-induced movements of the 6-speed transaxle. Although most cars are expected to be ordered with the optional F1-Superfast electrohydraulic paddle-shift system, a manual shift lever moving in a chrome-plated gate is still available for traditionalists.

The paddle-shift F1 gearbox, which offers the choice of “manual” and adaptive automatic modes, has been further developed to the point that full shifts are achieved in only 100 milliseconds (Maranello: 250 milliseconds) when the steering-wheel-mounted *manettino* rotary switch is in the *corsa* (Race) position. Smoother shifts for normal driving are obtained in the Sport position, in which the throttle operation is also more progressive.

Three additional positions are provided to help the driver on wet and snowy roads, the third switching off the “F-Track” Formula 1-derived stability control. This is said to keep the rear wheels on the verge of spinning when accelerating hard exiting a bend, Ferrari claiming improved acceleration by up to 20 percent compared with conventional systems. A special display screen reminds the driver of the *manettino* position and is also used to display and register lap times if required.

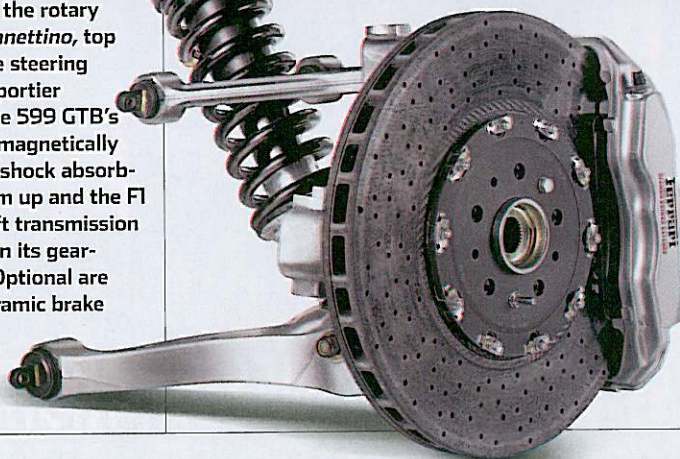
The brakes are conventional with huge 13.9 x 1.3-in. discs front and 12.9 x 1.1-in. discs rear in 19- and 20-in. wheels, respectively. Even larger ceramic discs are an option together with 20-in. wheels all around. A low-tire-pressure and high-temperature-warning display is a standard feature.

MAGNETICALLY CONTROLLED SHOCK ABSORBERS

As was the case in the Maranello, vehicle-speed-sensitive electronically controlled shock absorbers also adapt the suspension characteristics to the condition of the road surface and reduce brake dive,



» Change the rotary switch (*manettino*, top left) on the steering wheel to sportier modes. The 599 GTB's electronic magnetically controlled shock absorbers will firm up and the F1 paddle-shift transmission will quicken its gear-changes. Optional are carbon-ceramic brake rotors.




599 GTB

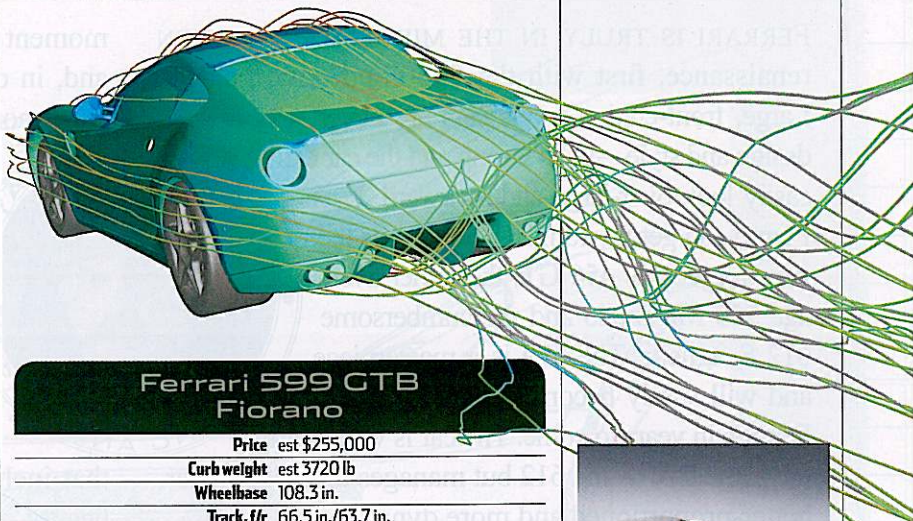
acceleration squat and body roll under transient conditions. But instead of a miniature step-by-step electric motor operating the damper's valves, the electric current governing each shock individually creates a magnetic field varying with the current's intensity, to which the viscosity of the shock's fluid instantly reacts, modifying the damping force as required. The response is up to four times quicker than with the previous system, ensuring better wheel and body control. This still-rare technology has been successfully used in Chevrolet's C5 and C6 Corvettes and Cadillac's XLR.

