

All The Secrets Behind the Ferrari F2004B and the Ferrari F2005

All The Latest Secrets behind the Ferrari F2004B and the Ferrari F2005 from Maranello

([PRWEB](#)) January 22, 2005 -- With great and in depth approach, we found the following new features in both the Ferrari F2004 and the Ferrari F2005 interpreting the new regulations.

The FIA presented aerodynamic changes for 2005 to reduce downforce and cut performance to where the key changes are a higher nose and front wing section, a changed rear diffuser profile, and the bringing forward of the rear wing structure. The FIA stated that they estimate these changes could cut downforce by as much as 25 percent over the 2004 fastest times.

The Ferrari F2004B is a new born chassis that looks like its mother, being the F2004, that devastated the whole entire 2004 F1 field. You will notice a much more cluttering design on the whole tank due to the decreased number of halts to the gearbox in order to abide by the new regulations pertaining to the tyres to where these changes will also require harder compounds than in 2004 which will force drivers to drive with tyre preservation in mind.

They will be changing the side wings and even the front wing will be raised higher by a whole 5 cm but will still maintain its traditional spoon looking scoop. The rear wing will become humongous because they will advance it by 15 cm to abide by the new regulations pertaining to the rear bodywork aerodynamic change.

The appendice wing will be connected to the chassis with two elements very close to the wheels again to abide by the regulations while the two side panels will be much bigger and much deeper in creation of its spoon format. Changes will also be applied towards the rear descent with lower side channels, always in compliance with the new regulations.

The F2005 being the new jewel from the Ferrari home, will exploit and fill all the possible holes left in the regulations for superior technical optimization always maintaining, in general balance, the shape of the F2004 chassis, Maranello's newborn will be offering interesting notes such as the following as the obvious and evident ones being on the sides of the car and towards its air flow which is taken above the pilot's helmet.

In regards to the side of the car, the dimensions of the wings will increase in size which is a big step in reference to the design for the cooling purposes of the car. The side is cut from a swelling that pertains to the air flow from the radiators that become larger, to better cool the engine.

The team lowered and transformed the bellies of the chassis in a tube-like shaped design very similar to the solution found by the Sauber team.

The airscoop design is always there for the purpose to better cool the engine, redesigned and rediscovering the shape of the actual air drop used from the Williams 1997 car.

Ferrari completely redesigned the suspension of the car with the help of the Bridgestone Team. This will be favourable for the team since it is a literally customized design with the tyre manufacturer to obtain the most optimal results in both qualification and race results to which no other team has this customized effect that Ferrari and Bridgestone are able to develop and rely on.

The front wings will be much more massive, as per the new rules, and even higher. The F2005 will present a flatter spoon-shape wing, less accentuated in respect to the F2004. The F2005 rear wing has been totally revised to where the lateral elements will be extended by 15 cm giving the optical effect of a big, full-bodied rear wing which can look rather bulky in the rear.

Most enhancements from the wind tunnel brought a lot of attention to the front nose of the car. The nosecone will be elevated as high as to where the feet of the driver is located with a falling lower look as seen on the picture taken during a test in Monza. The nose in the end will look like the beak of an eagle as per the picture to the right.

By Enrico Chiara

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