



**GIUGIARO'S NEW FERRARI**

# FORZA

THE MAGAZINE ABOUT FERRARI

## F430 UNLEASHED

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could dig two holes in the tarmac under full retardation. This is real brick-wall stuff.

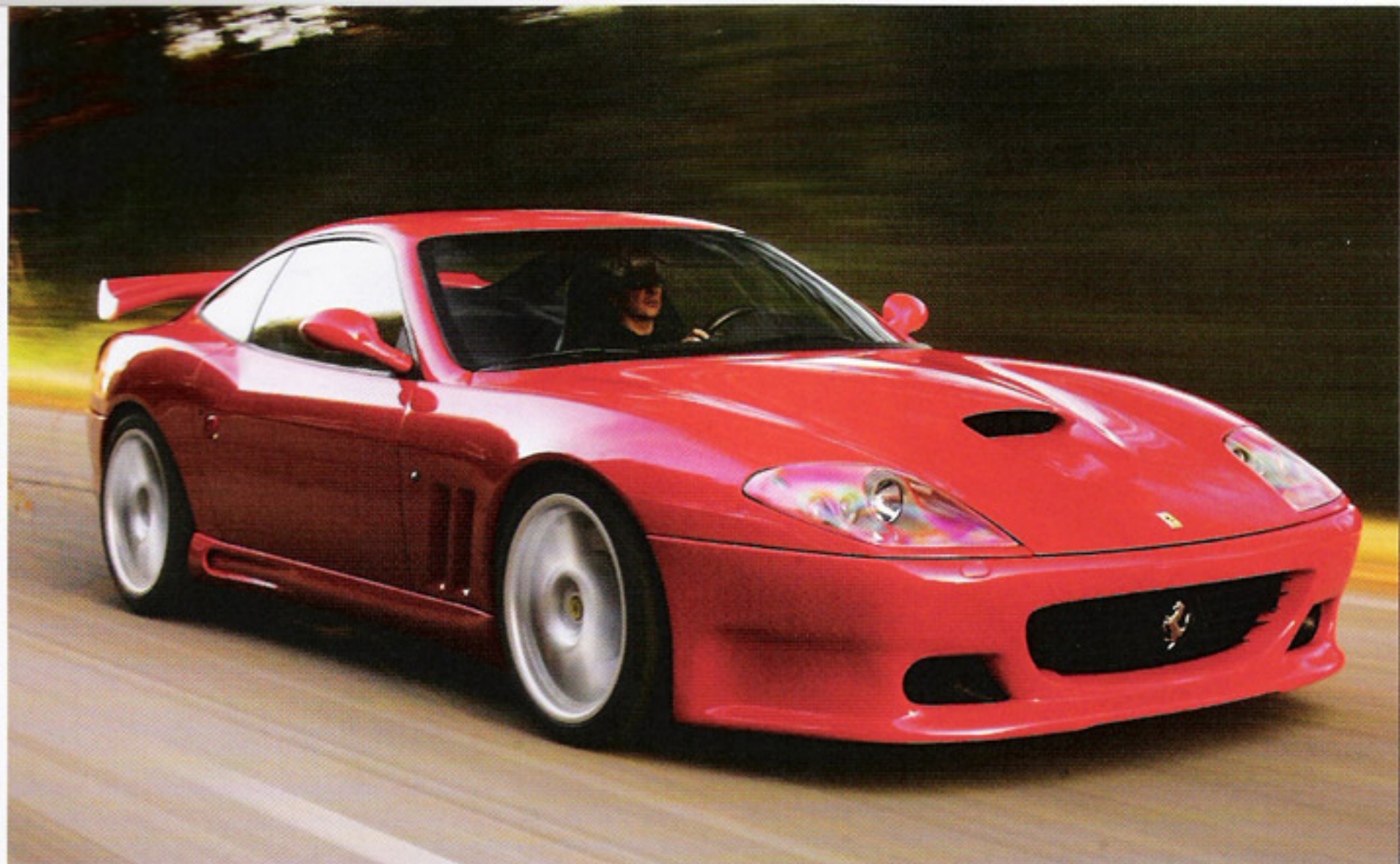
However, balls-out attacks with the throttle and brakes are not the best way to go fluidly through the twisties. So when we head to a nearby road with a lovely sequence of flowing bends, we use the revs and brakes for sheer enjoyment, rather than as if we are trying to set a new lap record.

