



Ferrari 599XX



Ferrari continues its double X rated ultimate track-day and development program with the 599XX. The third iteration of a program that is obviously proving to be a successful business and development model for the company.

Following on from the Enzo based FXX and FXX Evolution. The 599XX is based on the 599 Fiorano whose engine was also originally based on the Enzo. While visually identifiable as a Fiorano modifications are extensive.

The engine receives lightweight internals and reworked combustion chambers and induction and exhaust tracts that allows the unit the output 700hp at an almighty 9000 rpm.

Transmission and electronics also get heavily worked over with changes to the programming delivering a 60 ms change time. Mechanical and electronic systems tuned to operate in harmony to allow consistent maximum performance

under extreme driving. A second generation SCM suspension system provides exceptional handling. A new "virtual car engineer", screen in the car that provides a real-time indication of the vehicle's efficiency across all areas.

A significant amount of time in the wind tunnel has delivered 280 kg of downforce at 200 km/h (630 kg at 300 km/h). The time in the tunnel has resulted in small winglets on C-pillars, underside panels that completely fair-in the front and bonnet vents that channel hot air from the engine bay. The new Actiflow under body system uses a diffuser and two fans in the trunk to channel the air and increase downforce while reducing drag at higher speeds.

The carbon-ceramic braking system now uses pads made from carbon-fibre which means smaller calipers can be employed without loss in efficiency. The 19 x 11J wheel rims at the front and 19 x 12J at the rear integrate with F1-style "donuts" to channel the air for optimized cooling

Ferrari 599XX

- Rear wheel drive
- 60° V12
- 5.999 liter
- 700 hp @ 9000 rpm
- Faster than and FXX Evolution @ Fiorano

and clean airflow. Those wheels are shod with (29/67 R19 Front and 31/71 R19 Rear) slicks specifically developed to maximise stability in cornering and increase lateral acceleration.

The XX program is all about development and the 599XX could and probably will have significantly different specs at the end of the program - making for an interesting documentation set for future collectors.

Rod Halligan





Ferrari 599XX

Year 2009
Track and Development Car

ENGINE

Configuration 60° V12
Layout Front-mid Longitudinal
Induction Natural
Valvetrain DOHC, 4 Valves
Fuel feed Direct Fuel Injection
Displacement 5.998 liter / 366 cu in
Bore 92.0 mm (3.6 in)
Stroke 75.2 mm (3 in)
Power 700 bhp / 522 KW @ 9000 rpm
BHP/Liter 117 bhp / liter

BODY

Composite and Aluminum body over Aluminum chassis

Weight not disclosed

Length 183.7 in
Width 77.2 in
Height 52.6 in

Wheelbase 108.3 in
Front track 66.5 in
Rear track 63.7 in

DRIVE

Rear Wheel Drive

Transmission Paddle-Operated 6 speed

SUSPENSION

Magnetoreological damping control SCM

WHEELS / TYRES / BRAKES

Front 19 x 11J
Rear 19 x 12J

Front tyres 29/67 R19
Rear tyres 31/71 R19

Brakes ventilated carbon-ceramic discs, all-round, ABS

Steering Rack & Pinion w/Power Assist

PERFORMANCE

Top speed Not stated

0 - 100 kph Really quick

Faster than and FXX Evolution around Fiorano