UP TO 420 LB. DOWNFORCE

The 599 GTB Fiorano is 183.7 in. long and 77.2 in. wide, a big car for two passengers, with an admittedly generous luggage capacity. But it is definitely another of Pininfarina's masterpieces for the way its supreme elegance is matched by its overall aerodynamic efficiency combining a drag coefficient (C_D) of 0.336 with a negative lift coefficient (C_Z) of -0.190 without resorting to ungainly spoilers and airfoils.

The downforce exceeds 355 lb. at 190 mph and 420 lb. at the car's maximum speed. It is mainly generated by the design of the front skirt, the underbody and the rear diffuser, based on Ferrari's F1 experience, but is also helped by the arches channeling the air around the rear window toward the rear depression zone and the diminutive lip on the trunklid. Also particularly clever is the integration of the radiator air outlets in the sides of the front fenders, doubling up as styling elements merging with the car's waistline.

The cockpit is all leather, aluminum and carbon fiber with a big leather-covered grab handle for the passenger on the center console. The lightweight, fully adjustable seats and cushions offer first-class lateral support, adequate to the car's high cornering power, and the instruments are a clever mix of analog and digital technology, with the large tachometer in the center position. The large shift paddles are fixed, within fingertip distance of the leather-covered, adjustable carbon-fiber steering wheel incorporating the red engine starter button, the *manettino* and the airbag. Side airbags and a sophisticated audio system are standard; a navigation system is an option. Further personalization is possible through a wide range of optional equipment, special materials and colors, as well as racing seats and harnesses. 



Ferrari 599 GTB Fiorano

Price	est \$255,000
Curb weight	est 3720 lb
Wheelbase	108.3 in.
Track, f/r	66.5 in./63.7 in.
Length	183.7 in.
Width	77.2 in.
Height	52.6 in.
Fuel capacity	27.7 gal.

ENGINE & DRIVETRAIN

Engine	dohc 48V V-12
Displacement	5999 cc
Bore x stroke	92.0 x 75.2 mm
Compression ratio	11.2:1
Horsepower (SAE)	611 bhp @ 7600 rpm
Torque	448 lb-ft @ 5600 rpm
Fuel Injection	elect. sequential port
Transmission	6-speed paddle-shift manual

CHASSIS & BODY

Layout	front engine/rear drive
Brakes	Front: 13.9-in. drilled & vented discs
	Rear: 12.9-in. drilled & vented discs, ABS
Steering	rack & pinion, variable power assist
Suspension	Front: upper & lower A-arms, coil springs, electronic adj tube shocks, anti-roll bar
	Rear: upper & lower A-arms, coil springs, electronic adj tube shocks, anti-roll bar
Wheels	19 x 8J f, 20 x 11 r
Tires	Pirelli P Zero; 245/40ZR-19 94Y f, 305/35ZR-20 104Y r

PERFORMANCE

0-62 mph	est 3.7 sec
Top speed	est 205 mph



» Without external wings, the GTB Fiorano achieves downforce by having an efficiently designed exterior shape: topside air channels and a flat bottom with rear diffuser all contribute to the car's drag coefficient of 0.336, and 420 lb. of aerodynamic downforce at maximum speed.



FERRARI IS TRULY IN THE MIDDLE OF A DESIGN renaissance, first with the F430 and now the 599.

