



# top performance

No. 1 for Tuning in the Middle East

# LIMIT BREAK

Abu Dhabi's

Super Utility Vehicles



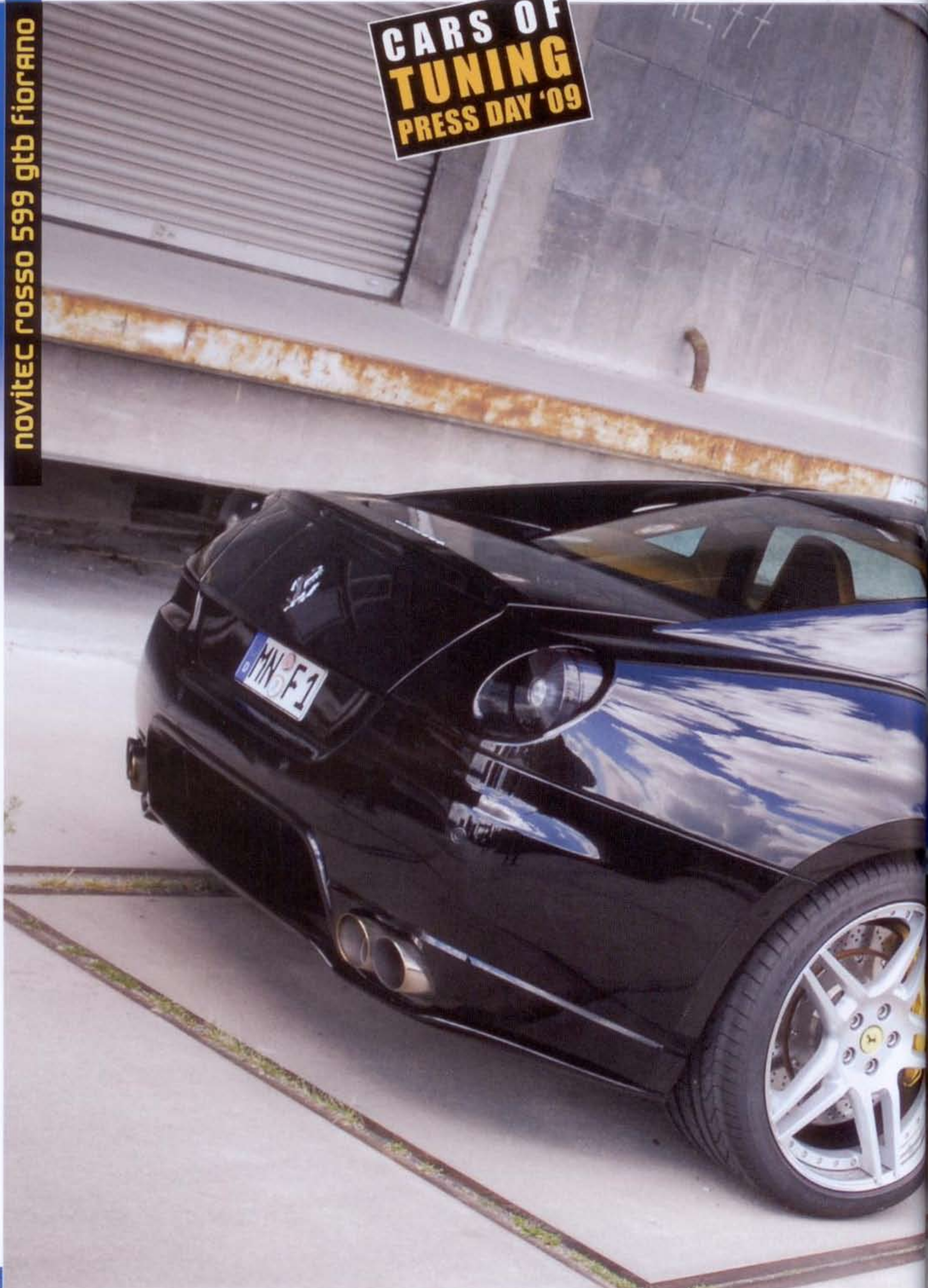
NOVITEC ROSSO's  
**808 hp 599 GTB**

www.performancemag.net

CARS

novitec rosso 599 gtb fiorano

CARS OF  
TUNING  
PRESS DAY '09



# BIG BANG THEORY

Wanna give your Fiorano wings? Follow NOVITEC ROSSO's recipe, slap two compressors on Ferrari's V12, pump the power output to over 800 ponies and enjoy the flight. Er, I mean the ride. We did!



As mentioned in our previous issue's report of the 2009 Tuning Press Day at Hockenheim, NOVITEC ROSSO's trio of supercharged supercars were the real stars of the event. The three cars in their original guise would have been in the limelight by default, but with the forced induction, improved styling and handling, the above was only further reconfirmed.

