



Maserati GranTurismo



Maserati took their time introducing the replacement for the GranSport. The wait was worth it. Undoubtedly one of the most beautiful 4-seat coupes ever designed, the GranTurismo builds on the success of the re-born Maserati transition models and takes the company to a new level. The GranSport served the company well and the Ferrari Maserati partnership associated with it will always ensure it's desirability but the all new all Maserati effectively defines Maserati's niche.

Styled at PininFarina by one of the best talents around at the moment; American Jason Castriota, who also designed the Ferrari 599 GTB Fiorano Glinkenhau P4/5, the GranTurismo exudes style. Maserati reference the A6GCS and the

Birdcage 75th concept car as design inspiration.

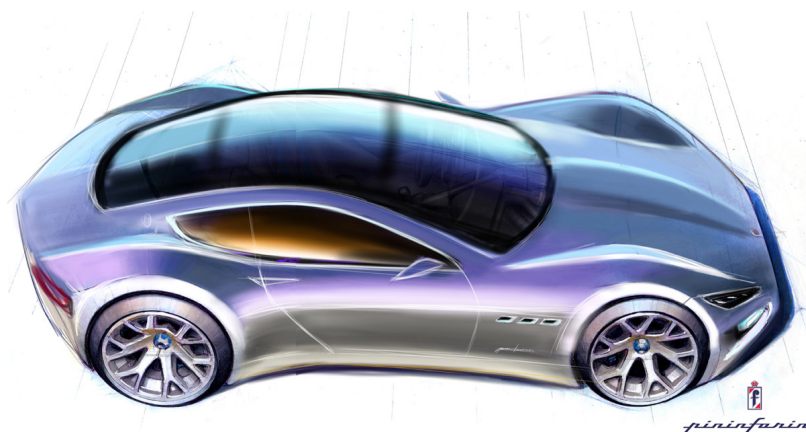
In the developing tradition of naming the coupe line commencing with Gran, the Turismo part harks back to the 1947 Geneva Auto Show, where Pinin Farina designed A6 GranTurismo was introduced. The A6 was the first Maserati designed as road car and had a total production of 58 units. Ten years later, again at the Geneva Auto Show, Maserati presented the 3500 GT, its first "production line" gran turismo. 1,983 3500 GT were built in seven years and the model can be credited with establishing Maserati as one of the top rung of exotic sportscar manufacturers.

So 60 and 50 years later respectively Maserati honoured those two cars with

Maserati GranTurismo

- PininFarina / Jason Castriota designed
- 4 seat Coupe
- 90° V 8
- 4.244 liter / 259 cu in
- 405 bhp / 302 KW @ 7100 rpm
- 460 Nm / 339 ft lbs @ 4250 rpm
- 0-100 in 5.2 seconds





Maserati GranTurismo

Year Launched 2007
Geneva Auto Show

ENGINE

Configuration 90° V8
Layout Front Longitudinal
Induction Natural
Valvetrain DOHC, 4 Valves
Displacement 4.244 liter / 259 cu in
Bore / Stroke 92.0 mm / 79.8 mm
Compression 11.0:1
Power 405 bhp / 302 KW @ 7100
Torque 460 Nm / 339 ft lbs @ 4250

BODY

Steel - Alloy - Composites
Based on shortened quattroporte platform

Length 4881 mm (192.2 in)
Width 1847 mm
Height 1353 mm
Wheelbase 2942 mm (115.8 in)
Front track 1586 mm
Rear track 1590 mm

DRIVE

Rear Wheel Drive
Transmission 6-speed hydraulic torque converter gearbox (ZF 6HP26).