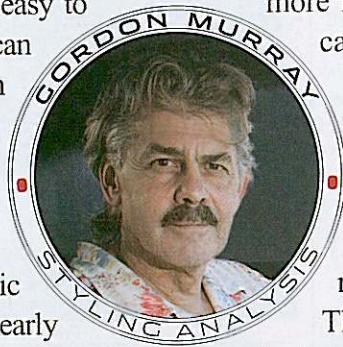
Large, front-engine sports cars are never easy to design and style—get it wrong and the car can easily look over-large and awkward. Even Ferrari can get it wrong: They gave us the very forgettable 456 GT, the rather average 550 Maranello and the cumbersome 612 Scaglietti. The 599 is a masterpiece and will surely become one of the classic Ferraris in years to come. The car is very nearly the same size as the 612 but manages to look smaller, better-proportioned and more dynamic.

Ferrari has now embraced the radical front-mid-engine weight distribution and ultra-low polar

moment of inertia of the Mercedes McLaren SLR, and, in doing this, their engineers have delivered a more radical starting point to work from. The

cabin is more rearward in its placement than recent front-engine Ferraris, and the hood length plays an important part in the visual impact the car delivers. The 599 has a great plan form—the car is full of both bold and subtle lines which run for all or most of the vehicle's length.

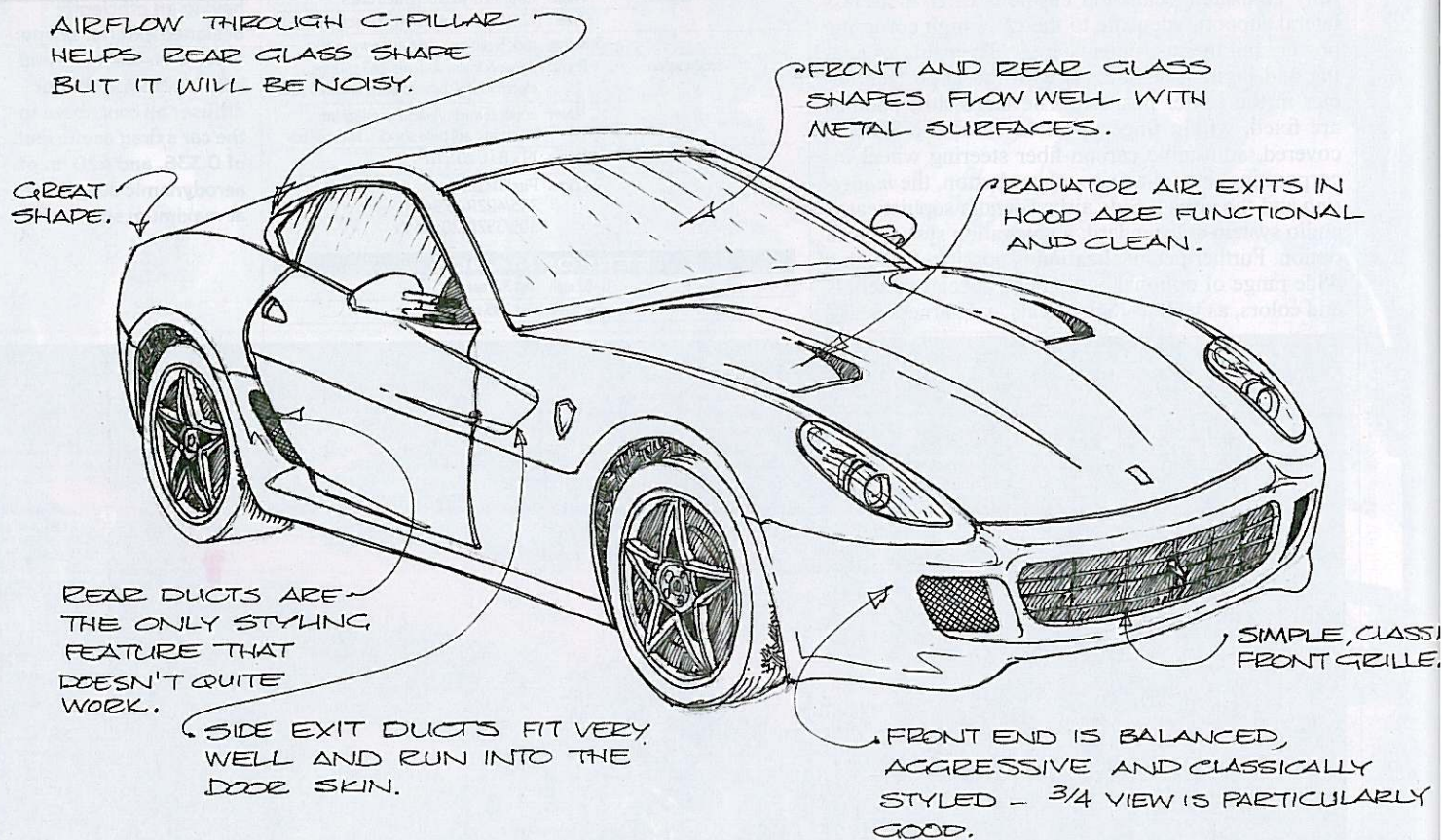
The result is a piece of automotive styling that includes equal parts of drama, aggression and beauty. And it stands as an example to car stylists worldwide that modern safe cars can still be classically beautiful.