Yes, the spectacular yellow 16M Scuderia was bright, loud and fast, and easily stole the show from the two other cars, yet for me the real champ was this splendid black 599 GTB Fiorano. Backed by a killer engine, killer looks and sublime performance, this was the car that moved me most, and the one that evoked most respect as the most accomplished package.

How did the folks at NOVITEC ROSSO achieve the feat? Read on.

Each and every Ferrari is brilliant, whether parked or in motion, but targeted enhancement can take the experience to an even higher level. In the case of the styling enhancements applied to the 599, NOVITEC ROSSO

played it safe with subtle image boosters that also happen to be functional at speed.

And, although the car looks everything from elegant to sporty, the main selling point of this supercar still lies under its long bonnet. Yes, we're talking about the sonorous six liter, four-valve V12

significantly boost its performance. The belt-driven high-performance superchargers produce a maximum boost of 0.39 bars, and are lubricated by their own dedicated oil system. The pre-compressed air is then cooled down by a large intercooler that itself is cooled by a dedicated water cycle. A sport air filter and specially designed intake manifold with high-performance injectors round out the conversion on the intake side.

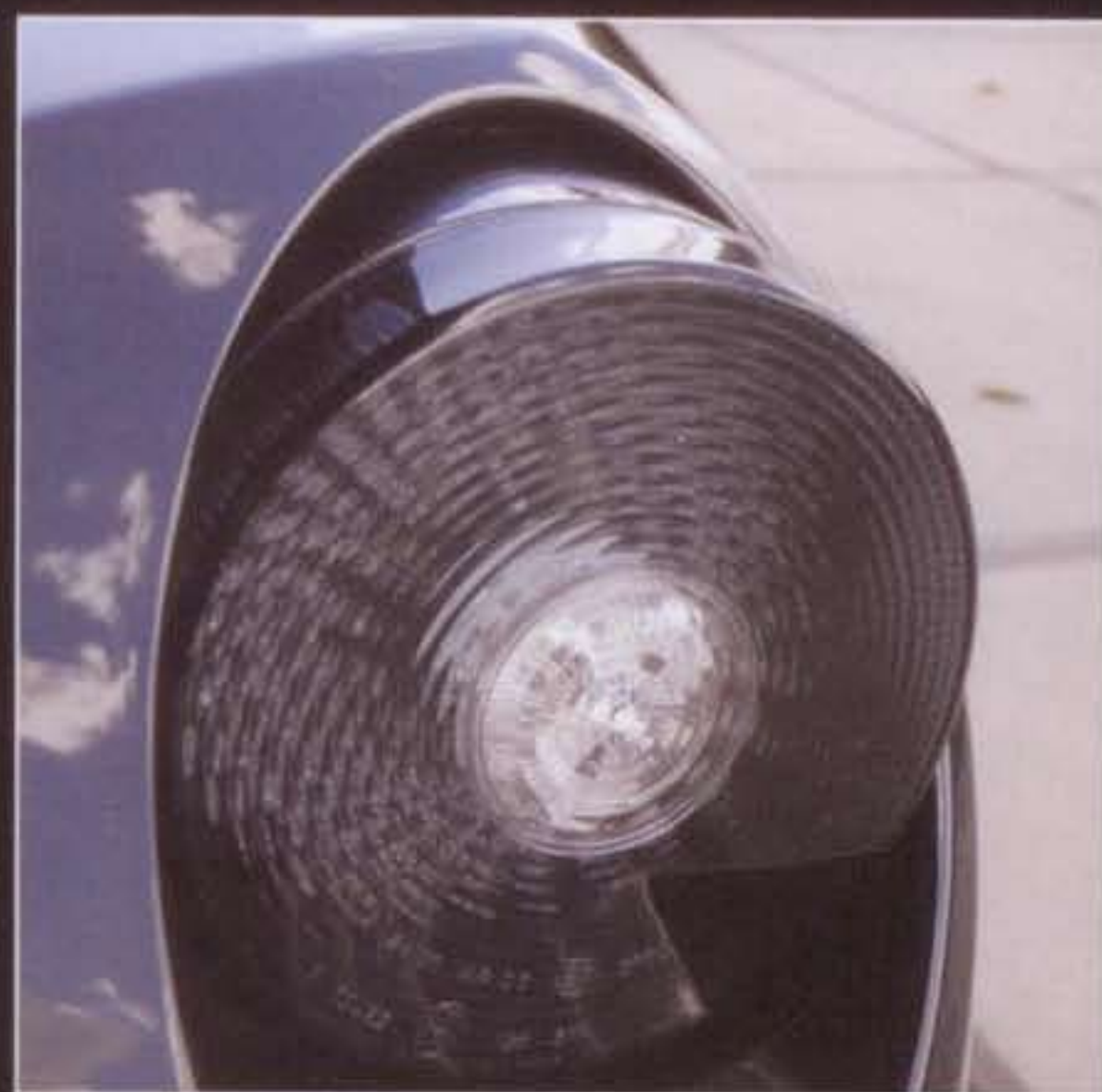
In addition to the above, NOVITEC ROSSO installs custom exhaust manifolds calibrated to the twin compressors, as well as a stainless-steel quad sport exhaust system with a tailpipe diameter of 90 millimeters. The exhaust note can be adjusted