The Novitec F430 experience really comes together when the car is driven like this. Rather than keeping the throttle nailed in Race mode and receiving a manic jerk each time the gearbox upshifts, we ease back on the throttle to take the sting out of the gear selection. The bigger lungs on the intake side and the freer-flowing exhaust help the engine rev even faster, and while the extra horsepower is partly consumed by the additional rubber, the V8's throttle response is noticeably sharper.

The wider front tires improve front-end grip, but we do wonder if they would behave badly on roads with adverse cambers and nasty bumps. We don't have a chance to test this for ourselves, as such conditions are not found on the excellent tarmac around this part of Bavaria.

The modified car's steering seems as pure as the stock F430's, as does the excellent overall balance. In contrast, mechanical grip is now on another level. With its super-wide rubber and stiffer suspension, this Ferrari feels like it could reach 1.1 or 1.2 g of lateral acceleration—but it would take a very skilled or stupid driver to test those limits on a public road.

The Novitec Rosso F430 is a very complete machine. Although one can buy the various components individually, we like the sum total of the sometimes small but always significant changes that make this Ferrari more distinctive visually, more incisive dynamically and even more desirable overall.



### Novitec Rosso's 575M Maranello

After our drive in the F430, it's time to sample a second Novitec-modified Ferrari, a 575M Maranello. I am very much looking forward to it: While I'm a big fan of the Ferrari 550, my first drive in a 575M left me a bit cold.

While I was pleased with the increase in power and torque, I wasn't impressed by the revised

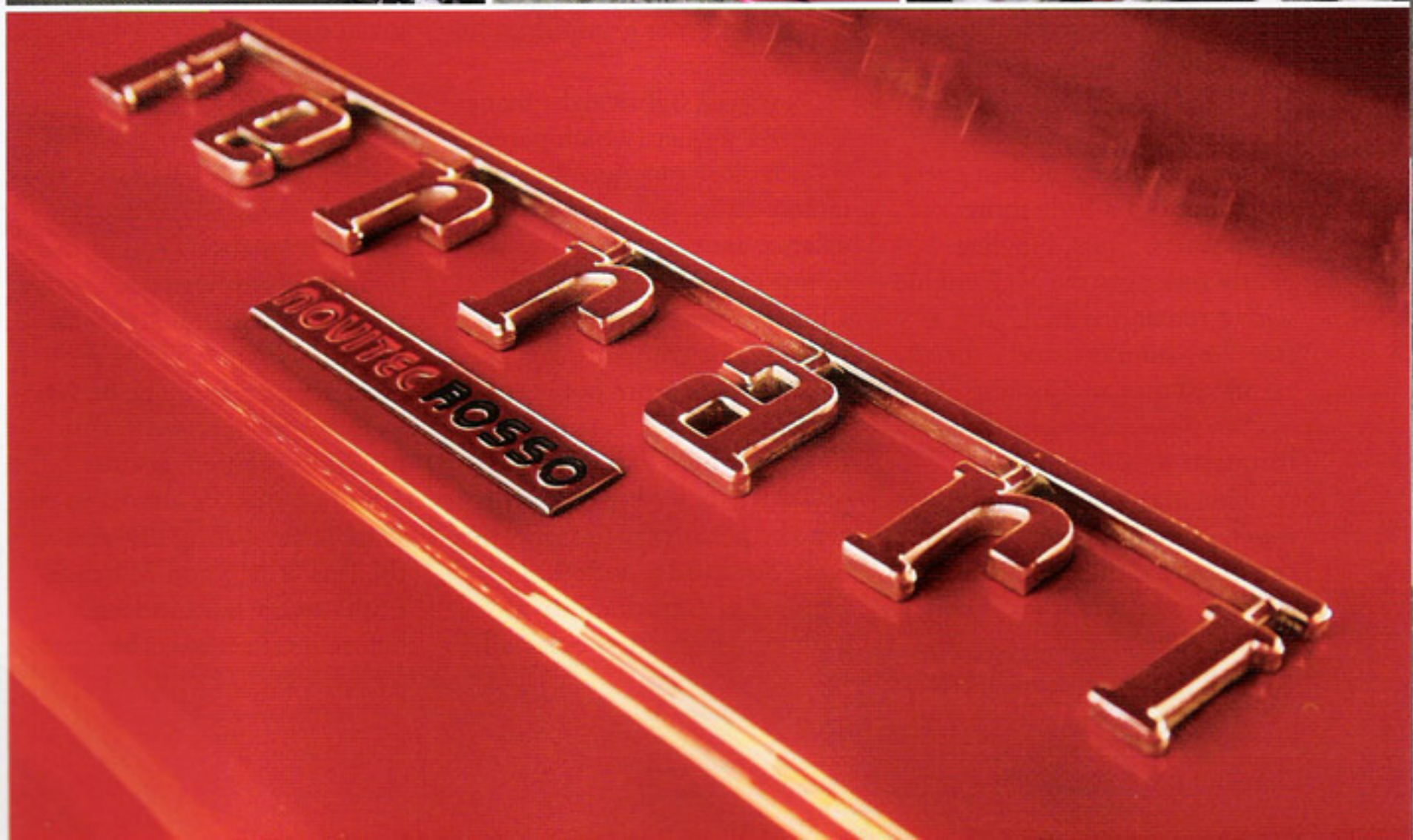
suspension. After a few undulating corners, the rolling 575M left me with the impression of a punch-drunk boxer. While the ride was undeniably comfortable, and certainly suitable for around-town or long-distance driving, I wanted a more sporting setup.