STYLING ANALYSIS

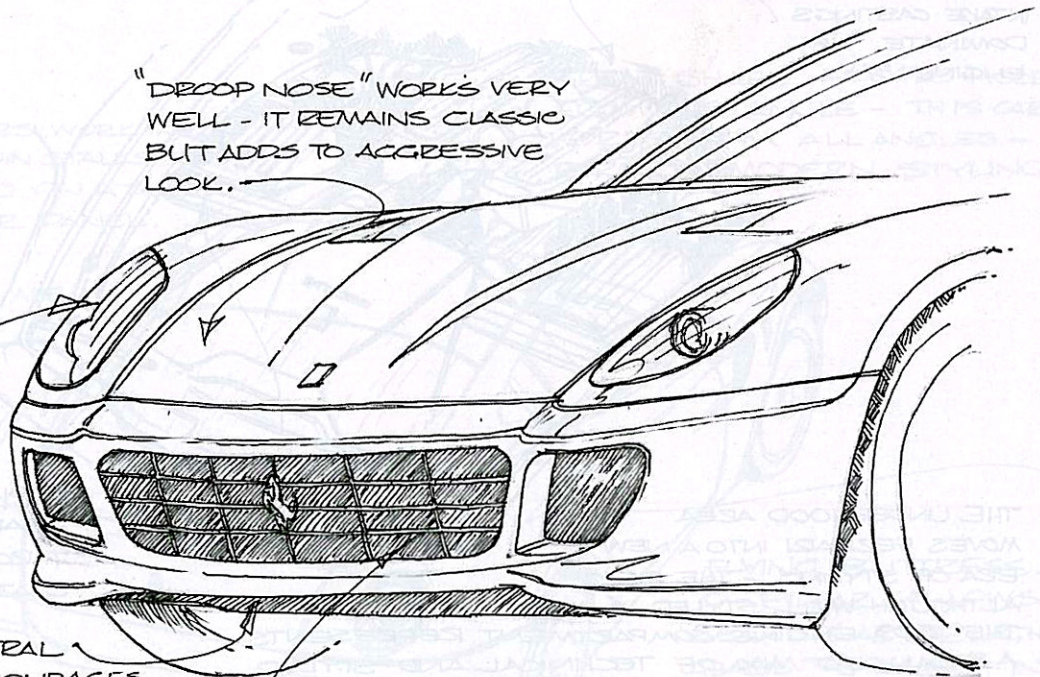
Equal parts drama, aggression, beauty

BY GORDON MURRAY



"DROOP NOSE" WORKS VERY WELL - IT REMAINS CLASSIC BUT ADDS TO AGGRESSIVE LOOK.

FERRARI IS SO GOOD AT HEADLIGHTS SIMPLE BUT MODERN.

