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All-New FF Opens a New Chapter in Ferrari GT History

The V12 howls and shrieks as the sleek GT comes into view, carving through the mountain road's curves as if magnetized to the surface, then passing at great speed and fading into the distance. This is a Ferrari in its element, with one exception: the road is covered in snow.

On March 23, Ferrari gathered automotive journalists from around the world to a spot in [Italy's Dolomite Mountains](#) to introduce its all-new GT, called, simply, the FF. Videos released prior to the FF's introduction had already tipped the maker's hand: Ferrari's first-ever all-wheel drive car was on its way.

Although it could be called a successor to a long line of Ferrari 2+2 GT models, the FF springs from a clean sheet of paper. Yet, the thinking behind its numerous innovations is firmly rooted in Ferrari's 60-plus years of building the world's most exciting road cars and racecars.

What is new is also unexpected. "FF" stands for four passenger, four wheel drive. Other sports car makers have stretched the boundaries of their brands to build SUVs and all-wheel drive sedans to provide their customers with all-weather machines. Ferrari could not take that path. A Ferrari must be a sports car or a true GT. The challenge to combine true Ferrari character and performance with all-weather capability was not small. Ferrari followed a different road to build a car that would be pure Prancing Horse, yet more versatile than any Ferrari that's come before.

The published reports that followed the Dolomites road test sessions affirmed that Ferrari had achieved its goal for the FF: to build an all-weather GT with room for four and luggage, with no compromise to performance and handling on any road, in any condition. With an FF, Ferrari drivers no longer need to choose between driving their favorite car and taking instead a luxury SUV when heading to the ski slopes or driving in winter weather.

The ingredients for a 21st century Ferrari GT are all in place in the FF. The latest version of the new [Ferrari GDI V12](#) produces 651 horsepower, employing direct fuel injection, high compression, ultra-low friction, and variable timing on the intake and exhaust camshafts. The FF follows the California and 458 Italia in featuring the seven-speed dual-clutch transmission exclusively. The powertrain is capable of vaulting the Ferrari FF from zero to 60 in 3.7 seconds and on to a top track speed over 200 mph.

How does that translate on the road? Dan Neil, the Pulitzer Prize-winning auto writer for *The Wall Street Journal*, described the FF's performance in his own inimitable way:

"On dry pavement the PTU stays in the background and the FF handles like the run-of-the-mill, license-murdering, grand-touring Godzilla it is, which is to say, very much a rear-drive car. With the car's Manettino system in Sport mode, you can pitch the car into a hairpin, get it to over-rotate and then pin the tail down with the throttle. Here I'd love to lionize my driving talent, but the truth is, with Ferrari's current generation of dynamics software, Betty White could drift this car."

Perhaps generating as much excitement as the FF's performance was that the FF became the first-ever Ferrari to feature all-wheel drive (AWD). Although AWD is not used in F1 or GT racing, 60 years of racing experience has taught Ferrari the value of pursuing its own technology rather than following others. The passion of Ferrari engineers comes through in a unique AWD design and execution.

The FF design directive required another must-have: the new GT would be a full four-seater, not a 2+2. Ferrari's long-time partner, Pininfarina, rose to the challenge of meeting those packaging demands while creating a fresh, yet unmistakably Ferrari design. At the front, the FF blends elements inspired by the 458 Italia with the wide egg crate grille that is so integral to Ferrari GT design heritage. The profile provides room and comfort for rear seat passengers, while fold-down rear seatbacks and a rear hatch [maximize versatility](#).

Describing the FF's accommodations, *Automobile Magazine* said, "The back seat is very usable, and in fact we stuffed four grown men inside, ranging from five feet, nine inches to six feet, two inches — with the tallest guy behind the driver, who was second tallest. There was not a single complaint to be heard over the sonorous V-12."

Lauding the FF for its "world-class performance, all-day comfort, and newfound all-weather capability," *Car & Driver* concluded its road test from the Dolomites, "In evolving its GT car, Ferrari has hit the mark."



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