It turned out I wasn't alone in that desire. After complaints from the press and some owners, Ferrari released

the excellent GTC Handling suspension package.

Novitec offers another way to sharpen up the 575M. It's very similar to the company's F430 program, delivering more power, revised aerodynamics and sporting underpinnings.

The tuner starts by installing KW coil-over suspension, which lowers the car by 30mm, and wider wheels and tires. Measuring 9x19





inches in front and 12.5x19 inches out back, these alloys are wrapped with 255/35ZR19 and 355/25ZR19 Pirellis. As with the F430, the 575M receives 380mm ceramic discs all around, clamped by eight-piston front and four-piston rear calipers.

The stock 575M's 515 horsepower and 426 lb-ft of torque are fine for almost every situation, but a little more never hurts. Thus, Novitec gently massages the V12 engine with a remapped ECU and a free-flow stainless-steel exhaust, raising output to 533 bhp at 7,250 rpm and 440 lb-ft of torque at 6,300 rpm.

This may not seem like much of an increase, but it is the quality rather than the quantity of the improvement that counts. The exhaust note is deeper and more authorita-

tive, while the engine is even more willing to send its tachometer needle spinning around the dial. (Unlike the F430, there's no supercharger option for the 575M; the company says its V12 owners are an older, calmer group than its V8 customers.)

Novitec's lightweight front bumper/spoiler (which pares 37 pounds from the 44-pound factory unit), side sills and rear valance are very attractive, but to our eyes, the rear wing is a bit too overt for the car's styling. The company says the appendage is more popular in the U.S. and Far East than in Europe, where Ferrari owners prefer to keep a lower profile. On the performance front, the wing does add a noticeable amount of extra stability at autobahn velocities, especially in long sweepers.

Combined, these modifications sharpen up the 575M's reflexes, making it feel lighter on its feet. Pushed on the same roads as we tested the F430, the car's purity of steering feel is remarkable, particularly given the big, heavy V12 in its nose. Novitec put a great deal of effort into the geometry to make sure everything worked with the lower ride height and wider rubber.

With less body roll in the bends and less attitude change under acceleration and braking, the Novitec 575M disguises its size and weight very well. You have to push this machine—which, at over 3,800 pounds, is almost in the same heavy-lifting division as the BMW M5 and Mercedes E500—very hard indeed before its sheer mass becomes a problem.

With an all-new car expected in 2006, the 575M Maranello is in its twilight year. Even so, it is a worthy tribute to years of big, powerful, front-engine V12 continent-munchers, as well as a car with a lot of built-in potential. Novitec has skillfully exploited that potential; although this Ferrari only goes a fraction harder in a straight line, it now changes direction and stops with discernably more authority.

A Ferrari 575M with the GTC Handling package is very well-controlled, and reminds us of the 550 Maranello that we knew and loved so much, but this Novitec-tuned version is even better. Rear wing apart, we'd love it anyway just for its looks and the glorious V12 howl from those four big tailpipes. ●