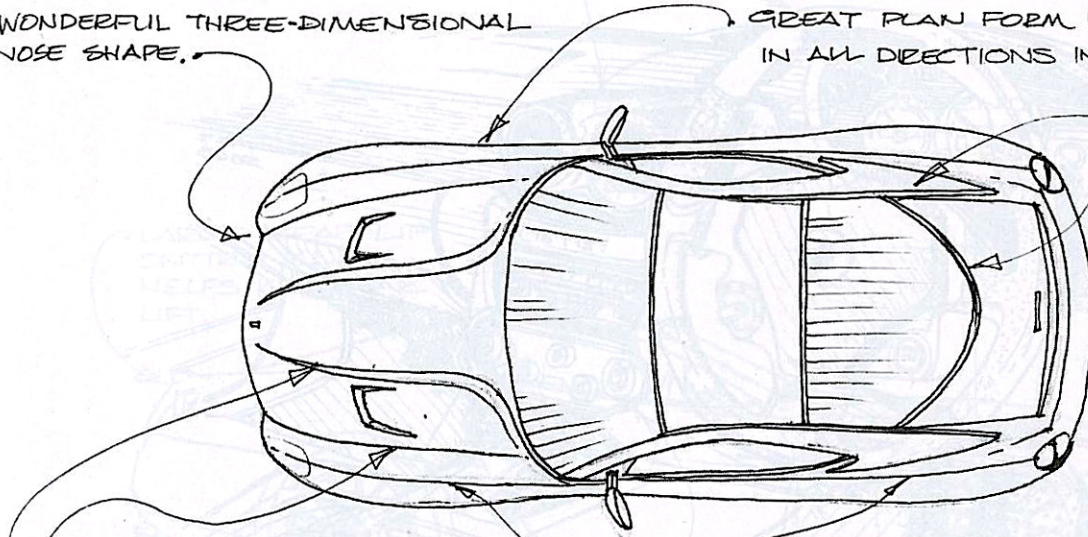


RAISED CENTRAL SECTION ENCOURAGES AIR TO FILL ENTRY TO GROUND-EFFECTS FLOOR.

SINGLE, LARGE RAD. INLET MAKES A REFRESHING CHANGE FROM CURRENT TWIN-NOSTRIL TREND.

WONDERFUL THREE-DIMENSIONAL NOSE SHAPE.

GREAT PLAN FORM WHICH TRANSLATES IN ALL DIRECTIONS INTO A CLASSIC SHAPE.

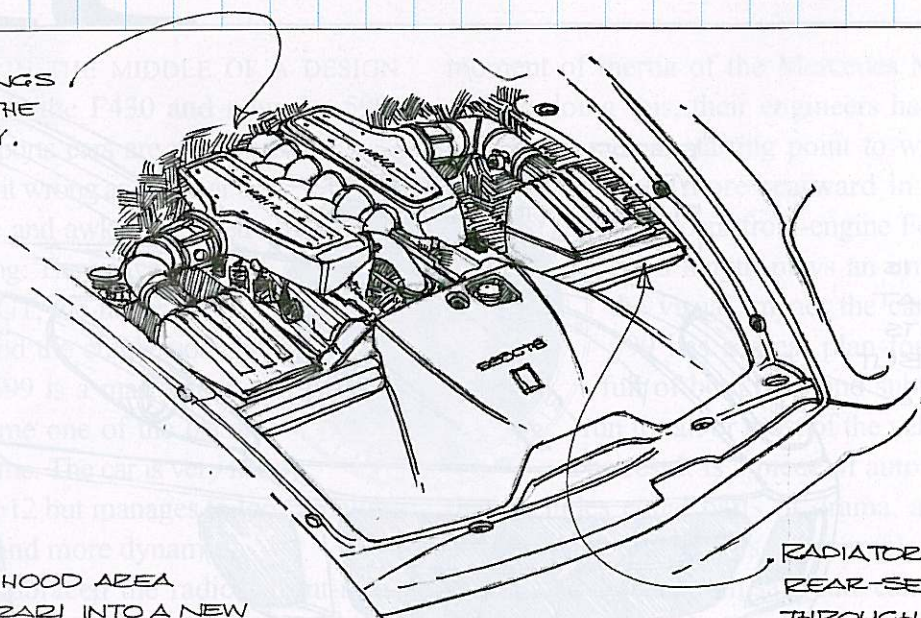


VERY ORIGINAL PRONOUNCED PLAN SHAPE TO REAR GLASS - MADE POSSIBLE BY MINI FLYING BUTTRESSES.

REALLY WELL THOUGHT-OUT LINES WHICH HELP DEFINE THE CLASSIC LINES.

SUBTLE CREASE OVER WHEEL ARCHES - FLOWS DOWN LENGTH OF BODY.

INTAKE CASTINGS
DOMINATE THE
ENGINE BAY.



