

Ferrari 599 GTB Fiorano

The Ferrari 599 GTB Fiorano (internal code F139) is Ferrari's 2-seat Gran Turismo flagship model, replacing the 575M Maranello in 2006 as a 2007 model. The 599 GTB debuted at the Geneva Motor Show on February 28, 2006. Styling of the 599 GTB was handled by Pininfarina, under the direction of Ferrari stylist, Frank Stephenson. It is named for its engine displacement (5999 cc), Gran Turismo Berlinetta nature and the Fiorano test track used by Ferrari.

Styling

The styling of the Fiorano bears some resemblance to the 612 Scaglietti, yet at the same time carries a sportier, more aggressive stance. The differences are mostly in the squared off body detailing, the lack of the scalloped side detail of the 612 and more obvious aerodynamic ducting, particularly on the hood, in the front wings over the front wheels and the flying buttress C pillars. Designers at Pininfarina reportedly looked to the Daytona when designing the 599.

The flying buttress C pillars are the most distinctive feature of the Fiorano and are designed to redirect airflow over the small lip spoiler on the rear decklid. These in conjunction with the shaped undertray allow the Fiorano to exhibit a degree of stability at very high speeds that was lacking in its predecessor, by contributing downforce and aerodynamic efficiency without the need for ungainly wings and spoilers.

Chassis

It shares much of its chassis with the 612 Scaglietti 2+2, though with a shorter 110 in (2750 mm) wheelbase, new bodywork sculpted by Pininfarina. Like the 612 Scaglietti, the Fiorano's front midship with rear transaxle arrangement gives the 599 an ideal weight distribution of 47/53 front/rear. The curb weight is expected to be about 3700 pounds (1680 kg), which will put the aluminum 599 GTB at roughly 300 fewer pounds (136 kg) than the 508-hp 575M Maranello.

Engine

The 599's Enzo-sourced Tipo F133F 6.0 L (5999 cc) V12 engine produces a minimum 620 CV (611 hp/456 kW), making it the most-powerful series production Ferrari road car. Its 448 ft•lb (608 N•m) of torque will also be a high for Ferrari's GT cars. Most of the modifications to the engine were done to allow it to fit in the Fiorano's engine bay (the original Enzo version could be taller since the mid-mounted position allowed it to be so). The company claims a top speed in excess of 330 km/h (205mph), 3.7 second sprint to 100 km/h (62 mph), and 11.0 to 200 km/h (124 mph).

Technical Details

A traditional 6-speed manual transmission as well as Ferrari's 6-speed sequential manual gearbox called F1 SuperFast will be offered. The e-diff active differential from the F430 will not be used. However, the Manettino concept first seen in the F430 will also appear in this car. Ferrari will reportedly source the MagneRide active suspension system from Delphi Corporation. Reviewers of the car have mentioned that the MagneRide suspension gives the 599 a very comfortable ride but allows it to handle well at the same time.

The Fiorano will also see the debut of Ferrari's new traction control system, called F1-Trac. Reportedly tuned using inputs from 7-time Formula 1 World Champion Michael Schumacher, the system will supposedly allow a competent driver to lap the Fiorano test track at just 1 second behind Michael's time.

Acceleration claimed by Ferrari (MPH / Seconds)

0-30	0-40	0-50	0-60	0-70	0-80	0-90	0-100	0-110	0-120	0-130	0-140	0-150	0-160
1.8	2.3	2.9	3.7	4.4	5.4	6.3	7.4	8.8	10.2	11.8	14.0	16.3	19.0

Miscellaneous details

The first publicly recorded crash of a 599 GTB occurred when Car and Driver writer Aaron Robinson crashed one into the retaining wall of the Passo della Cisa in Italy, a few meters from a monument to Enzo Ferrari (for his finishing fourth in a 1919 hill climb on that same road). The car suffered only minor damage to the front right fender, and Robinson and photographer Mike Valente were able to drive it back to the factory.

To market the 599 GTB in the Americas, Ferrari embarked on a 20,000 mile trek from Brazil to New York in two cars. The two cars drove through 16 countries and had minimal (mainly suspension) changes made to the mechanicals.

Evo Magazine named the 599 GTB as the Car of the Year for 2006 despite strong competition from rivals Porsche and Lamborghini and other high-performance cars. The Stuttgart marque has been an eCOTY favorite winning in 1998, 1999, 2000, 2003, and 2004. Even with the release of the brilliant 911 Turbo (997), it was denied from the list because the 911 GT3 (997) was considered more impressive. Notably, previous GT3s have won the eCOTY in '99 and '03, making the current car a fierce contender for the title. The Porsche came in second with 94.8 points just behind the 599 with 95.4 points. Lamborghini came in third with the redesigned and more powerful Murciélago LP640 garnering 93.4 points. The three supercar marques were clear front-runners with a wide gap ahead of the Chevrolet Corvette Z06 (89.6), Lotus Elise S (89.3), Jaguar XKR (87.0), Renaultsport Mégane (86.2), Mercedes-Benz CLS63 AMG (85.4) and Aston Martin DB9 Sports Pack (84.4).

Top Gear Magazine also named the 599 GTB as the Supercar of the Year 2006. However, the Jaguar XK was named overall Car of the Year chosen from the winners of several categories.

Although Ferrari estimated a 0–60mph time of 3.7 seconds, tests have achieved a better time. During a track test, Evo Magazine achieved a time of 3.5 seconds and lapped the Bedford Autodrome in 1.23.10, making it faster than the Ascari KZ1, the Porsche 997 Turbo and 996 GT3 RS, Ferrari F430, Lamborghini Gallardo '04, and the Corvette Z06. However, it was still slower than the Gallardo SE ('06) and three other hypercars. Motor Trend timed an even better 0–60mph time of 3.2 seconds with a Ferrari test driver.

Road & Track also timed the 0–60mph time at 3.2 seconds in a road test which appeared in the May 2007 issue.

The 599 GTB is also the first Ferrari ever to come with an iPod connection as standard.