

Enzo a lot of quality  
many people show



**ASSIGN  
BUSTER**

ENZO FERRARI REVIEW Now i am going to tell tou about Enzo Ferrari feature , speed . body, gear etc Enzo Ferrari has a lot of quality many people show their intrest to buy this quality car i never been seen this kind of blasting feature car before. so lets come to describe the entire featue of Enzo Ferrari.

In this content we basicly talk about the first drive of this car which will be mentioed below.. Benuzzi, Ferrari's celebrated rubber-burning driver, desires to demonstrate the new Enzo's brakes, not its acceleration. He understands that to point out off its stopping power the supercar also will reveal its huge performance. At Ferrari's take a look at track, Benuzzi stretches the new six. 0-liter V-12 to the 8200-rpm rev electrical circuit — exhaust howling — in initial, second, third, then fourth gear, and that we flash through the left-hand chink at one hundred fifty mph (6800 rate in fifth). Benuzzi is smile, knowing what comes next. He hits the brakes, paw at the same time sound the paddle to downshift, revs mechanically soaring between every zero.

15-second shift. The brakes growl, the 19-inch Bridgestone Scuderia rubber scrambles for grip. The Enzo stays straight, flat. below the staggering speed, our eyes water and our bodies strain against the four-point belts. It's as if some secondary attraction were swiftness the Ferrari, dragging it into the track surface. Three-lap demonstration over, complaint induced , Benuzzi tells America the discs square measure twenty five, 000 miles recent and are through a series of 200-to-0-mph tests. Ferrari brakes are not normal brakes these are Brembo's new fourteen. 9-inch Carbon-Ceramic Material system, that boasts a big twenty seven.

5-pound weight saving and consistent stopping regardless. The basic facts about Ferrari's Enzo are: 650 HP, 3000 pounds, a high speed of 218 mph, 11.0 seconds for the standing quarter-mile, a value of regarding \$650,000, and 349 of them to be engineered — numbers that build this the quickest, most costly Ferrari of all time. you will never see before.

Officially, the supercar is that the Ferrari Enzo Ferrari, however Maranello realistically acknowledges it as simply the "Enzo." In nearly each space, this non secular successor to the 288GTO, F40, and F50 steps outside Ferrari's existing order. The Enzo pushes road-car technology barriers and incorporates enough Formula one philosophy to travel way on the far side simply celebrating Ferrari's 3 (going on four) consecutive world-championship titles. Ferrari president Luca di Montezemolo says, "I wished to travel to a small degree bit too way in each part to create a superextreme automotive." The Pininfarina-styled Enzo appearance intense, purposeful, dramatic, mean, and smaller than the F50. The side mirrors the F1 automotive with its raised nose rendering the 2 facet vents, and it's at odds with the softer, well-endowed tail.

It's AN mechanics statement, AND what you do not see is an stomach tailored to wind-tunnel demands. Flaps previous the front wheels add unison with the tiny, adjustable rear spoiler and 2 rear diffusers to relinquish a downforce load of 756 pounds at 124 mph, increasing to 1709 pounds at 186 mph before it bit by bit decreases to 1290 pounds at high speed. The Enzo delivers quailty sound on demand. At light-weight throttle the engine may be a distant rumble. Push it, and therefore the pc is aware of by throttle

position, revs, and speed once to open the exhaust bypass valves, initiating a deep, sleek goose-bump-inducing howl.

you are taking the push with no consideration, the Enzo passing from leisurely to a hundred {and fifty} mph ostensibly while not rummaging an intermediate stage. Ferrari currently acknowledges that the F50's F1-based V-12 left drivers longing for a lot of force. For this automotive, a brand new naturally aspirated, 65-degree V-12 was developed, and it'll get into the successors to the 456 and 575M. The Enzo V-12's 92mm bore and seventy five. 2mm stroke provides a capability of 5999cc. The quad cams ar belt-driven with variable inlet- and exhaust-valve temporal arrangement, and therefore the intake-runner lengths ar endlessly variable. every bank of cylinders is controlled by a old master Motronic ME7.

0 european and fed via a drive-by-wire throttle, with one coil for every sparking plug. The V-12 makes 650 H. P. at 7800 rev and 485 pound-feet of force at 5500 rev.

At 3000 rev, it's still punching out 391 pound-feet of force, whereas the F50 peaked at 347 pound-feet at 6500 rev. To keep control on public roads, world champ Schumacher insisted Ferrari lower the threshold of the ASR (traction control) intervention in its default mode. Race mode raises that level for aggressive driving; switch off the ASR for track work. In tight corners, the Enzo understeers moderately. Above 80 mph you increasingly feel the downforce working, the handling balance changing to whatever the driver's right foot demands in ASR's off or race mode.

The pushrod-actuated control-arm front and rear suspension works with continuously variable dampers to maximize body control and comfort as required. The Enzo — it comes only in red and yellow — requires a massive upward adjustment of expectations. No surprise that even at the greatly elevated price all 349 Enzos are spoken for. SO even its comes in just in two colour but demand of this great car a lot . Many people have great intrest in this beautiful high speed car the basic thing is that Enzo Ferrari mostly used for racing tracks, a lot of sport person like this high speed car because of car engine, body, interior etc So if you want to get high speed and quality feature car i personly suggest you should purchase this quality featue car. For further informaion you can contact with us on Facebook, Twitter, Google.