



High Aspirations

FROM F430 TO CHOPPER IN UNDER FOUR SECONDS

STORY DAVID PANKEW PHOTOS RICK FADELL

Steven Wise and ExoticARe team up to complete this unique fraternal twin project. Together these blacked-out machines produce 1222hp which, quite literally, will blow you away.

CONSIDERING I come from a long lineage of car enthusiasts, I'm positive I was predisposed to be drawn to this industry. It certainly wasn't environmental because my Dad isn't an enthusiast by any stretch but has picked up some whacked cars over the years. I recall having to plug and unplug block heaters for the variety of VW and Audi diesels we owned, then there were three generations of German-made Capris, oh and who could forget the Audi 5000 Quattro, one hell of a car when it was running. Pepper that with some out-there models like a Jag XKE, the Datsun 510 and the Austin 1800, growing up I had lots of interesting cars to explore. Yet still, my Dad is far from a gear-head since he rarely opened the hood and by an early age, I could tell him more about the mechanics of the car than he dreamed. Not to be outdone, he would answer back with an

historical overview of the company that produced the car from Pre-WWII, because history was his bag. But everything on four wheels has always been at the forefront of my existence, until recently.

Another fascination I have is helicopters. Military, civilian, industrial it doesn't matter – the whirly-bird is one unconventional piece of machinery. Since getting a helicopter, or even a helicopter pilot's licence wasn't in the cards, I satiated my craving with radio controlled helicopters. Whether it was nitro fuel or electric plants, flying these 1/10 scale choppers is both challenging and rewarding but also expensive, since every mistake drains your wallet.

"Dave, have you ever been in a chopper before?" asks Steven Wise expecting me to say no. "Hey Steven, I've flown one before," I respond, but quickly remedy the puzzled look on his face. I let this

50-year-old owner of a successful insurance and real-estate venture firm know that my piloting experience was limited to scale models. I can tell by his facial expressions that radio control doesn't qualify and he ushers me into the sleek black chopper.

I know you're probably wondering why we're talking 'copters in a car magazine. Well, for starters, this particular AS350 EuroCopter is part of a collection, which also featured a triple-black H2 and a stunning SL55 that day. But the prize was clearly the helicopter's fraternal twin, a gorgeous black-on-black (with a dash of yellow) Ferrari F430 Spider. We had an air strip at our disposal and a helicopter – naturally we had to pilot the aircraft recklessly to get you some radical photos of this Spider in action.

As we prepared for take-off one of the photogs asked, "Who would win in a drag

race?" Wise referred us to his pilot, Dave Tommasini, of Four Seasons Aviation, who stated simply, "the maximum speed of the AS350 is 161mph, but when it comes to agility, the chopper can really manoeuvre." We were about to put this theory to the test and considering our goal was to perform high risk stunts to get the shots – we wanted to get as close to the Ferrari as possible. With the skilled veteran at the controls, we hovered above the black land rocket close enough for the driver to reach up and touch the chopper's skid. With some inputs to the pitch and collective, the massive chopper strafed sideways, backwards and literally danced circles around the Ferrari in ways that left the passengers speechless – myself included. The AS350 gas turbine engine was extremely quiet, vibrations were non-existent and the comfort level totally luxurious as it sliced through

the air like nothing in nature on what was a very windy day.

As we touched down and exited the craft looking like cast members of a Bruckheimer film, I had a million questions about the sexy bird, but first, it was off to inspect Wise's other toy, the Ferrari F430. Wise has entrusted the services of ExoticARE to assume the project management on all of his automotive (and aeronautical) endeavours. Andrew Reval, co-founder of ExoticARE is very enthusiastic about all of these projects because he has made a business out of doing what he spends his free time on anyway. The well-spoken 30-year-old entrepreneur has a client list reading like the Fortune 500 of the region and is always busy. But busy getting results considering all of these creations, including the AS350 were under his direction and assembled in the short time-frame Wise

had specified. Andrew's partner Alex Niederfahnenhorst, who's first language is German, helps cut through the red tape in orders from Germany, where the tuning industry has a predominantly 'German only' language focus.

The F430 was the first black Spider delivered to Toronto and ExoticARE began in the first week of ownership to improve upon Ferrari's product. The rare Daytona black provides a sinister look for the car and is mimicked on the wheels as well. The massive HRE 547R 3-piece rims are custom spec measuring 19x8.5-inches in the front and a healthy 19x11-inches in the rear. For snappy turn-in, a pair of 225mm Pirelli P-Zero Rosso tires are found up front with healthy 285/35ZR19 Pirellis to put the power down. The black rims were accented with a deep polished lip and yellow Ferrari center caps. The tire pressure sensor system has been

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grafted onto the new wheels and the hidden valve system is also present.

Wise is definitely discerning when it comes to vehicle modifications and to stay true to the heritage, all of his modifications require minimal cutting, drilling or welding. So ExoticARE was delegated the task of finding true bolt-ons and unobtrusive mods for the car. The Capristo Twin Sound exhaust definitely qualified. This piece of 321 stainless steel art snakes around from behind the rear valance and features a variable-pitch damper. When the wireless controller is set to wide-open, the Capristo makes the F430 reminiscent of a street-legal F1 car but when baffled can be as subdued as one of his sedans. "When I am out with the wife or just want law enforcement to look

elsewhere, I hit the switch and my troubles are gone," Wise admits.

