



## Ferrari 575 Superamerica



**Ferrari** have not had a full convertible front engine V12 since the Daytona and it is with great anticipation that enthusiasts await a convertible 599. The 550 did however receive a special edition that went some way in looking after the sun loving set. The 550 Barchetta was essentially a car designed to be open all the time and driven only in fine weather. The 575 also received the special edition treatment with the Superamerica, it used a far more practical and unique solution for the roof.

The name Superamerica in Ferrari nomenclature was used from the mid fifties to the mid sixties for the most exclusive and luxurious models in the range, often with unique coachwork. While not quite as unique or exclusive as the famous 375's and 410's the 575 Superamerica is still a very special car with just 559 examples built.

Pininfarina reworked their highly

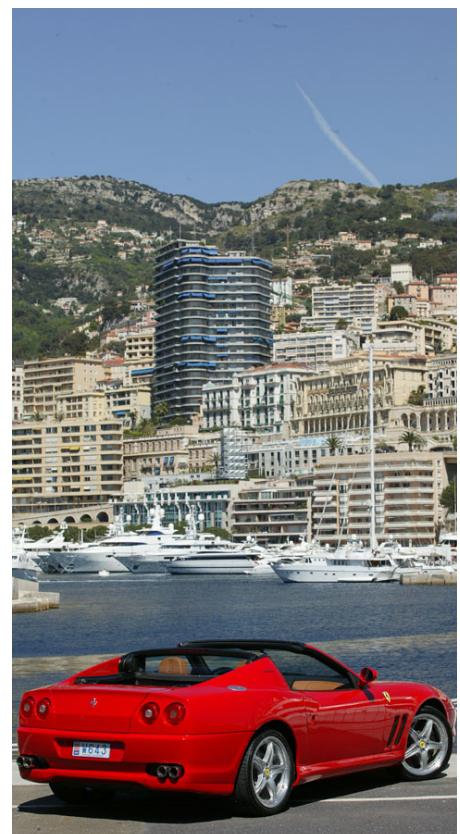
successful 550/575 design to incorporate the Fioravanti-patented "Revocromico" electric rotating roof. The glass surface uses electrochromic technology developed with Saint Gobain. The level of tint can be controlled to allow 5 levels of light into the cockpit and can go from dark to light in under a minute. The roof design allows the Superamerica to transform from open to closed in 10 seconds. It has a carbon-fibre structure and the boot capacity remains unchanged whether the roof is open or closed and when open the glass rear window also acts as an effective wind deflector.

Mechanically the car remained the same as the 575M Maranello it was based on. The Superamerica came with either the F1-style transmission or manual gearbox. The GTC handling package was fitted as standard as were the carbon ceramic brakes.

**Rod Halligan**

### Ferrari 575 Superamerica

- 2005 LA Auto Show
- Front engined V12
- Rotating glass roof
- 5.748 liter / 350.8 cu in
- 540 bhp / 403 KW
- 320 km/h / 199 mph



2005

Ferrari

575

Superamerica

Italian

Exotic



Ferrari 575 Superamerica	
<b>Year</b>	2005
<b>Production</b>	559
<b>ENGINE</b>	
<b>Type</b>	65 Degree, V12
<b>Layout</b>	Front mid Longitudinal
<b>Induction</b>	Natural
<b>Valvetrain</b>	DOHC, 4 Valves
<b>Fuel feed</b>	Direct Fuel Injection
<b>Displacement</b>	5748 cc / 350.8 in <sup>3</sup>
<b>Bore</b>	89 mm / 3.5 in
<b>Stroke</b>	77 mm / 3.03 in
<b>Compression</b>	11:1
<b>Power</b>	402.7 kw / 540.0 bhp @ 7250 rpm
<b>Torque</b>	588.15 nm / 433.8 ft lbs @ 5250 rpm
<b>BODY</b>	
Aluminum Alloy Body on Tubular Steel Frame	
<b>Length</b>	4554 mm / 179.3 in
<b>Width</b>	1935 mm / 76.2 in
<b>Height</b>	1278 mm / 50.3 in
<b>Wheelbase</b>	2500 mm / 98.4 in
<b>Front track</b>	1633 mm / 64.3 in
<b>Rear track</b>	1585 mm / 62.4 in
<b>DRIVE</b>	
<b>Rear Wheel Drive</b>	
<b>Transmission</b>	6-Speed Manual Transaxle or F1 Sequential
<b>SUSPENSION</b>	
<b>Front</b>	Double Wishbones
<b>Rear</b>	Double Wishbones
<b>WHEELS / TYRES / BRAKES</b>	
<b>Front Wheels</b>	F 45.7 x 21.6 cm / 18 x 8.5 in
<b>Rear Wheels</b>	R 45.7 x 26.7 cm / 18 x 10.5 in
<b>Front tyres</b>	255/40ZR-18
<b>Rear tyres</b>	295/35ZR-18
<b>Front brakes</b>	Cross Drilled & Vented discs Vacuum Assist & ABS x 330 mm / x 13.0 in
<b>Rear brakes</b>	Cross Drilled & Vented disc Vacuum Assist & ABS x 310 mm / x 12.2 in
<b>Steering</b>	Rack & Pinion w/Power Assist
<b>PERFORMANCE</b>	
<b>Top speed</b>	320 kph / 198.8 mph
<b>0-60 mph</b>	4.1 sec