



The RR 600 is the latest Fornasari SUV to arrive on the market, an evolution of the RR450 model. With a carbon fibre/kevlar body, 610bhp from its 6.0 Chevrolet-sourced V8 engine, a top speed of 280 km/h and 0-100 km/h time of 3.8 seconds it continues the Italian firm's recent tradition of creating ultra-fast off-roader capable vehicles.

Officially the story of Fornasari began in 1999 with the company founded by Mr. Giuseppe Fornasari and some friends of him as supporters. As a matter of fact, the adventure in the world of motors started in the early '90s, importing Corvettes from the U.S. and preparing them for racing. The world of racing and Grand Tourism cars has been marking the entire life of the promoter of this enterprise. His father Gigi had been a very skilled racer for Alfa and Maserati in the '50s and from him the founder could receive not merely the passion for cars, but also a valuable asset of technical know-how and human knowledge. The names that have been characterising the Italian sports cars in the past are often quite familiar ones. The world made of amateurs, collectors and technicians is a small one, where situations occur one after the other - each different though equal to the others.

The new Fornasari RR600 is the third model from the company and it joins the RR450, another SUV and their first production model, and the Le Mans, a two-seat sports car, in their model line-up. The RR600 is characterised by its new LS2 Chevrolet engine, a 6.0 litre V8 cylinder unit built to Fornasari's specifics, with improved mechanicals, shorter gearbox ratios and a better power management.

The interiors have also been improved over the RR450 model, and are now more comfortable and wider thanks to the solutions that increase the comfort inside. Preparations offer the maximum grade of customization, according with Fornasari philosophy.



Both interior and exterior layouts and finishes are determined according to the clients' taste. The line is clearly distinguished by that one of RR450, both for the front and the back and the sides, and it's proposed in two kind of front variants: one, more classic, with four headlights and the other, more sporting, with 2 headlights. The steel piping chassis in molybdenum-chrome assures an extraordinary lightness and versatility. Suspensions, Proflex or Ohlins, have an independent oil tank.

These characteristics make the RR600 a car without competitors: its maximum speed arrives to 280 km/h and have an acceleration 0-100 km/h in 4 seconds. Body in carbon and Kevlar assures high resistance and great reliability. The car, which weights only 1700 kg, has two motorizations: 500-600 hp. As far as the gearbox is concerned, either the six-speed one or a 4-speed automatic one is available. The traction is integral 4WD. Power gets transmitted to the wheels in three different ways: by a central viscous joint 38/62, standard 40/60, or with reduced gears. Standard rims and tires are 20", but you can choose from 16" (races) up to 23", according to the clients' taste and use.

#### FORNASARI RR600 - TECHNICAL SPECIFICATION

Engine: 6000cc - 8 cylinders; Power: 610hp @ 6000 rpm; Torque: 748 Nm @ 5100 rpm;

Traction: Integral 4WD

Dimensions: Length: 440 cm; Width: 206 cm; Height: 167 cm; Wheelbase: 300 cm

Weight: 1650 kg

Seats: 5

Performance: Max speed (self-limited): 280 km/h; Acceleration 0-100 km/h: 3.8 seconds; 1 Km run in: 23 seconds

Drive Train (4WD): Central differential: Viscous coupling 60% rear, 40% front; Rear differential: Dana 44 slip limited; Automatic transmission: Hydra-matic 4 speed with overdrive; Manual transmission: Borg Warner 6 speed; Gear ratios: Automatic: 1<sup>^</sup>3.06, 2<sup>^</sup>1.63, 3<sup>^</sup>1.00, 4<sup>^</sup>0.70, reverse 2.29; Manual: 1<sup>^</sup>2.66, 2<sup>^</sup>1.78, 3<sup>^</sup>1.30, 4<sup>^</sup>1.00, 5<sup>^</sup>0.74, 6<sup>^</sup>0.50, reverse 2.90; Axle ratios: Automatic 4.10, Manual 4.56

