

CF COVINI - C6W

3 AXLES SUPER GT



TECHNICAL DATA

ENGINE: rear, longitudinal, 8 cylinder in V formation, 4 valves per cylinder, naturally aspirated, petrol direct injection Bosch-motronic.

CAPACITY: 4200 cc

MAX POWER: 380 PS (260KW) at 6400 rpm

TRANSMISSION: rear wheel drive transaxle

GEARBOX: mechanical 6-speed + reverse. Manual and electro-hydraulic steeringwheel mounted servo

CHASSIS: steel tubular with carbon fibre reinforcements and structural parts

SUSPENSION: independent front and rear wishbones

WHEELS AND TYRES: front 15in wheels with 205/45-15 tyres; rear 20in with 345/25-20 tyres

BRAKES: front and rear vented Brembo discs. Bosch servo and electronic brake distribution

BODYWORK: glass fibre and carbon fibre

DIMENSIONS: length 4180mm; width 1990mm; height 1080mm; wheelbase 2230mm/2750mm (to foremost/middle front transaxle);

A PROJECT STARTED 30 YEARS AGO...

The original idea was conceived in '74 car and made provision for 10 inches front wheels because there were no low profile tyres at the time. The project was ditched in favour of the Soleado prototype, deemed more important, and lay dormant until the 80s when hydro-pneumatic suspension for the four front wheels were devised to optimise weight distribution under various loading conditions. High development costs and other contingencies forced the project to be delayed again. Its use of new ABS technologies and airbags in the 90s pointed in the direction of new research into active and passive safety. This aspect encouraged backing from companies for its development..

WHY SIX WHEELS?

- when a front tyre deflates the vehicle does not lose control and continues safely thanks to the other wheel next to it.
- four front discs are used under braking; although their individual area is smaller, the total area is greater: this means there is less overheating, more force can be applied and braking is more consistent.
- with aquaplaning the risk is low because the two foremost wheels clear the water for the ones behind them and allow better road adhesion.
- comfort is a consequence of more evenly distributed reaction forces in the suspension: the reaction with a pot hole is divided between the four front wheels and the shudder in the chassis is limited.
- in case of frontal impact the load is better absorbed: the cockpit and passengers are easily protected.
- reduced unsprung weight in the wheels improves grip. Directional stability is improved: a change of angle due to slack in the steering mechanism (in structures like silentblocks) is compensated by the second set of wheels.
- Two additional springs and dampers also keep the vehicle more settled.



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