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EXCELLENCE THROUGH PASSION
INTERNATIONAL

GranTurismo MC Concept

The GranTurismo MC Concept is based on the GranTurismo S launched at Geneva. However, the Reparto Corse technicians made significant modifications aimed at lightening the car and improving its dynamic performance.

Genesis

Races have always been the most demanding test-bench for all cars. Traditionally, reliability and performance are checked on the circuit. It is in races that new technologies and materials are tried out. And it is on the track that Maserati has decided to raise the much-praised sporty verve of its Maserati GranTurismo S to even higher levels to create the GranTurismo MC Concept.

Style

The changes the designers of the Maserati Style Centre have made to the GranTurismo S to create the racing model have improved its performance, and above all its aerodynamic efficiency, without detriment to its elegant, curvaceous line.

The front area of the GranTurismo MC Concept features two large air intakes – designed to increase the air flow to the brakes – and an aerodynamic bottom profile. The front mudguards, with increased track, are also new, as is the engine hood with a dynamic air inlet and two additional air vents.

The car's profile has also been the subject of in-depth aerodynamic analysis, leading to the introduction of unusual side air vents, linked to the new under-door side sills.

What's more, the rear of the GranTurismo MC Concept has new-design fenders with air vents and central exhaust pipes. Last but not least, the rear spoiler is larger in size to increase the down force generated by the profile, to compensate the aerodynamic effect of the front splitter.

Development

The Maserati GranTurismo MC Concept has been developed on the basis of the GranTurismo S, launched at the Geneva Motor Show on 6th March 2008. The Maserati Racing Department engineers have made major improvements to reduce the car's weight while also enhancing its performance.

The mapping of the engine installed on the Maserati GranTurismo MC Concept has been revised to further increase performance without impairing reliability: the unit now generates 330.9 kW (450 HP) with torque of 510 Nm at 4,750 rpm. The intake and exhaust systems have also been revised through the installation of a high-performance conical air filter combined with an exhaust system fitted with racing-type catalytic converters and silencers.

The suspension settings of the GranTurismo MC Concept, together with improved weight distribution and new single-setting racing dampers, plus new 11"x18" front and 13"x18" rear wheels with slick tyres, guarantee a striking increase in the car's dynamic

performance compared to the GranTurismo S.

The brake system has received an upgrade to withstand the stresses typical of use on the track, with the adoption of larger discs and mono block racing callipers. The chassis has been significantly lightened and stiffened thanks to application of an integral welded rollcage, as required by the FIA regulations.

The bodywork, is made of composite material. The specific electrical system, the dedicated instrumentation including an integral data acquisition system, and the indispensable safety devices, complete the equipment of the GranTurismo MC Concept.

Technical specifications

Engine	V8
Displacement	4,691 cc
Maximum power	330.9 Kw (450 HP)
Maximum torque	510 Nm @ 4,750 rpm
Weight/power ratio	<4.2 Kg/KW (<3.1 Kg/HP)
Body	In composite material. Windscreen and rear and side windows in Lexan.
Chassis	In welded steel with integral rollcage structure, FIA approved.
Interior	Backward-set driving position, with racing seat, dashboard and control console in carbon throughout.
Electrical system	Specific, with data acquisition system.
Fuel tank	100 L, with carbon safety structure, FIA approved.
Brakes	Steel discs, front Ø 380 mm, rear Ø 313 mm, without ABS.
Wheels	Front: 11”x18”.
Tyres	Front: 285/650/18
Weight	< 1400 Kg