SUSPENSION

Front quadrilaterals, forged alloy hub carriers and struts and coaxial helical springs
Rear quadrilaterals, forged alloy hub carriers and struts and coaxial helical springs & radius bar for toe-in adjust

Steering

Steering Rack & Pinion w/Power Assist

PERFORMANCE

Top speed 285 km/h (at 7050 rpm)
0 - 100 kph 5.2 seconds
Stopping distance 100 Km/h - 0: 35 m
Combined cycle 14.7 (l/100 Km)
Acceleration 0-400 meters: 13.4s
CO² emission combined cycle 345.0 (g/km).



the introduction of the new GranTurismo, again at the Geneva Motor Show.

Maserati, throughout their press release expounds the virtues of the GranTurismo as a practical realworld performance GT with great attention to detail in design and execution. They have succeeded. From the craftsmanship applied in the Poltrona Frau leather upholstery to the steering related dual-xenon headlights which angle appropriately to driving speed through electric motors that rotate the light cones.

The heart of any Italian thoroughbred is the engine and in this case it is a V8 4.2 engine with 405 hp at 7,100 rpm and a maximum torque of 460 Nm at 4,750 rpm, of which 75% is already achievable at 2,500 revs. Where the Ferrari and Maserati DNA starts and finishes is now somewhat blurred. No matter. The engine is compact and light (180Kg), with a short stroke (bore 92 mm – stroke 79.8 mm) incorporates a crankcase and cylinder heads (with head cover in Maserati Blue) made of aluminum silicon alloy, hardened forged steel crankshaft and 5 main bearings. The timing has twin chain-driven overhead camshafts per bank; four valves per cylinder controlled by hydraulic tappets. The camshafts on the intake side are fitted with a low pressure continuous phase variator, with complete actuation times of less than 0.15 seconds. The engine is mated to a 6-speed automatic transmission (ZF 6HP26)

Performance wise the GranTurismo has a maximum speed is 285 kph (177 mph), accelerates from 0-100 in 5.2 seconds and can cover the quarter-mile in 13.4 seconds

The new body boasts a construction of steel while the bonnet and bumper front reinforcement member are of aluminum and the boot is constructed in thermosetting plastic material (Sheet Molding Compound, SMC, technology). The multi-material bearing monocoque provides passive safety performance conforming to “worldwide” regulations.



2007

Maserati

GranTurismo



The frame derives from the Quattroporte with reduced wheelbase and rear overhang. Designed to satisfy the most stringent American crash standards (FMVSS208, Federal Motor Vehicle Safety Standard), front structure compliant with ACEA1 "pedestrian impact" standards. Constructed in high-strength steel box sections, it incorporates a tubular structure in the rear to support the suspensions and differential and a front section to support the suspensions and engine. The chassis of the Maserati GranTurismo features front and rear wishbone suspensions with forged aluminum hubs and arms in order to ensure a reduction in the unprung masses. Weight distribution is 49% on the front, 51% at the rear and the body has a Cx of 0.33.



The car is 4,881 mm long with a wheel base of 2,942 mm. In the standard configuration the Maserati GranTurismo is fitted with 19" aluminum rims with mixed-size front and rear tires: the rear tires have a larger tread pattern than the front ones, 20" are available as an option. The 19" diameter wheels are in light alloy; front 8.5J x 19, H2 profile, rear 10.5J x 19 H2 profile. Front tires 245/40 R19, rear 285/40 R19. The sportier 20" version is makes a slight sacrifice to comfort but increases agility and responsiveness to steering. It also sports a look inspired by the wheels on the Birdcage 75th. The 20's are 8.5J x 20 at front and the rear are 10.5J x 20 H2 profile with 245/35 R20, rear 285/35 R20.



Brakes are by Brembo with 4 ventilated discs (front Ø 330 mm x 32 mm, rear Ø 330 mm x 28 mm) with 4-piston calipers at the front and rear.

Maserati sees the GranTurismo as a market competitor to the BMW 650Ci, Mercedes CL500, Jaguar XK8/XKR, Aston Martin V8 Vantage and it aims to bring new customers to the Maserati brand by taking those competitors head on.

Rod Halligan



Italian

Exotic GT