There are a few more upgrades being completed for this relatively new platform. Some of which are the Imola Racing parts from German manufacturer Dimex. The Imola line, distributed by P-Factor in North America, is some top quality TÜV approved gear. Since I have personally tested their Imola 360 Evoluzione, it gets the stamp of exhilaration. And Reval knows that the F430 would benefit from parts like the twin carbon airboxes with performance filters, the active carbon fiber sideskirts and the seemingly mundane accents like polished engine accessories, stainless lines and an oil temperature gauge.

On the interior, Wise had two requirements—function and style. Wise dreamed

The Daytona seats, as well as the cockpit, feature yellow piping and stitching.

up a blend of Ferrari and ExoticARE options centered around dramatic yellow accents. The Daytona seats, as well as the cockpit, feature yellow piping and stitching. The dash is fitted with carbon fiber inserts and the console has been draped in carbon fiber as well. The custom-embroidered floor mats with yellow splashes of color compliment the carpet of the same exotic materials. I.C.E. was also another mandate of Wise.

Since he is an avid Howard Stern fan, he demanded that his SiriusConnect module be onboard to catch the show on satellite. An Alpine IVA-D310 LCD flipscreen was installed for DVD/CD/MP3, including the Alpine KCE-104V video expansion module. To cut through city streets, the Alpine NVE N852A navigation system keeps the driver on track. Also displayed on the LCD is the rearview camera lurking in the rear mesh because a Ferrari, any Ferrari, is a chore to handle backwards.

Exterior wise, the look is subtle with

only Imola smoked side markers, yellow calipers and some unique paint preservatives. To keep the front of the F430 showroom, even approaching 200mph, a 3M Trimline coating has been put along the front end and an Autobrill paint sealant that will, according to ExoticARE, revolutionize the industry.

The chopper was built to imitate the appearance of the Ferrari and as time progresses will become even more identical. The custom paint is the same Ferrari Daytona black complete with

Ferrari prancing horse graphics and all. There was some question as to whether this was ethical and the consensus was hell, why not? It's not like the stallion was being silkscreened on a thong or a cheap T-shirt and Wise has owned five other Ferraris. I think he qualifies. The "W" initial has been stylized across the breadth of the chopper which features a 20-percent limo tint for that stealth look. In the spacious cockpit that seats six adults, the custom grey leather with black piping rivals the seating in luxury

DETAILS

2006 FERRARI F430 SPIDER

WHEELS, TIRES, BRAKES

HRE 547R 3-piece alloys custom black inner with polished lip (MRP \$6,400) (f) 19x8.5-inch 225/35ZR19 Pirelli P-Zero Rosso (r) 19x11-inch with 285/35ZR19 Pirelli P-Zero Rosso tires, ExoticARE: (hidden air valve system, relocated tire pressure monitor system) Ferrari: (yellow center caps, yellow Brembo calipers)

EXTERIOR

Imola Racing smoked side markers, 3M Trimline front bumper / hood protection, Autobrill paint sealant

INTERIOR

Ferrari: (black leather interior with yellow stitching, Daytona seats with yellow accents, carbon fiber dash, carbon fiber console) ExoticARE: (custom embroidered floor mats and carpet with yellow stitching and piping)

I.C.E.

Alpine: (IVA-D310 Mobile multimedia station with 7-inch flip LCD (DVD/CD/MP3), KCE-104V CVA-1004 video expansion module, NVE N852A DVD vehicle navigation system) ExoticARE: rear view camera system (installed in rear mesh insert) SiriusConnect SIR-ALP1 Alpine-compatible satellite radio tuner



HIGH ASPIRATIONS

sedans and the air conditioning is more than adequate. The avionics have been upgraded with advanced GPS and the optional cargo is held in the scroll cheeks flanking the craft.

This aerial workhorse is used primarily to beat the Ferrari and the rest of the traffic to and from the cottage. It cranks out 732hp and tips the scales at 4,960-pounds but has an impressive 2,555-pound cargo capacity. Not your average weekend vehicle and it definitely looks the part.

Not to be outdone, the Ferrari is obviously exceptional in its own right. The

controversial F430 looks fast standing still and the sequential transmission – wow – words cannot describe it. It blips the throttle for you and with a 150 millisecond shift, is chasing the redline in the next gear. The sound, feel and cool-factor of the shifting process converted even a stick-supporter such as myself. Considering the Ferrari is sparse on the performance upgrades, the baseline numbers are only slightly improved upon rocketing the car from naught-60mph in just 3.9 seconds. And the aerodynamics are incredible, low wind noise with the top down, no detectable lift and at one

point when I was driving behind the F430, it kicked up a leaf and held it in the static air behind the diffuser for almost 10-seconds ... very strange to watch. But when you have a car capable of topping out at 196mph, the aerodynamics are of paramount importance.

It was an interesting day with Wise and his eclectic collection – the kind of experience you never really get bored of. I was shocked to hear that his favorite car of all time is now the SL55. But when it comes to favorite machines ... well I think that's obvious. Just remember, this is a car magazine. **MLB**

SPECIFICATIONS

2006 FERRARI F430 SPIDER

ENGINE

Ferrari 4.3L 40V V8

ENGINE MODIFICATIONS

Capristo Twin-Sound stainless exhaust system (MSRP \$4,299) with wireless remote control for active sound dampening valve operation (MSRP \$250)

NUMBERS

510hp (est.)

SOURCEBOX

ExoticARe

High-End Modifications

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