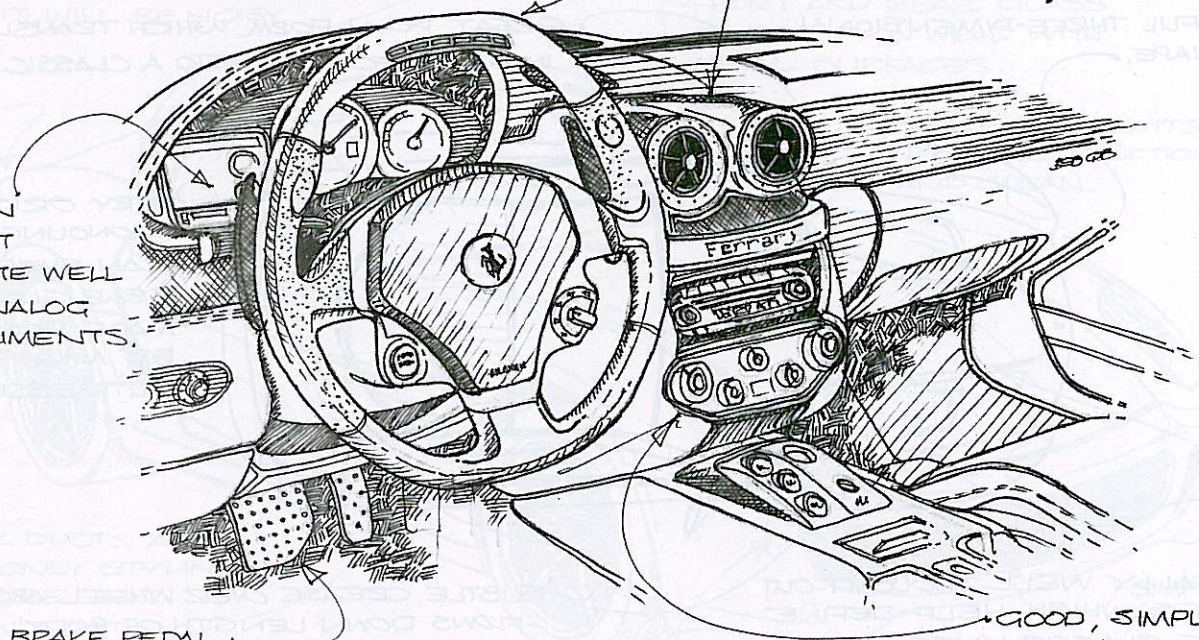
THE UNDERHOOD AREA
MOVES FERRARI INTO A NEW
ERA OF STYLING - THE F430 -
ALTHOUGH WELL STYLED, IS MAINLY MECHANICAL.
THE 599 ENGINE COMPARTMENT REPRESENTS
A BALANCED MIX OF TECHNICAL AND STYLED
ELEMENTS WITHOUT LOOKING MASS PRODUCED.

RADIATOR IS VERY
REAR-SET - AIR EXITS
THROUGH ELEGANT
SLATS.

STEERING WHEEL IS MORE SPORTS CAR
THAN GT AND IS VERY "BUSY" WITH HORN,
GEARCHANGE LIGHTS, STARTER AND
MANETTINO CONTROL.

A TOUCH TOO MUCH EXPOSED
CARBON FOR MY LIKING - THE
ENZO-DERIVED ENGINE SHOULD
BE ENOUGH!

SCREEN
DOESN'T
INTEGRATE WELL
WITH ANALOG
INSTRUMENTS.



HUGE BRAKE PEDAL
PAD WILL DETRACT
FROM FEEL.

