



Maserati MC12 Stradale



Maserati required both a halo car and a racecar to help build public knowledge of the re-emerging brand. Under the management of Ferrari the choice for that car became fairly obvious. Ferrari were not competing with a dedicated sportscar in the FIA GT championship, so there would be no conflicting interest for Maserati to so, and they had the basis for a GT already with the Enzo.

The car needed however to be visually different from the Enzo and completely competition focused, additionally the car would require homologation for the championship. Thus the MC12 Stradale was born. Maserati were to build 30 examples, 25 of which were for road use. All of the 25 road cars were painted white and blue, the colors associated with Maserati by America Camoradi (Casner Motor Racing Division) Scuderia which famously ran the Tipo 60-61 Birdcages in the early 1960s driven by Stirling Moss.

The MC12 was initially sketched by Giugiaro, development of the initial idea was looked after by Maserati with considerable input from Frank Stephenson who was the Director of Ferrari Maserati Group's, Concept Design and Development division at the time. Based on a modified Enzo tub the MC12 is built predominantly from carbon fibre. There is an aluminium sub-chassis at each end to mount the mechanicals and suspension and the body itself is

also carbon fibre. The whole unit is very light and rigid, which is what you would expect for a car that is essentially built for racing.

The MC12 is long, low and wide with an overall length of 5143mm. Overhangs are considerable, the result of aerodynamic requirements for a GT racer. The wheelbase is 2800mm. Weight distribution is 41%-front and 59%-rear.

The Ferrari derived naturally aspirated 65° 5998 cc V12 produces 465 kW at 7500 rpm and 652 Nm at 5500 rpm, which is enough to allow it to exceed 330 km/h and run 0 to 60 mph in 3.8 seconds.

The interior of the Stradale did come in for a great deal of attention for a homologation special with a great level of detail and finish. Carbon fibre and perforated leather are combined beautifully. The seats use a carbon fibre structure and feature great lateral support and are upholstered in fabric and perforated leather. The carbon fibre doors have pockets and there are electric windows and the trademark dashboard clock.

Homologation special sits a rung above a Mega or Supercar as a two with a purpose. The MC12 Stradale is part of a select group of serious collector cars that started with the Ferrari 250 GTO & LM and includes the Porsche GT1 and Mercedes CLK GTR.

Rod Halligan

Maserati MC12 Stradale

- Production = 25
- Homologation special
- 95° V12
- 5998 cc / 366.0 in³
- 465 kw / 623.6 bhp
- 652 nm / 480.9 ft lbs
- 0 - 60 mph 3.8 seconds





Maserati MC12 Stradale

Year 2005
Production 25

ENGINE

Configuration 95° V12
Layout Mid Longitudinal
Induction Natural
Valvetrain DOHC, 4 Valves
Displacement 5998 cc / 366.0 in³
Bore / Stroke 92.0 mm / 75.2 mm
Compression 11.2:1
Power 465 kw / 623.6 bhp @ 7500
Torque 652 nm / 480.9 ftlb @ 5500

BODY

Carbon fibre tub, alloy sub frames
Carbon fibre body

Length 5143 mm / 202.5 in
Width 2096 mm / 82.5 in
Height 1205 mm / 47.4 in
Wheelbase 2800 mm / 110.2 in
Front track 1660 mm / 65.4 in
Rear track 1650 mm / 65.0 in

DRIVE

Rear Wheel Drive

Transmission Paddle Operated
Cambiocorsa Electronically
Controlled Electro-Hydraulic
6-Speed

SUSPENSION

Front Wishbones Push-Rod
Acuated Dampers,
Coaxial Coils, Springs

Rear Wishbones Push-Rod
Acuated Dampers,
Coaxial Coils, Springs

Steering/Brakes

Steering Rack & Pinion
w/Power Assist

Front brakes Brembro Cross-Drilled &
Ventilated Discs 6-Piston
Calipers, Bosch 5.3 ABS -
380 mm / x 15.0 in

Front brakes Brembro Cross-Drilled &
Ventilated Discs 4 -Piston
Calipers, Bosch 5.3 ABS -
335 mm / x 13.2 in

PERFORMANCE

Top speed 330 kph / 205.1 mph
0 - 60 mph 3.8 seconds