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# auto Italia

# 100th ISSUE

THE WORLD'S LEADING ITALIAN CAR MAGAZINE

**PLUS  
HUNDREDS OF  
ITALIAN CARS  
FOR SALE**

## De Tommaso ULTIMATE PANTERA



**Maserati GranSport  
Fully Fettle**

**Ferrari 360  
Bi-Kompressor Test**

**Alfa SZ Triple Test  
STANDARD AND MODIFIED**





Time to see if all this technology works. The Novitec interior features supportive leather seats, plenty of carbon (including in the engine compartment), special pedals and flat-bottomed steering wheel for more room. I begin by driving the 600bhp Novitec Fiorano with its F1 paddleshift very very slowly, using really low rpm. With Novitec's subtle suspension mods, the ride has not softened – not on smooth German roads anyway. We have double adjustable suspension (bump and rebound) and adjustment for height by moving the spring seats. Different rates are available.

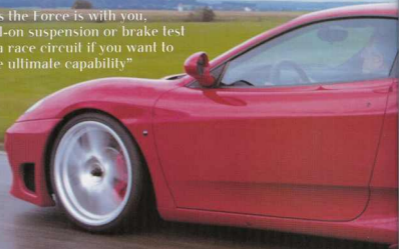
**ABOVE RIGHT: Trim modifications are effective without being in-your-face**  
**ABOVE LEFT: 600bhp lurks beneath the 360's glass engine cover**

Our car has slightly stiffer springs and thicker anti-roll bars enough to firm up the handling without ruining the ride.

When you use the carbon brakes, they make Darth Vader breathing noises. Unless the Force is with you, any full-on suspension or brake test needs a race circuit if you want to explore ultimate capability. At road-legal speeds, all's well in the braking and handling department.

As for the performance, I am trying to catch our engineers who may have been thinking only of the top end. I feel. At low rpm the Novitec Fiorano drives perfectly with no hint of any

“Unless the Force is with you, any full-on suspension or brake test needs a race circuit if you want to explore ultimate capability”



mod. It is just like a standard car. It even has a standard exhaust system, so nothing audible to give the game away. Open the throttle in any gear from 1000rpm and power builds normally up to about 3000rpm. From here on, things are different, very different. The standard 360's big failing is lack of torque. The 360's 275lb ft at 4750rpm means that there will be times when white van-man is faster. A Mercedes Sprinter van has 224lb ft at just 1600rpm.

Novitec's supercharger conversion really suits the 360's road needs much more than a turbo ever could. Unlike a turbo, power increase is linear and seemingly exponential. It is literally breathtaking, really breathtaking as you are pinned to the seat, right round to the 8500rpm limiter. From 3000rpm upwards, the Novitec 360 just squats slightly and disappears into hyperspeed. Just compare the torque figures in the tech spec box. During my hard acceleration runs, I found a damp road surface and was expecting the traction control to cut in. It didn't, demonstrating the car's superb traction. Wheels are Enzo localised 9J and 12.5J x 19in with 256/30ZR19 and 365/25ZR19 Pirelli P Zeros. Our test route includes a 4km stretch of deserted country road that was made redundant a year or two ago by a new road. It is in pristine condition. Let's not think about what a similar road in the UK would look like after just one week.



**ABOVE LEFT:** Sectioned Rotrex supercharger  
**ABOVE:** Novitec goodies including shiny wheels for Americans, brake kit and sports exhaust

The Novitec supercharger mod is amazing – 10/1 as much power again with no appreciable increase in weight. In fact Novitec offers so much lightweight kit that a significant weight reduction of 85kg is possible. The Novitec rear bumper weighs 2.8kg compared to 18kg for the original. The carbon brake kit saves 22kg. Petrol changes an extra £30,000 for the 360 CS which is 110kg lighter than a standard 360. You will need Novitec's differential mod (D4) if you want run at over 200mph.

Really, the look of the Novitec 360 is an improvement to



"The Novitec supercharger mod is amazing – half as much power again with no appreciable increase in weight"



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Can you improve an original? Radiostapping the photo-optical debate, I have two negatives. First for me is the rear spoiler: it upsets the line and creates a big blind spot in the rear-view mirror. Secondly, the rear panel, which has large-diameter vent holes rather than the original black grille. This throws up an irritating reflection in the rear screen. Reducing the 360's high engine compartment temperatures is a good thing. Everything else is positive. The Novitec 360 front end is a big improvement on the original, and is also very similar to the forthcoming Ferrari 430.

I've tested an incalculable number of modified cars. Some made by me; in sheds, some by huge organisations. Some good, some bad; you never quite know what to expect. Such was the case when I arrived at Novitec. But not the case when I left. Their stuff is good. **■**

TOP: The rear panel looks okay but we're not sure about the big wing  
ABOVE: Smart carbon-fibre instrument binnacle is also an option



**TECHNICAL SPECIFICATIONS**

Model:	360 Modena	360 Challenge Stradale	Coming 2005: Ferrari 430	360 Novitec
Dry weight:	1290kg	1180kg	1372kg	1220kg
Kerb weight:	1390kg	1280kg	1450kg	n/a
Max torque:	275lb ft @ 4750rpm	275lb ft @ 4750rpm	343lb ft @ 5250rpm	415lb ft @ 6250rpm
Max power:	400bhp @ 8500rpm	425bhp @ 8500rpm	490bhp @ 8500rpm	600bhp @ 8500rpm
Power to weight:	310bhp/tonne	360bhp/tonne	357bhp/tonne	492bhp/tonne
0-62mph:	4.5sec	4.1sec	4.0sec	3.8sec
Top speed:	183mph	185mph	196+mph	215mph
Price:	£103,275	£133,000	£117,500 est	est £20,000 for power mod