



Ferrari 575 GTC



Ferrari had obviously been watching privateers develop their 550 into a successful GT Racer and decided to enter the picture with their own GTC version of the 575.

Starting in 2001 with the Prodrive 550 and continuing on in 2003 with the Italtcnica built cars, the front engine V12 Berlinetta was having great success in international GT Racing, a class win at LeMans in 2003 a highlight.

The Ferrari 575 GTC (*c-compitizione*) Berlinetta was built for to meet FIA GT and GrandAm championships rules. The GTC is basically a new car with a tubular spaceframe chassis with composite body panels. Weight and aerodynamics are obviously two of the main ingredients of a successful competition GT car and Ferrari spent a considerable amount of time in the wind tunnel. The GTC gets a flat underbody and rear diffuser that meets FIA/ACO regulations. There is also an adjustable front spoiler and split rear

wing with Gurney flap. Overall weight has been reduced to 1150 kg (2,530 lbs)

The engine also received extensive modification starting with a increase in stroke to take the displacement from 5748 cc to 5997 cc. Changes to cam timing and the Marelli engine management plus the addition of FIA regulation 31.8mm restrictors resulted in an increase in power to 600 bhp.

Several gear options were available for the sequential 6-Speed Gearbox with the longest option delivering a theoretical top speed of 335 km/h (208 mph). The gearing for Monza allows an effective top speed of 288 km/h (179 mph) and that for Estoril 270 km/h (168 mph). A triple plate carbon fibre clutch assembly is attached to the sequential box

Double wishbone suspension is found on all four corner with adjustable damping, adjustable anti-roll bar and anti-dive geometry at the front. Front

Ferrari 575 GTC

- 5997 cc / 366.0 in³
- Front engined V12
- 605 bhp / 451 KW
- 730 Nm / 538 ft lbs
- 335 km/h / 208 mph
- 0-60 mph 3.5 seconds

and rear track have both been increased Brakes are by Brembo with 6-pot callipers at the front and 4-pot callipers at the rear.

The 575 did not meet with as much success as the privateers 550's however it was still a formidable race car. Race record and individual car histories will be developed as further parts for this car of the day.

Rod Halligan



2004

Ferrari

575

GTC

Italian

Race - GT



Ferrari 575 GTC

Year 2004

ENGINE

Type 65 Degree, V12
 Layout Front mid Longitudinal
 Induction Natural
 Valvetrain DOHC, 4 Valves
 Fuel feed Direct Fuel Injection
 Displacement 5.997 liter / 366 cu in
 Bore 90.0 mm (3.5 in)
 Stroke 78.6 mm (3.1 in)
 Compression 12.9:1
 Power 605 bhp / 451 KW @ 6000 rpm
 Torque 730 nm / 538.4 ft lbs @ 5200 rpm

BODY

Compostie Body over
 Tubular Steel Chassis Panelled Sections

Length 4590 mm / 180.7 in
 Width 2035 mm / 80.1 in
 Height 1170 mm / 46.1 in

Wheelbase 2520 mm / 99.2 in
 Front track 1655 mm / 65.2 in
 Rear track 1625 mm / 64.0 in

DRIVE

Rear Wheel Drive
 Transmission Sequential 6-Speed Gearbox
 Carbon Fibre Triple Plate Clutch

SUSPENSION

Front Double Wishbones
 Adjustbale Anti-Roll Bar,
 Sachs Adjustable Dampers
 Rear Double Wishbones
 Coil Springs, Gas Dampers,
 Anti-Roll Bar

WHEELS / TYRES / BRAKES

Front Wheels F 45.7 x 30.5 cm / 18 x 12 in
 Rear Wheels R 45.7 x 33.0 cm / 18 x 13 in
 Front tyres Pirelli 325x650
 Rear tyres Pirelli 325x705
 Front brakes Brembo Discs
 6-Piston Calipers
 380 mm / x 15.0 in
 Rear brakes Brembo Discs
 4-Piston Calipers
 335 mm / x 13.2 in
 Steering Rack & Pinion
 w/Power Assist

PERFORMANCE

Top speed 335 kph / 208.2 mph
 (gearing dependent)
 0-60 mph 3.5 sec