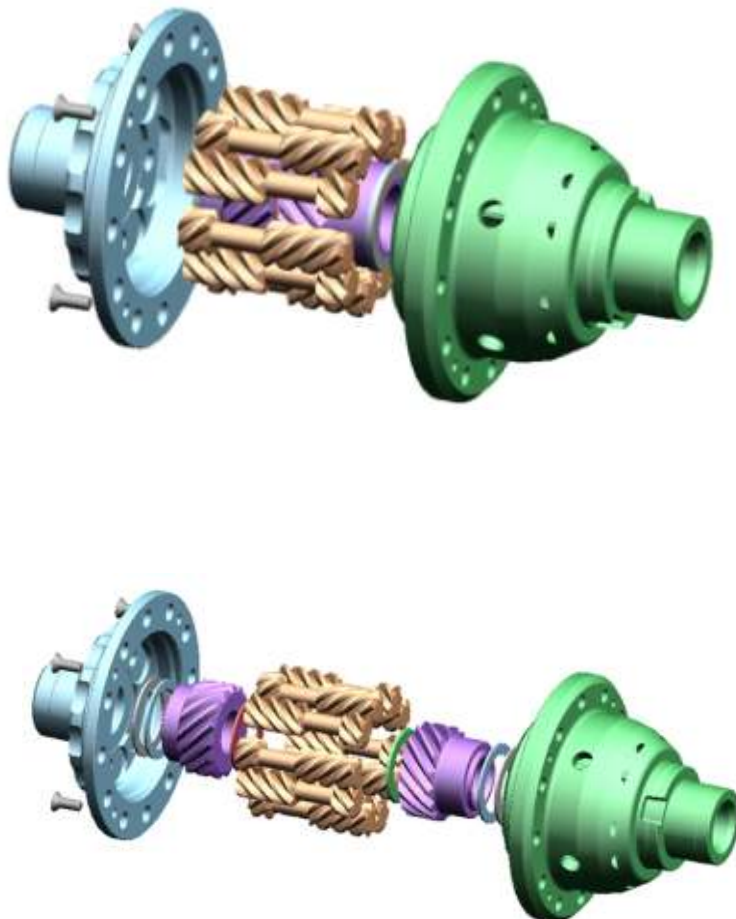


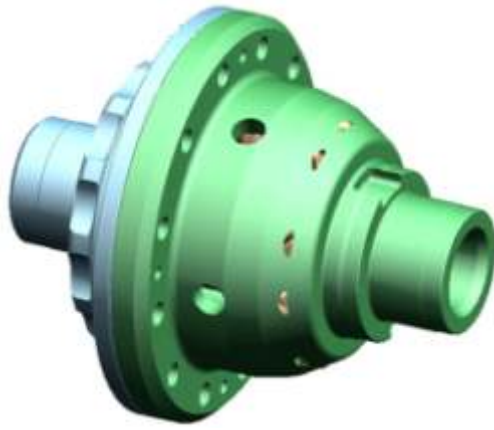
## ALFA 147 WILL DEBUT IN PARIS WITH A NEW SELF-LOCKING FRONT DIFFERENTIAL

The Alfa 147 on show at the Paris Motor Show this month will represent the world premiere of the self-locking front differential (known as the Q2) that maintains and implements all the attributes of a front wheel drive in terms of active safety and intuitive driving, while increasing driving satisfaction and control. The innovative system also guarantees some benefits typical of four wheel drive but with decidedly lower weight and cost.

The Q2 system is based on the presence of a Torsen mechanical limited slip differential. This differential performs the specific task of distributing torque over the front wheels in a dynamic, continuous manner according to driving and road surface conditions. When combined with the exclusive front double wishbone suspension, the system allows particularly effective tuning of the car. The Alfa Romeo engineers were fortunate because front wheel drive already enjoys an excellent reputation among their customers (it is no mere chance that this alternative is chosen by most car manufacturers). Suffice it to say that over and above the general benefits of this type of structure (weight, passenger room etc.), the understeering behaviour of a front wheel drive engine allows the driver to respond to vehicle stress more intuitively under limit conditions: hence the feeling that front wheel drive is 'more sincere' than rear wheel drive.

A significant increase in driving safety, in other words. Opponents argue that front wheel drive can impair full driving satisfaction and control under certain conditions, giving rise to traction problems on corners, performance at the limit of understeer or steering reactions because the steering wheels are also the drive wheels. Alfa Romeo has overcome this disadvantage by developing the Q2 system that offers all the attributes of a front wheel drive system with significantly increased roadholding, traction and stability during over-run. At the same time, it lessens understeer during acceleration, the action of electronic controls and steering wheel vibrations. The following two practical examples highlight the technical potentials of the Q 2 system.





### Example one: vehicle cornering

When cornering in conditions of poor grip (e.g. wet, snowy or muddy road) or during sporty driving, the inside wheels often lose grip due to the fact that the differential distributes torque to the wheel with the least load and takes torque away from the outside wheel that could be subject to higher friction since it has to bear the additional weight exerted by vehicle roll. This situation may determine two different responses, according to the equipment on the car. On a model without ASR – VDC, the perceived result is slipping of the inside wheel, loss of vehicle control (strong understeer) and lack of acceleration when coming out of the bend. If the vehicle is equipped with ASR – VDC, the steering assistance systems cut in to take power from the engine by adjusting the throttle. This makes it impossible to modulate the accelerator and gives the driver the unpleasant sensation of a loss of power and interaction with the vehicle. The result in both cases is a feeling of being at a standstill on leaving the corner.

What happens if the Q2 system is present: As the inside wheel begins to lose grip, torque is partly transferred to the outside wheel to ensure less understeer, greater stability, higher exit speed from the corner and fewer and less invasive vehicle control system operations. The net result is an increase in driving satisfaction and full control of the vehicle.

### Second example: ground with poor grip.

When driving over ground with poor grip, the traction of the drive wheels is often different. For example, when driving after a snowfall or heavy rain, one wheel is on the edge of the carriageway in direct contact with lying snow while the other is in a clean, dry area. In these particular conditions, when the car sets off or accelerates strongly, the wheel subjected to critical friction conditions will slip with strong reactions on the steering wheel, unsatisfactory take-off and the need to make continual corrections to the steering wheel to maintain the trajectory.

What happens if the Q2 system is present: The negative effects are countered due to gradual transfer of torque toward the wheel that is able to exploit the greatest friction coefficient. This makes it easier, for example, to perform a hill start on a mountain road and safer and more comfortable to drive over road sections with poor surfaces.

The sophisticated Q2 system is yet another example of Alfa Romeo excellence in the quest for technical solutions geared for safety and driving satisfaction.