using the 'manettino' switch on the steering wheel from 'sporty yet discrete' to 'all-out racing.' The custom NOVITEC ROSSO engine management coordinates the perfect interaction of all installed performance components,



that delivers awesome performance even when stock. As experienced on the yellow Scuderia, NOVITEC ROSSO relies on mechanically supercharging the six-liter four-valve V12 engine of the F599 with two compressors to





ensuring the combination of maximum power, smooth running and required reliability.

The result of all the above improvements is nothing less than astonishing - we're talking about a stratospheric maximum rated power output of 808 hp and a peak torque of 823 Nm, propelling the rocket to a top speed of more than 340 km/h. Compared to the production engine, the NOVITEC ROSSO Bi-Kompressor V12 gains a whopping 188 hp for a new maximum of 808 hp at 7,800 rpm. At the same time, peak torque grows by an even more impressive 215 Nm to reach a new peak of 823 Nm at 6,300 rpm.

The NOVITEC ROSSO designers went into the wind tunnel to develop the aerodynamic components that add some visual pizzazz to the 599 and make it more aerodynamically efficient. The front spoiler lip is attached to the production bumper and reduces lift on the front axle and a rear diffuser can be combined with a rear spoiler to help suck the car down to the road at elevated speeds.

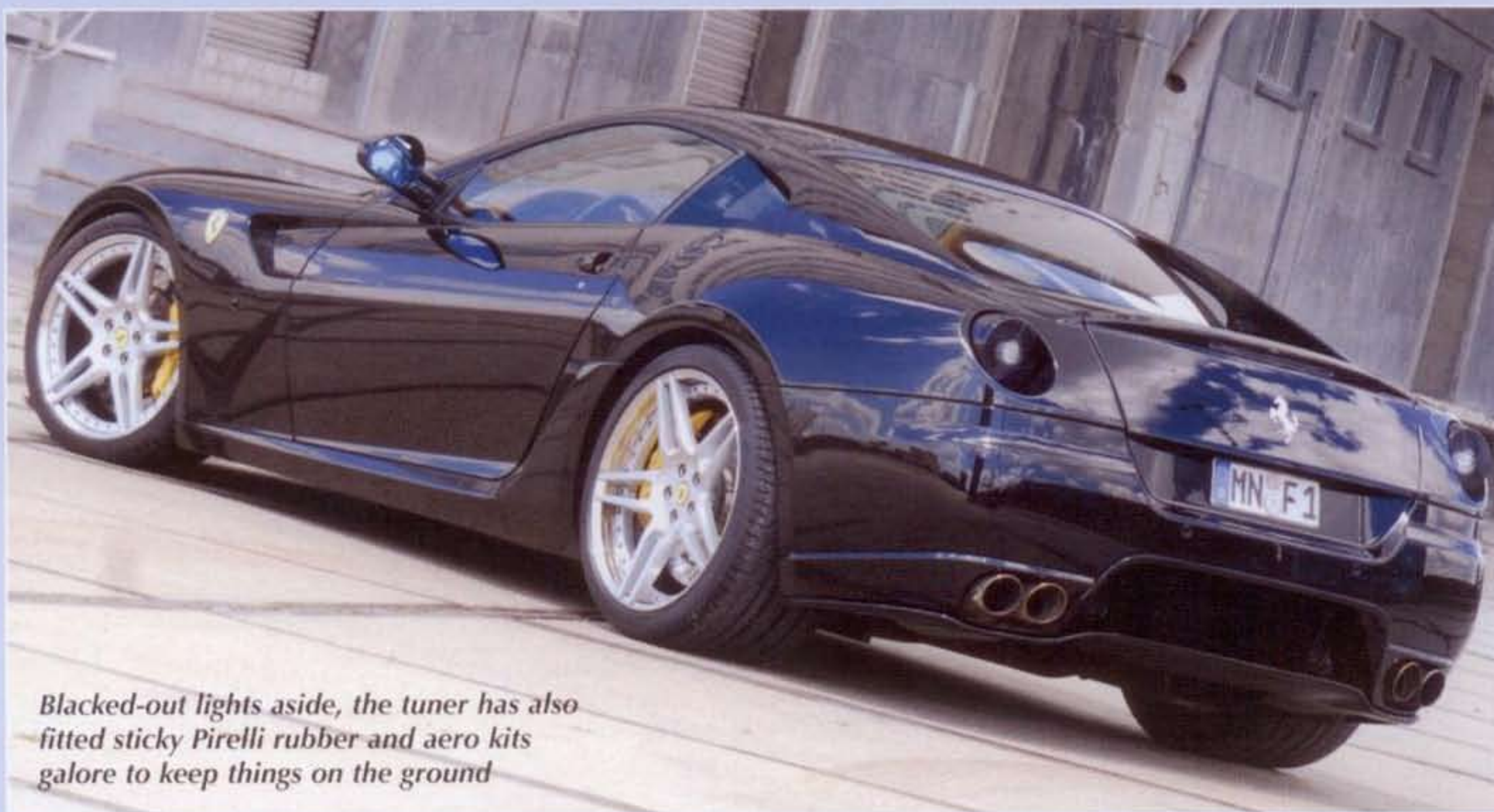
The NOVITEC ROSSO side skirts channel the airflow between the wheel arches and, with their large air inlets, optimize the supply of cooling air to the rear brakes. All the aero parts are available in a clear-coat carbon-fiber version or body paint. The exterior can