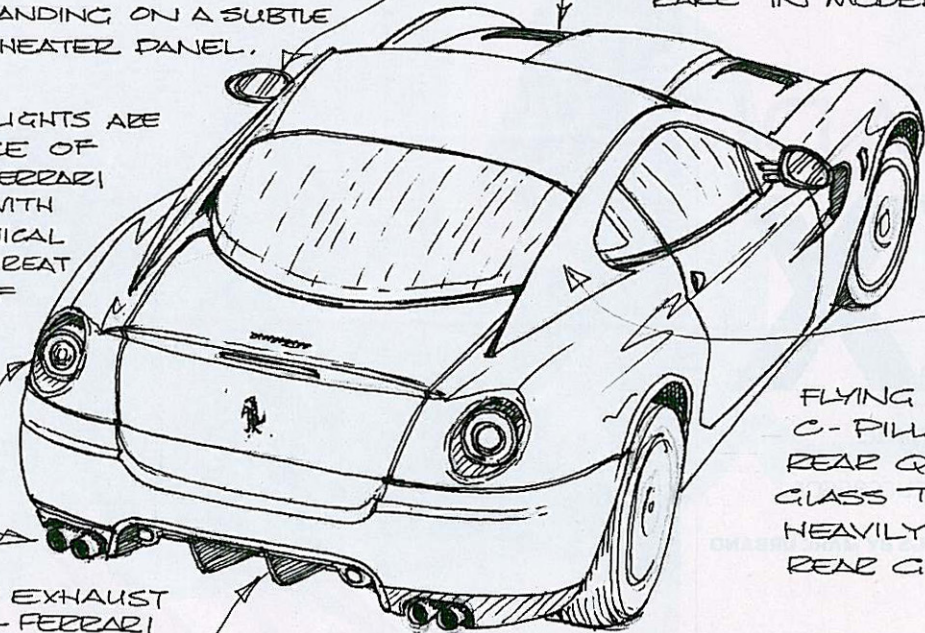
GOOD, SIMPLE
A/C CONTROLS.

INTERIOR LOOKS GOOD BUT IS THE LEAST
SUCCESSFUL ELEMENT OF THE STYLING.

MIRRORS WORK WELL WITH TWIN STALKS LANDING ON A SUBTLE CHEATER PANEL.

GREAT SHAPE ACROSS HOOD FROM THIS ANGLE - THIS CAR WORKS FROM ALL ANGLES - RARE IN MODERN STYLING!

THE REAR LIGHTS ARE A MASTERPIECE OF DESIGN - FERRARI SIMPLICITY WITH GREAT TECHNICAL DETAIL AND GREAT SLICE OUT OF THE REAR CORNER.



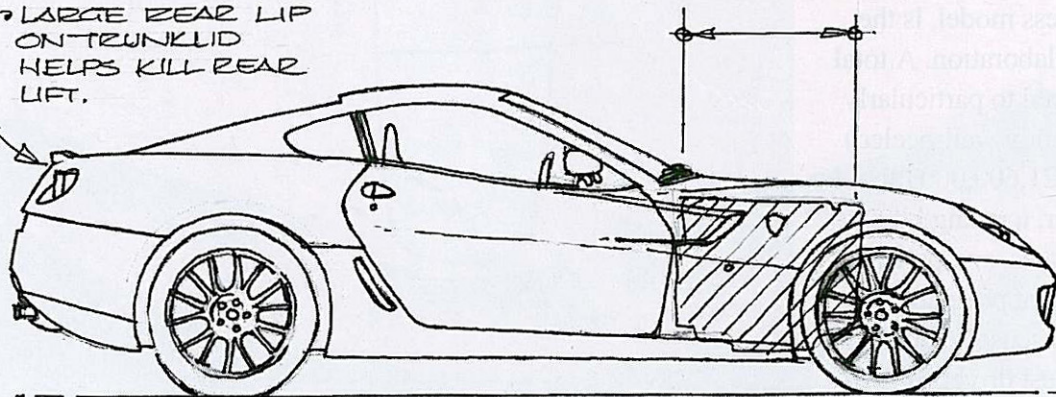
FLYING BUTTRESS C-PILLAR ALLOWS REAR QUARTERLIGHT GLASS TO SWEEP INTO HEAVILY CURVED REAR GLASS SHAPE.

GOOD, SIMPLE EXHAUST TAILPIPES - FERRARI IS GOOD AT RESISTING THE "FANCY EXHAUST" FASHION STATEMENT.

MEDIUM-SIZE REAR DIFFUSER HELPS CURE GROUND EFFECTS - UNDERFLOOR IS NOT SMOOTH ENOUGH TO BE VERY EFFICIENT.

EXTREME FRONT-MID-ENGINE POSITION GIVES GOOD WEIGHT DISTRIBUTION AND SLIGHT "REAR CABIN" LOOK TO STYLING.

LARGE REAR LIP ON TRUNK LID HELPS KILL REAR LIFT.



SHORT FRONT AND LONG REAR OVERHANGS ARE CLASSIC GT PROPORTIONS AND HELP A LOT TO GIVE A CAR A DYNAMIC STANCE. ☺