

About the 488 Challenge Race Car

Daytona, 4 December 2016 – The Ferrari World Finals event in Daytona this weekend saw the unveiling of the latest model to join the ranks of Ferrari’s prestigious international Challenge racing series for clients. The 488 Challenge is the sixth model to participate in the one-make series, which, in 2017, celebrates its 25th Anniversary.

Since the announcement of the racing series in 1992, there have already been over 1000 races, with over 1000 drivers taking part in up to three series organized on three continents. Over the years, the Ferrari Challenge has proved to be an ideal platform for drivers looking to compete in international GT and prototype championships, and an impressive number have gone on to win in Grand-Am, IMSA, the FIA World Endurance Championship, ELMS an even the 24 Hours of Le Mans.

The 488 Challenge is the first ever turbo-charged model to race and is the most powerful Challenge car ever, powered by the 670 cv 3.9-litre V8 derived from the series production engine that took the overall 2016 International Engine of the Year Award.

Thanks to extensive development of the car’s engine, aerodynamics and chassis, the 488 Challenge reaches new levels of performance, chopping a second off the Fiorano lap time of the preceding 458 Challenge EVO for a new record of 1’15.5”.

Compared to the production 488 GTB V8, the Challenge’s powertrain features specific engine mapping, optimised for racing performance, and shorter gear ratios providing up to an 11.6% increase in acceleration out of turns compared to the naturally-aspirated 458 Challenge EVO. The F1 DCT transmission features a new racing shift strategy which enables the car to accelerate from a standstill to maximum revs in 4th gear in just six seconds. Further improvements include a reduction in overall powertrain weight, with 19.7 kg being shaved off the engine and a further 8.5 kg off the exhaust system.

Ferrari’s patented Slip Slip Angle Control software makes its first ever appearance on a Challenge car, improving the longitudinal acceleration through bends by 4.2%. A further significant development is the decoupling of the manettino function regulating the electronic vehicle dynamic controls. Rather than a single manettino intervening on all aspects of the software, the functions have been separated into two, either side of the steering wheel. The right-hand manettino (TC1) governs the level of intervention required based on the levels of grip, while the left-hand one (TC2) controls the degree of intensity of intervention. The result is a more tailored degree of integration between the driver and the car, governing when and how torque is delivered to the rear wheels and enhancing the performance of the car and the driver’s consistency.

The most noticeable changes to the 488 Challenge compared to the production car regard the aerodynamics. To achieve the technical objective of increasing the car’s aero efficiency while respecting the design, the engineers worked closely with the Ferrari Styling Centre. The front radiator layout was reworked, inverting the rake so

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that they are now inclined towards the rear. This solution improves the air flow over the radiators in racing conditions whilst, at the same time, reducing drag. The new layout required new vents at the bottom of the bumper ahead of the wheels.

The front bumper itself has been completely redesigned with a more pronounced splitter and flicks to increase downforce and balance the rear load, for a 7% improvement in efficiency compared to the 458 Challenge EVO.

The front bonnet is all new with triple vents and integrated flaps to direct the hot airflow from the radiators rearwards. To increase stability at high speeds, the 488 Challenge features a bigger rear wing, with an air foil similar to that used on the 2016 FIA World Endurance Championship-winning 488 GTE, which alone increases efficiency by 9% compared to the 458 Challenge EVO.

The intakes on the rear flanks now take cooling air to the rear brakes, optimising downforce, while the engine air intakes are now positioned laterally under the rear spoiler, taking advantage of the high pressure generated in this area.

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About Ferrari North America

Ferrari North America, Inc. is headquartered in Englewood Cliffs, N.J., and is the exclusive North, Central, and South American importer of Ferrari vehicles including the 488 GTB, 488 Spider, the California T and GTC4Lusso Grand Tourers, the F12berlinetta, F12tdf and LaFerrari Aperta. The current product line-up comes with the Ferrari complimentary seven-year maintenance program, which covers all factory-scheduled maintenance procedures including labor, related genuine parts and approved lubricants.

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