*Staggered rims hide the largest brakes legal for street use. You need them too, as this 599 rockets to a top speed of more than 340kph!*

be further refined with black side markers and black taillights as well as with LED auxiliary brake light and reversing light.

The extensive high-performance package for the 599 also includes custom-tailored NOVITEC ROSSO NF3 light-alloy wheels with high-performance Pirelli rubber. The three-piece wheels with five double spokes measure one inch more in diameter than the stock wheels. The front axle is fitted with size 9Jx20 rims and size 275/30 ZR 20 tires, with the rear





*Blacked-out lights aside, the tuner has also fitted sticky Pirelli rubber and aero kits galore to keep things on the ground*

getting 12.5jx21 wheels with size 355/25 ZR 21 tires for maximum traction.

These king-size wheels offer space for the high-performance brake system, developed in cooperation with Brembo. Interestingly, the brakes feature the largest components currently legal for street use - the front and rear employ 405-millimeter steel discs and six-piston brake calipers. Together, they offer an optimal combination of maximum stopping power and endurance.

Compression and rebound of the height-adjustable NOVITEC ROSSO sport suspension can be adjusted to each 599 owner's individual prefer-

ences. In addition, the suspension also offers a highly useful lift feature that is activated by pushing a button in the cockpit. The front of the car can be raised by 40 millimeters to navigate safely past obstacles such as parking ramps or speed bumps without scraping the front apron. The suspension automatically reverts to its original position once the car reaches a speed of 80 km/h. The funny bit here is that lots of Fiorano owners only buy this adjustable suspension, since the standard car is not equipped with one and road obstacles are cleared much easier with the kit installed.

Finally, NOVITEC ROSSO also offers refinements for the interior of the Ferrari 599 GTB Fiorano, ranging from

a leather/carbon-fiber sport steering wheel with flattened bottom for easier entering and exiting, to aluminum foot pedals, or a completely new interior in any desired color and material.

#### **The experience**

Yes, the bright yellow NOVITEC ROSSO Bi-Kompressor Suderia 16M is "louder" than the Fiorano in any aspect, yet the subtle 599 impresses even more with its unseen combination of performance, style and comfort. On our way to Mannheim for the supercar photo shoot, Mr Dirk Morsdorf, the Sales Manager of NOVITEC ROSSO, made sure he demonstrated most of the capabilities of the 808-horsepower Fiorano, including acceleration, high speed





599 GTB

stability, hard braking and cornering. All of the above is performed in ultimate style and comfort, occupants pampered by sporty leather seats and surrounded by a classy but sporty interior covered in expensive leather and carbon fiber. Worth mentioning is that the supercharged car reaches 100 km/h from standstill in just 3.5 seconds, 200 km/h after just 9.7 seconds and 300 km/h in a sprint

time of 25.5 seconds, placing it among the fastest accelerating sports cars in the world. What is even more impressive is that you don't have to experience crazy noises or vibrations usually associated with this kind of performance, and you can enjoy the Fiorano's refinement without sacrificing the main reason for buying this car - its brutal performance. ●●●



Brilliant interior is mostly stock, but for a leather/carbon-fiber flat-bottom steering wheel and aluminum pedals